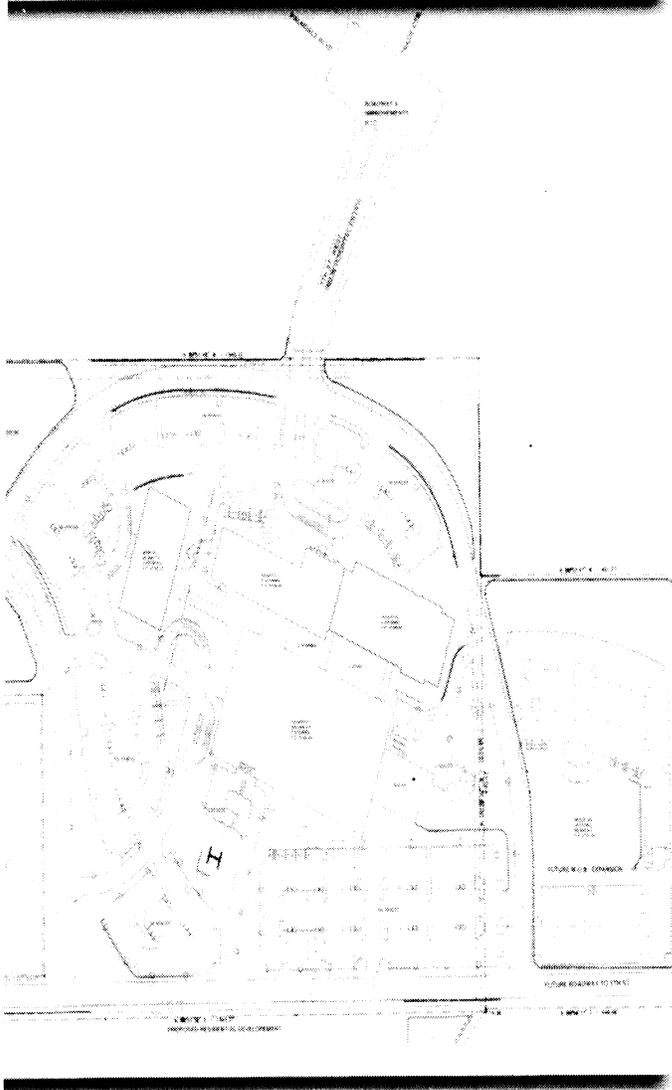
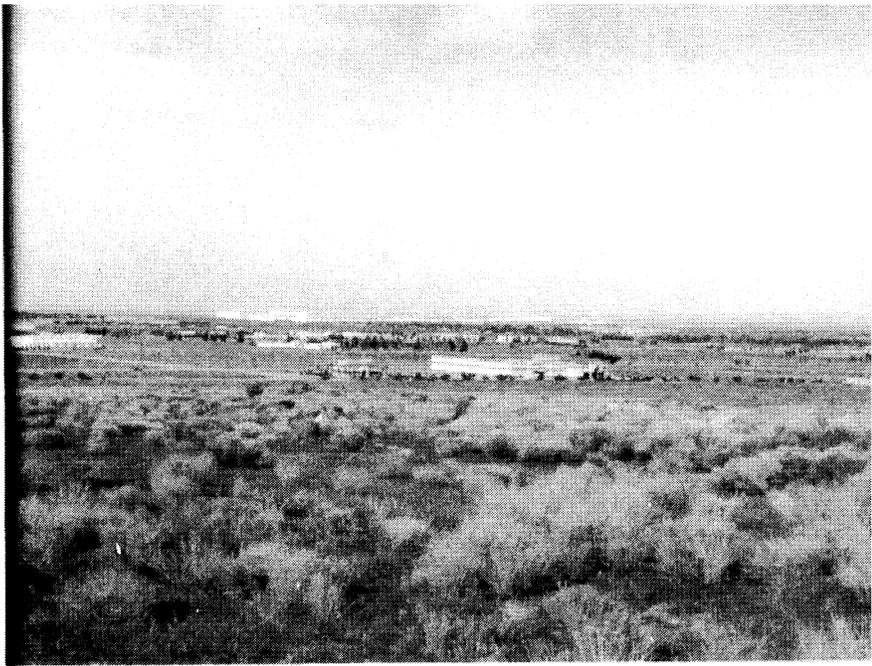


City of Palmdale

Planning Department



Final EIR No. 02-01

Palmdale

Medical

Center



SCH # 2003081136



October 25, 2004

FINAL ENVIRONMENTAL IMPACT REPORT NO. 02-01

SCH # 2003081136

PALMDALE MEDICAL CENTER

- GENERAL PLAN AMENDMENT NO.03-05
 - ZONE CHANGE NO.03-05
 - PLANNED DEVELOPMENT 04-03
- CONDITIONAL USE PERMIT NO.03-09

Lead Agency:

City of Palmdale
Planning Department
38250 Sierra Highway
Palmdale, CA 93550
Contact: Mr. Richard Kite
(661) 267- 5200

Consultant:

RBF Consulting
3536 Concourse, Suite 220
Ontario, CA 91764
Contact: Mr. Kevin Thomas, Environmental Services Manager
909.581.0196

October 25, 2004

JN 10-102534.001

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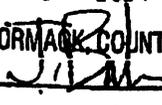
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FILED

SEP 14 2004

NOTICE OF DETERMINATION

CONNOR B. MCCORMACK COUNTY CLERK


DEPUTY

J. BAKER

TO: Los Angeles County Clerk
Environmental Filings
12400 Imperial Hwy., Rm. 2001
Norwalk, CA 90650

FROM: City of Palmdale
Planning Department
38250 Sierra Highway
Palmdale, CA 93550

TO: State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Case Planner: Richard Kite, Associate Planner

Applicants: Universal Health Services, Inc.
City of Palmdale

Addresses: Universal Health Services, Inc.
Universal Corporate Center
367 South Gulph Road
King of Prussia, PA 19406

City of Palmdale
Economic Development-Housing Division
38250 Sierra Highway
Palmdale, CA 93550

Case: General Plan Amendment (GPA) 03-05
Zone Change (ZC) 03-05
Planned Development (PD) 04-03
Variance 04-09
Conditional Use Permit (CUP) 03-09

Description of Project: GPA 03-05, ZC 03-05, PD 04-03, Variance 04-09, and CUP 03-09, are applications of Universal Health Services and the City of Palmdale to develop a 300,000 square foot general hospital with an ultimate capacity of approximately 250 beds, two 60,000 square foot medical office buildings and a senior housing facility with up to 80 units located on approximately 37.2 acres. Applications for the project include a) General Plan Amendment (GPA) 03-05 to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial); b) Zone Change (ZC) 03-05 to change the zoning designation of the subject

THIS NOTICE WAS POSTED
ON OCT 14 2004
UNTIL NOV 15 2004
REGISTRAR-RECORDER/COUNTY CLERK

04 0012191

Notice of Determination

GPA 03-05, ZC 03-05, PD 04-03, Variance 04-09, CUP 03-09

October 8, 2004

Page 2

site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with a Mixed Use overlay); c) PD (Planned Development) 04-03 to permit construction of the mixed use development on the subject site; d) Variance 04-09 to exceed the permitted building height of 45' in the C-2 zone by 29' for a total building height of 74' as defined by the Zoning Ordinance; and e) Conditional Use Permit 03-09 to permit construction of the 300,000 square foot general hospital and two 60,000 square foot medical office buildings.

Location:

Located on the eastern side of Tierra Subida Avenue approximately 1000' south of Palmdale Boulevard between the approximate alignment of Avenue Q-5 and Avenue Q-7.

On October 7, 2004, the Planning Commission of the City of Palmdale recommended approval of GPA 03-05 and ZC 03-05 to the City Council of the City of Palmdale. Further, on October 7, 2004, the Planning Commission of the City of Palmdale approved Planned Development (PD) 04-03, Variance 04-09 and Conditional Use Permit (CUP) 03-09 subject to City Council approval of GPA 03-05 and ZC 03-05. Environmental Impact Report (EIR) 02-01 (SCH # 2003081136) was prepared to analyze the potential environmental impacts resulting from development of the proposed project. EIR 02-01 was certified by the City of Palmdale Planning Commission on October 7, 2004, by Resolution No. PC-2004-076, in compliance with the provisions of the California Environmental Quality Act, as amended. The EIR determined that the project would result in impacts related to Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics / Light and Glare, Biological Resources, Cultural Resources, and Public Safety. These impacts were found to be potentially significant, but can be mitigated to a less than significant level, with the imposition of mitigation measures applied to the project under the Conditions of Approval for CUP 03-09. Further, the EIR determined that the project would result in short-term and long-term impacts to air quality and aesthetics. Despite implementation of the stated mitigation measures for impacts related to air quality and aesthetics, significant and unavoidable short-term and long-term air quality impacts and aesthetic impacts would remain. A Statement of Overriding Consideration was adopted by the Planning Commission for these significant and unavoidable impacts.

04 0012191

Notice of Determination

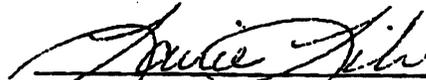
GPA 03-05, ZC 03-05, PD 04-03, Variance 04-09, CUP 03-09

October 8, 2004

Page 3

The documents related to these applications and the Final EIR prepared for the project are on file and available for review at the City of Palmdale, Planning Department, 38250 Sierra Highway, Palmdale, California 93550.

Dated: 10.08.04



Laurie Lile, Director of Planning
City of Palmdale

04 0012191

FILED

NOV 15 2004

CONNOR B. MCCORMACK, COUNTY CLERK

J. Baker
J. BAKER DEPUTY

NOTICE OF DETERMINATION

**TO: Los Angeles County Clerk
Environmental Filings
12400 Imperial Hwy., Rm. 2001
Norwalk, CA 90650**

**FROM: City of Palmdale
Planning Department
38250 Sierra Highway
Palmdale, CA 93550**

**TO: State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814**

Case Planner: Richard Kite, Associate Planner

**Applicants: Universal Health Services, Inc.
City of Palmdale**

**Addresses: Universal Health Services, Inc.
Universal Corporate Center
367 South Gulph Road
King of Prussia, PA 19406**

**City of Palmdale
Economic Development-Housing Division
38250 Sierra Highway
Palmdale, CA 93550**

**Case: General Plan Amendment (GPA) 03-05
Zone Change (ZC) 03-05
Planned Development (PD) 04-03
Variance 04-09
Conditional Use Permit (CUP) 03-09**

Description of Project: GPA 03-05, ZC 03-05, PD 04-03, Variance 04-09, and CUP 03-09, are applications of Universal Health Services and the City of Palmdale to develop a 300,000 square foot general hospital with an ultimate capacity of approximately 250 beds, two 60,000 square foot medical office buildings and a senior housing facility with up to 80 units located on approximately 37.2 acres. Applications for the project include: a) General Plan Amendment (GPA) 03-05 to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial); b) Zone Change (ZC) 03-05 to change the zoning designation of the subject

**THIS NOTICE WAS POSTED
ON NOV 15 2004
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REGISTRAR-RECORDER/COUNTY CLERK**

**RECEIVED 04 0012623
DEC 23 2004
PLANNING DEPT**

Notice of Determination

GPA 03-05, ZC 03-05, PD 04-03, Variance 04-09, CUP 03-09

November 10, 2004

Page 2

site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with a Mixed Use overlay); c) PD (Planned Development) 04-03 to permit construction of the mixed use development on the subject site; d) Variance 04-09 to exceed the permitted building height of 45' in the C-2 zone by 29' for a total building height of 74' as defined by the Zoning Ordinance; and e) Conditional Use Permit 03-09 to permit construction of the 300,000 square foot general hospital and two 60,000 square foot medical office buildings.

Location:

Located on the eastern side of Tierra Subida Avenue approximately 1000' south of Palmdale Boulevard between the approximate alignment of Avenue Q-5 and Avenue Q-7.

On October 7, 2004, the Planning Commission of the City of Palmdale recommended approval of GPA 03-05 and ZC 03-05 to the City Council of the City of Palmdale. Further, on October 7, 2004, the Planning Commission of the City of Palmdale approved Planned Development (PD) 04-03, Variance 04-09 and Conditional Use Permit (CUP) 03-09 subject to City Council approval of GPA 03-05 and ZC 03-05. On October 25, 2004, the City Council of the City of Palmdale approved GPA 03-05 and ZC 03-05. Further, on November 8, 2004, the City Council of the City of Palmdale approved the second reading of Zone Change 03-05. Environmental Impact Report (EIR) 02-01 (SCH # 2003081136) was prepared to analyze the potential environmental impacts resulting from development of the proposed project. EIR 02-01 was certified by the City of Palmdale Planning Commission on October 7, 2004, by Resolution No. PC-2004-076, in compliance with the provisions of the California Environmental Quality Act, as amended. EIR 02-01 was certified by the City Council of the City of Palmdale on October 25, 2004, by Resolution No. CC 2004-284, in compliance with the provisions of the California Environmental Quality Act, as amended. The EIR determined that the project would result in impacts related to Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics / Light and Glare, Biological Resources, Cultural Resources, and Public Safety. These impacts were found to be potentially significant, but can be mitigated to a less than significant level, with the imposition of mitigation measures applied to the project under the Conditions of Approval for CUP 03-09. Further, the EIR determined that the project would result in short-term and long-term impacts to air quality and aesthetics. Despite implementation of the stated mitigation measures for impacts related to air quality and aesthetics, significant and unavoidable short-term and long-term air quality impacts and aesthetic impacts would remain. A Statement of Overriding Consideration was adopted by the

Resolution No. CC 2004-284

City of Palmdale

County of Los Angeles

CITY OF PALMDALE

COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. CC 2004-284

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE, CALIFORNIA CERTIFYING THAT THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) 02-01 (SCH # 2003081136) FOR THE PALMDALE MEDICAL CENTER HAS BEEN PREPARED AND COMPLETED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, Universal Health Services, Incorporated and the Community Redevelopment Agency of the City of Palmdale has filed an application requesting the certification of an Environmental Impact Report (EIR) 02-01 (SCH # 2003081136) for the Palmdale Medical Center as proposed under City of Palmdale General Plan Amendment 03-05, Zone Change 03-05, Planned Development 04-03, Variance 04-09, and Conditional Use Permit 03-09 described herein (hereinafter referred to as "the Project"). The City of Palmdale has prepared EIR 02-01 to evaluate the development and construction of a mixed-use development consisting of a 300,000 square foot general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing facility on approximately 37 acres. Additional land area is to be acquired for a southerly extension of Trade Center Drive to provide access from Palmdale Boulevard at the intersection of Trade Center Drive. The project site is located adjacent to the eastern side of Tierra Subida Avenue approximately 1000' south of Palmdale Boulevard between the approximate alignment of Avenue Q-5 and Avenue Q-7. The senior housing is proposed on 3 acres of the 37 acres located at the southwest corner of the site.

General Plan Amendment (GPA) 03-05 is proposing to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial). Zone Change (ZC) 03-05 is proposing to change the zoning designation of the subject site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use overlay) to change the zoning designation for consistency with the General Plan and to allow development of the mixed use. PD (Planned Development) 04-03 is also required to permit construction of the mixed-use development on the subject site. Variance 04-09 has been approved by the Planning Commission for the project to allow the hospital portion of the development to exceed the permitted building height of 45' for the C-2 zone by 29' as defined by the Zoning Ordinance. Conditional Use Permit 03-09 has been approved by the Planning Commission to permit construction of the 300,000 square foot general hospital and two 60,000 square foot medical office buildings.

The 300,000 square foot general hospital will include an emergency room, intensive care unit, several medical/surgical units and pre/post operation recovery areas. The hospital will also provide a women's center, a neo-natal intensive care unit, a well baby nursery, labor rooms, labor delivery/recovery rooms and a post anesthetics care unit. Initially, the facility would be licensed for 171 beds. Additional capacity is being constructed within the general hospital shell for future provision of additional intensive care and medical surgical beds. The hospital will include emergency access facilities for ambulances as well as a helipad for the transport of patients. The helipad usage is not anticipated to exceed two trips per month. The hospital building includes one, two, three and five story components with only the five-story bed tower exceeding the permitted height of 45' for the C-2 zone. Also proposed within the development are two medical office buildings of approximately 60,000 square feet each with a height of three stories each (MOB 1 and 2). The proposal also provides for construction of supporting parking areas, internal and perimeter landscape/hardscape elements, site lighting, parking areas and access drives, pedestrian walkways, and supporting infrastructure. The City is constructing off-site roadway and infrastructure improvements for the project along Palmdale Boulevard and Tierra Subida Avenue. Property acquisition for public right-of-way improvements is also anticipated for the project. Additionally, the project will provide an 80 unit senior housing development; and

WHEREAS, In determining that an EIR was required for the City's consideration of the Project, the City evaluated the potential environmental impacts of the proposed components of the Palmdale Medical Center through its use of an Initial Study prepared for the project by RBF Consulting pursuant to Section 15063 of the State CEQA Guidelines and Local CEQA Guidelines; and

WHEREAS, A Notice of Preparation (NOP) and Initial Study identifying the scope of environmental issues were distributed to numerous federal, state, and local agencies and organizations on August 18, 2003. A Notice of Preparation was prepared and posted with the State Clearinghouse and Los Angeles County Clerk from August 25, 2003, to September 25, 2003, and published in the Antelope Valley Press on August 25, 2003. A Scoping meeting was held at the City of Palmdale on September 11, 2003, with no outside agencies or other individuals attending. A total of thirteen comment letters were received from agencies in response to the Notice of Preparation and Conditional Use Permit distribution. Copies of those comment letters are included in Appendix 10.2 of the Draft EIR Appendices. Relevant comments received in response to the NOP/Initial Study were incorporated into the Draft EIR. The General Plan and this subsequent amendment have been prepared in accordance with General Plan Guidelines promulgated by the Governor's Office of Planning and Research, and all applicable State Laws; and

WHEREAS, A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR; and

WHEREAS, Response to comments were prepared and mailed, and distributed for a 10-day notification period beginning September 24, 2004; and

WHEREAS, The EIR contains a Mitigation Monitoring Program which lists the changes in the project required to mitigate or avoid significant environmental effects. The Mitigation Monitoring Program states the type of monitoring action that will be required for each mitigation measure, who the responsible agency/party will be for each action and the timing requirements for compliance with each action. The Mitigation Monitoring Program is included in the said EIR; and

WHEREAS, The City of Palmdale Planning Commission conducted a public hearing on the Draft EIR on October 7, 2004, at the City Hall Council Chamber, 38300 Sierra Highway, Suite B, Palmdale, California. Notice of the time, place and purpose of the aforesaid meeting was published in the Antelope Valley Press on September 17, 2004, in accordance with the requirements of Public Resources Code Section 21092; and

WHEREAS, The Initial Study, Notice of Preparation, Draft EIR and Technical Appendices dated July 23, 2004, the Final EIR containing the Comments and Responses to Comments, and the Mitigation Monitoring Program constitute the EIR for this Project. These documents are referred to collectively herein as the Project EIR; and

WHEREAS, On October 25, 2004, the City Council of the City of Palmdale conducted a duly noticed public hearing at the City Hall Council Chamber at 38300 Sierra Highway, Suite B, Palmdale, California on Environmental Impact Report 02-01 and concluded said hearing on that date. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092; and

WHEREAS, both written and oral evidence was duly presented and considered by the City Council at the aforesaid public hearing, including but not limited to the staff report dated October 7, 2004, presented to the Planning Commission and the staff report dated October 25, 2004 to the City Council; and

WHEREAS, All legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, The City Council of the City of Palmdale hereby resolves as follows:

Section 1. The City Council finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this Council during the above-referenced October 25, 2004, public hearing, including public testimony, and written and oral staff reports, this Council specifically finds as follows with respect to Environmental Impact Report 02-01:

- (i) The City Council hereby finds that the Draft EIR, the comments to the draft EIR, the Final EIR including the response to comments, text revisions and errata corrections, and the Mitigation Monitoring Program, together which constitutes the Final EIR for the project, have been received by the Council, that the Council has reviewed and considered those documents prior to acting on the applications, and finds, pursuant to State CEQA Guidelines Section 15090, that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines, and the City's CEQA Guidelines.
- (ii) The Final EIR has been presented to the City Council, the decision-making body of the lead agency, and the City Council has reviewed and considered the information contained in the Final EIR prior to certification of the EIR and taking the following actions with respect to the subject project: a) adoption of a resolution approving General Plan Amendment (GPA) 03-05 to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial); and b) adoption of an ordinance approving Zone Change (ZC) 03-05 to change the zoning designation of the subject site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use overlay).

- (iii) Between the time the Draft EIR was completed and the time this EIR is to be certified, no substantial evidence exists or was presented showing that the project evaluated would create a new significant environmental impact not evaluated in the Draft EIR or cause a substantial increase in the severity of an environmental impacts already evaluated in the Draft EIR. The text revisions and corrections as provided in the Final EIR are not substantial changes to the project, and the City Council specifically finds that there is no substantial evidence in the record to require recirculation of the Draft EIR on any of the grounds set forth in CEQA Section 21092.1 or State CEQA Guidelines Section 15088.5, or any other provision of CEQA or the State CEQA Guidelines.

Section 3. Based on the findings and conclusions set forth in paragraphs 1 and 2 above, the City Council hereby certifies Final EIR 02-01, which consists of the Draft EIR, any comments received, any responses by the City to the comments received, and other materials as set forth in the staff report dated October 25, 2004, and exhibits thereto, which EIR was prepared for the Palmdale Medical Center project. The Planning Commission's certification is subject to the text changes contained in the Final EIR Comments and Responses as provided in the Final EIR. The documents and other materials are on file at the City of Palmdale Planning Department, 38250 Sierra Highway, Palmdale, California.

Section 4. The City Council has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such program designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore, adopts the Mitigation Monitoring Program for EIR 02-01 and attached to the Final EIR.

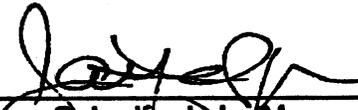
Section 5. The City Clerk is directed to certify the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 25th day of October, 2004

AYES: Mayor Ledford and Councilmembers Loa, Root, Hofbauer, and Dispenza

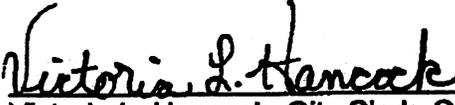
NOES: None

ABSENT: None ABSTAIN: None



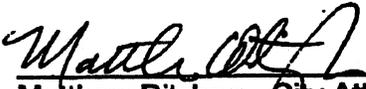
James C. Ledford, Jr., Mayor
City Council

ATTEST:



Victoria L. Hancock, City Clerk, CMC

Approved as to form:



Matthew Ditzhazy, City Attorney

Resolution No. CC 2004-285

City of Palmdale

County of Los Angeles

CITY OF PALMDALE

COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. CC 2004-285

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT 03-05 REVISING THE GENERAL PLAN LAND USE MAP DESIGNATION ON 37.2 ACRES FROM RC (REGIONAL COMMERCIAL) TO OC (OFFICE COMMERCIAL) LOCATED ADJACENT TO THE EASTERN SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1000' SOUTH OF PALMDALE BOULEVARD BETWEEN THE APPROXIMATE ALIGNMENT OF AVENUE Q-5 AND AVENUE Q-7

WHEREAS, Pursuant to Section 65300 of the State Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), the City of Palmdale has adopted a General Plan to provide comprehensive, long-range policy guidelines for future growth and development which incorporates the following elements: Land Use, Circulation, Noise, Housing, Public Services, Safety, Environmental Resources, Parks, Recreation and Trails and Community Design. Each element includes a profile report containing baseline data, and a statement of issues, goals, objectives, and policies and programs as required by State Law; and

WHEREAS, Pursuant to Section 65358 of the State Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), if it is deemed in the public interest, the City may amend all or part of an adopted General Plan; and

WHEREAS, The General Plan and this subsequent amendment have been prepared in accordance with General Plan Guidelines promulgated by the Governor's Office of Planning and Research, and all applicable State Laws; and

WHEREAS, The City of Palmdale and Community Redevelopment Agency of the City of Palmdale have filed an application requesting the approval of General Plan Amendment 03-05 described herein (hereinafter referred to as "Application"); and

WHEREAS, The Application for this General Plan Amendment applies to 37.2 acres within the City limits of the City of Palmdale and Sphere of Influence. The subject site is vacant with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east; and

WHEREAS, General Plan Amendment 03-05 as contemplated, proposes to amend the General Plan Land Use designation on 37.2 acres from RC (Regional Commercial) to OC (Office Commercial) legally described on Attachment I hereto and shown on the map attached hereto as Attachment II; and

WHEREAS, An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department; and

WHEREAS, On October 7, 2004, the Planning Commission conducted a duly noticed public hearing on General Plan Amendment 03-05 at the City Council Chamber located at 38300 Sierra Highway, Suite B, Palmdale, California. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092; and

WHEREAS, On October 25, 2004, the City Council of the City of Palmdale conducted a duly noticed public hearing at the City Hall Council Chamber at 38300 Sierra Highway, Suite B, Palmdale, California on General Plan Amendment 03-05 and concluded said hearing on that date. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092; and

WHEREAS, All legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, The City Council of the City of Palmdale hereby resolves as follows:

Section 1. The City Council finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this Council during the above-referenced October 25, 2004, public hearing, including public testimony, and written and oral staff reports, this Council specifically finds as follows with respect to General Plan Amendment 03-05:

(a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed General Plan Amendment 03-05. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

(b) The city Council finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing

General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics

are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The City Council hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the City Council finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard

intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and

incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the

planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing

water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. *However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the

project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow

for the hospital use and mixed use overtly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1.

Significance: Less than significant impact with mitigation incorporated.

Facts In Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would

involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthened resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final

EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to

comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State heliport permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the

unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the City Council finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The City Council has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the

governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project - Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and

infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being

more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land

use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) This proposed action conforms with the intent of the General Plan to allow for ongoing review and revision of the plan to meet the changing needs of the community and to reflect continued effectiveness of the General Plan because the proposed land use designation of OC (Office Commercial) will provide additional land needed for the development of a large regional commercial retail development on a site that is bordered by RC designated property on three sides. Further, the parcel is best utilized as OC designated property due to its physical location between multiple family and single family residential uses to the south and west and commercially designated property to the north and east of the site.
- (g) It is in the public's interest to revise the General Plan Land Use Map at this time for GPA 03-05 because the proposed land use designation of OC (Office Commercial) will allow for the development of a mixed-use project consisting of a general hospital, medical office buildings, and senior housing/assisted living facility for the City and the Antelope Valley region. Further, the City of Palmdale is one of the largest communities in the state without a general hospital and the proposed amendment will allow development of the proposed general hospital which is in the best interest of the public's health and safety at this time and circumstance.
- (h) Adoption of this General Plan Amendment will not be in conflict with Section 65358 (b) of the Government Code relating to the number of amendments permitted per year, because this amendment request is only the second such amendment to the Land Use Element of calendar year 2004.
- (i) This proposed action conforms with the goals, policies and objectives as described in the General Plan because the proposed OC (Office Commercial) land use designation will change the

existing Regional Commercial designated site to facilitate development of a mixed use medical center and senior housing development. The proposed site is adjacent to existing residentially designated property to the south and west and separates these areas from the more intensive land use designations to the north and east designated RC, CC and PD within the Palmdale Trade and Commerce Center Specific Plan north of Palmdale Boulevard. Further, the proposed site has some topographic variation which is better suited for Office Commercial designation rather than Regional Commercial designation, and helps to minimize interface conflict with existing residential development to the south and west by allowing less intense commercial land uses and incorporating senior housing as a component of the mixed-use development.

- (i) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the the Citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.

Section 3. The City Council has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the City Council. The City Council has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Program (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.

Section 4. The City Council of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The City Council finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City Council of the City of Palmdale, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Council finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale City Council finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

Section 5. Based on the findings and conclusions set forth in Sections 1, 2, 3 and 4 above, this Council hereby approves General Plan Amendment 03-05 as depicted in Attachments I and II of this Resolution.

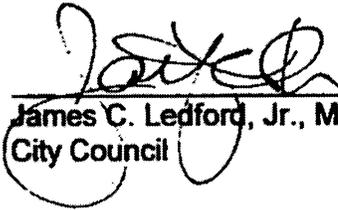
Section 6. The City Clerk is directed to certify the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 25th day of October, 2004

AYES: Mayor Ledford and Councilmembers Loa, Root, Hofbauer, and Dispenza

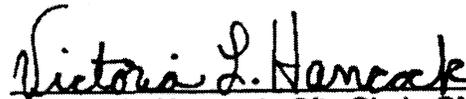
NOES: None

ABSENT: None ABSTAIN: None



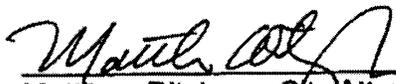
James C. Ledford, Jr., Mayor
City Council

ATTEST:



Victoria L. Hancock, City Clerk, CMC

Approved as to form:



Matthew Ditzhazy, City Attorney

ATTACHMENT I

**LEGAL DESCRIPTION
FOR
ZONE CHANGE 03-05**

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

Ordinance No. 1251

City of Palmdale

County of Los Angeles

CITY OF PALMDALE
COUNTY OF LOS ANGELES, CALIFORNIA

ORDINANCE NO. 1251

AN ORDINANCE OF THE CITY OF PALMDALE, AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF PALMDALE, BY RECLASSIFYING CERTAIN REAL PROPERTY ON 37.2 ACRES FROM C-4 (COMMERCIAL CENTER) TO C-2 (MX) (OFFICE COMMERCIAL WITH MIXED USE OVERLAY) LOCATED ADJACENT TO THE EASTERN SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1000' SOUTH OF PALMDALE BOULEVARD BETWEEN THE APPROXIMATE ALIGNMENT OF AVENUE Q-5 AND AVENUE Q-7 WITHIN PALMDALE'S CITY LIMITS AND SPHERE OF INFLUENCE (ZC 03-05)

THE CITY COUNCIL OF THE CITY OF PALMDALE DOES ORDAIN AS FOLLOWS:

SECTION 1. Pursuant to Section 65851 of the California Government Code, which provides for the division of a City into zones for the implementation of zoning regulations, the City of Palmdale adopted the "Official Zoning Map of the City of Palmdale", as referenced in Section 14.01 of the Palmdale Zoning Ordinance, adopted by Ordinance No. 1060 on December 14, 1994.

SECTION 2. The City of Palmdale has filed an application requesting the approval of Zone Change 03-05 described herein (hereinafter referred to as "Application").

SECTION 3. The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, and 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II. The Application, as contemplated, proposes to change the zone district from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use Overlay). The project area is also the subject of Genral Plan Amendment (GPA) 03-05, which was filed concurrently with this Zone Change application.

SECTION 4. The subject site is vacant, previously disturbed land with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.

SECTION 5. Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north; R-1-7,000 (Single Family Residential, 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential, 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.

SECTION 6. An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.

SECTION 7. On October 7, 2004, the Planning Commission of the City of Palmdale, adopted Resolution No. PC-2004-078 recommending approval of Zone Change 03-05. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092.

SECTION 8. On October 25, 2004, the City Council of the City of Palmdale conducted a duly noticed public hearing on Zone Change 03-05 and concluded said hearing on that date. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092.

SECTION 9. With respect to proposed Zone Change 03-05, the City Council finds as follows:

- (a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Zone Change 03-05. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The City Council finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A)

is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot

medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The City Council hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the City Council finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in

order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the

mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and

incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the

Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project

design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal

Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new

student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been

required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part

of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project

that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali maniposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthened resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of

mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as

described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State heliport permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse

environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the City Council finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The City Council has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the

governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project – Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and

infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being

more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land

use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the City Council finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- f) Upon adoption of General Plan Amendment 03-05, the proposed change in zone classification to C-2 (MX) (Office Commercial with a Mixed Use overlay) will be consistent with the proposed General Plan designation of OC (Office Commercial) because the permitted uses within the C-2 zone are consistent and compatible with the associated General Plan designation of OC including the mixed use overlay component.
- g) The land included within Zone Change 03-05 is suitable for any of the land uses permitted within the Office Commercial zone because the location is adjacent to existing residentially designated property that will provide a gradual transition to more intense commercial land uses to the north and east, is highly accessible and visible from major arterials, and sufficient infrastructure exists to support the proposed mixed use development. Further, the topography of the site will not restrict permitted commercial office and mixed-use land uses and the project site provides a buffer between the more intense land uses to the north of the site and the existing and proposed residential developments to the south and west. The residential component of the mixed use designation will provide a logical transition to existing residential development to the southwest and west of the site.
- h) The proposed change in zone within the project area is reasonable and beneficial at this time because the proposed zone change will permit the development of this site as a general hospital, medical center and senior housing/ assisted living facility for the citizens of Palmdale and the Antelope Valley. At this time, the City of Palmdale lacks a general hospital facility and is dependent on hospital facilities in Lancaster. Further, the senior housing component will offer seniors affordable housing in close proximity to health care facilities.

- i) The proposed changes in zone district classification within the project area will not have a substantial adverse impact on surrounding properties or the community in general because the proposed change will promote less intense commercial uses and a residential component which will result in less impacts than the current zoning of C-4 (Commercial Center). Further, the project site has been designed to provide a buffer between the existing residential uses and the proposed buildings incorporates a housing component to reduce land use interface impacts to the west and south.
- j) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the the citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.

SECTION 10. The City Council has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the City Council. The City Council has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Program (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.

SECTION 11. The City Council of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The City Council finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City Council of the City of Palmdale, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Council finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale City Council finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

SECTION 12. Based upon the findings contained in Sections 8, 9 and 10, of this Ordinance, the City Council hereby approves the re-zoning of the subject property as described in Section 3 of this Ordinance subject to the approval of General Plan Amendment 03-05 and directs the City Clerk to direct amendment of the official Zoning Map of the City to reflect the change as required by Section 14.01 of the Palmdale Zoning Ordinance.

SECTION 13. This Ordinance is directed to be published in accordance with Section 36933 of the Government Code of the State of California.

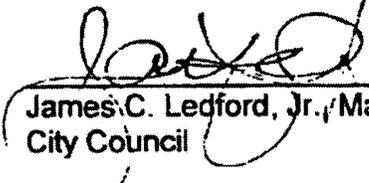
PASSED, APPROVED AND ADOPTED this 8th day of November, 2004.

AYES: Mayor Ledford and Councilmembers Loa, Root, Hofbauer, and Dispenza

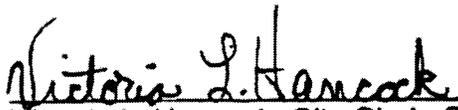
NOES: None

ABSENT: None

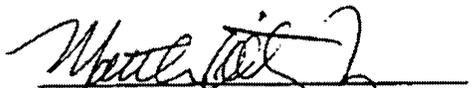
ABSTAIN: None


James C. Ledford, Jr., Mayor
City Council

ATTEST:


Victoria L. Hancock, City Clerk, CMC

Approved as to form:


Matthew Ditzhazy, City Attorney

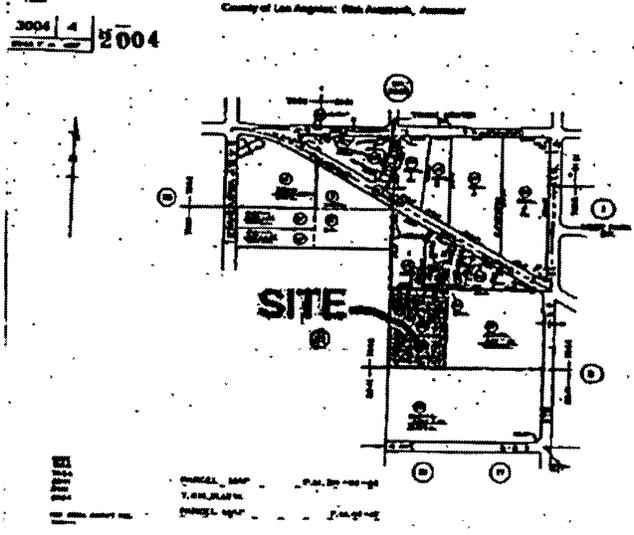
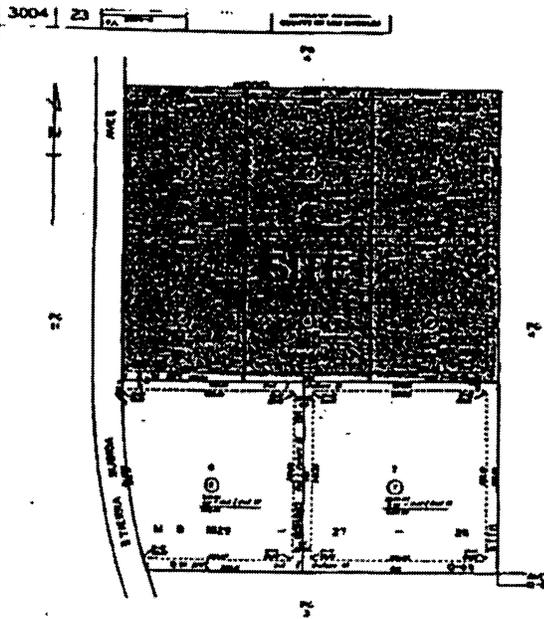
ATTACHMENT I

**LEGAL DESCRIPTION
FOR
ZONE CHANGE 03-05**

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ATTACHMENT II
ASSESSORS MAP
FOR
ZONE CHANGE 03-05



Attachment 3

Resolution No. PC-2004-076

City of Palmdale

County of Los Angeles

ATTACHMENT 3

CITY OF PALMDALE LOS ANGELES COUNTY, CALIFORNIA RESOLUTION NO. PC-2004-076

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, CERTIFYING THAT THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) 02-01 (SCH # 2003081136) FOR THE PALMDALE MEDICAL CENTER HAS BEEN PREPARED AND COMPLETED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

A. RECITALS

- (i) Universal Health Services, Incorporated and the Community Redevelopment Agency of the City of Palmdale has filed an application requesting the certification of an Environmental Impact Report (EIR) 02-01 (SCH # 2003081136) for the Palmdale Medical Center as proposed under City of Palmdale General Plan Amendment 03-05, Zone Change 03-05, Planned Development 04-03, Variance 04-09, and Conditional Use Permit 03-09 described herein (hereinafter referred to as "the Project"). The City of Palmdale has prepared EIR 02-01 to evaluate the development and construction of a mixed-use development consisting of a 300,000 square foot general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing facility on approximately 37 acres. Additional land area is to be acquired for a southerly extension of Trade Center Drive to provide access from Palmdale Boulevard at the intersection of Trade Center Drive. The project site is located adjacent to the eastern side of Tierra Subida Avenue approximately 1000' south of Palmdale Boulevard between the approximate alignment of Avenue Q-5 and Avenue Q-7. The senior housing is proposed on 3 acres of the 37 acres located at the southwest corner of the site.

General Plan Amendment (GPA) 03-05 is proposing to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial). Zone Change (ZC) 03-05 is proposing to change the zoning designation of the subject site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use overlay) to change the zoning designation for consistency with the General Plan and to allow development of the mixed use. PD (Planned Development) 04-03 is also required to permit construction of the mixed-use development on the subject site. Variance 04-09 has been submitted for the project to allow the hospital portion of the development to exceed

the permitted building height of 45' for the C-2 zone by 29' as defined by the Zoning Ordinance. Conditional Use Permit 03-09 is proposing required to permit construction of the 300,000 square foot general hospital and two 60,000 square foot medical office buildings.

The 300,000 square foot general hospital will include an emergency room, intensive care unit, several medical/surgical units and pre/post operation recovery areas. The hospital will also provide a women's center, a neonatal intensive care unit, a well baby nursery, labor rooms, labor delivery/recovery rooms and a post anesthetics care unit. Initially, the facility would be licensed for 171 beds. Additional capacity is being constructed within the general hospital shell for future provision of additional intensive care and medical surgical beds. The hospital will include emergency access facilities for ambulances as well as a helipad for the transport of patients. The helipad usage is not anticipated to exceed two trips per month. The hospital building includes one, two, three and five story components with only the five-story bed tower exceeding the permitted height of 45' for the C-2 zone. Also proposed within the development are two medical office buildings of approximately 60,000 square feet each with a height of three stories each (MOB 1 and 2). The proposal also provides for construction of supporting parking areas, internal and perimeter landscape/hardscape elements, site lighting, parking areas and access drives, pedestrian walkways, and supporting infrastructure. The City is constructing off-site roadway and infrastructure improvements for the project along Palmdale Boulevard and Tierra Subida Avenue. Property acquisition for public right-of-way improvements is also anticipated for the project.

- (ii) In determining that an EIR was required for the City's consideration of the Project, the City evaluated the potential environmental impacts of the proposed components of the Palmdale Medical Center through its use of an Initial Study prepared for the project by RBF Consulting pursuant to Section 15063 of the State CEQA Guidelines and Local CEQA Guidelines. The Initial Study, which was completed on August 18, 2003, identified that there was substantial evidence that the project may have a significant environmental impact on several environmental resources. Pursuant to State CEQA Guidelines 15064 and 15081, a decision was made to prepare an EIR for the project.

- (iii) A Notice of Preparation (NOP) and Initial Study identifying the scope of environmental issues were distributed to numerous federal, state, and local agencies and organizations on August 18, 2003. A Notice of Preparation was prepared and posted with the State Clearinghouse and Los Angeles County Clerk from August 25, 2003, to September 25, 2003, and published in the Antelope Valley Press on August 25, 2003. A Scoping meeting was held at the City of Palmdale on September 11, 2003, with no outside agencies or other individuals attending. A total of thirteen comment letters were received from agencies in response to the Notice of Preparation and Conditional Use Permit distribution. Copies of those comment letters are included in Appendix 10.2 of the Draft EIR Appendices (under separate cover). Relevant comments received in response to the NOP/Initial Study were incorporated into the Draft EIR.
- (iv) A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR.
- (v) Response to comments were prepared and mailed, and distributed for a 10-day notification period beginning September 24, 2004.
- (vi) The EIR contains a Mitigation Monitoring Program which lists the changes in the project required to mitigate or avoid significant environmental effects. The Mitigation Monitoring Program states the type of monitoring action that will be required for each mitigation measure, who the responsible agency/party will be for each action and the timing requirements for compliance with each action. The Mitigation Monitoring Program is included in the said EIR.

- (vii) The City of Palmdale Planning Commission conducted a public hearing on the Draft EIR on October 7, 2004, at the City Hall Council Chamber, 38300 Sierra Highway, Suite B, Palmdale, California. Notice of the time, place and purpose of the aforesaid meeting was published in the Antelope Valley Press on September 17, 2004, in accordance with the requirements of Public Resources Code Section 21092.
- (viii) The Initial Study, Notice of Preparation, Draft EIR and Technical Appendices dated July 23, 2004, the Final EIR containing the Comments and Responses to Comments, and the Mitigation Monitoring Program constitute the EIR for this Project. These documents are referred to collectively herein as the Project EIR.
- (ix) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.
2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including but not limited to public testimony, and written and oral staff report, the City of Palmdale Planning Commission specifically finds as follows:
 - (a) The Planning Commission hereby finds that the Draft EIR, the comments to the draft EIR, the Final EIR including the response to comments, text revisions and errata corrections (see Attachment A), and the Mitigation Monitoring Program (see Attachment B), together which constitutes the Final EIR for the project, have been received by the Commission, that the Commission has reviewed and considered those documents prior to acting on the applications, and finds, pursuant to State CEQA Guidelines Section 15090, that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines, and the City's CEQA Guidelines.

- (b) The Final EIR has been presented to the Planning Commission, the decision-making body of the lead agency, and the Planning Commission has reviewed and considered the information contained in the Final EIR prior to certification of the EIR and taking the following actions with respect to the subject project: a) recommending that the City Council adopt a resolution approving General Plan Amendment (GPA) 03-05 to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial); b) recommending that the City Council adopt an ordinance approving Zone Change (ZC) 03-05 to change the zoning designation of the subject site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use overlay); c) approving PD (Planned Development) 04-03 to permit construction of the mixed-use development on the subject site; d) approving Variance 04-09 to exceed the permitted building height of 45' by 29' as defined by the Zoning Ordinance; and e) approving Conditional Use Permit 03-09 to permit construction of the 300,000 square foot general hospital and two 60,000 square foot medical office buildings.
 - (c) Between the time the Draft EIR was completed and the time this EIR is to be certified, no substantial evidence exists or was presented showing that the project evaluated would create a new significant environmental impact not evaluated in the Draft EIR or cause a substantial increase in the severity of an environmental impacts already evaluated in the Draft EIR. The text revisions and corrections as provided in the Final EIR are not substantial changes to the project, and the Planning Commission specifically finds that there is no substantial evidence in the record to require recirculation of the Draft EIR on any of the grounds set forth in CEQA Section 21092.1 or State CEQA Guidelines Section 15088.5, or any other provision of CEQA or the State CEQA Guidelines.
3. Based on the findings and conclusions set forth in paragraphs 1 and 2 above, the Planning Commission hereby certifies Final EIR 02-01, which consists of the Draft EIR, any comments received, any responses by the City to the comments received, and other materials as set forth in the staff report dated October 7, 2004, and exhibits thereto, which EIR was prepared for the Palmdale Medical Center project. The Planning

Commission's certification is subject to the text changes contained in the Final EIR Comments and Responses as provided in Attachment A to this Resolution.

4. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such program designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission therefore, adopts the Mitigation Monitoring Program for EIR 02-01 and attached as Attachment B.
5. The Deputy City Clerk shall certify to the adoption of this Resolution.

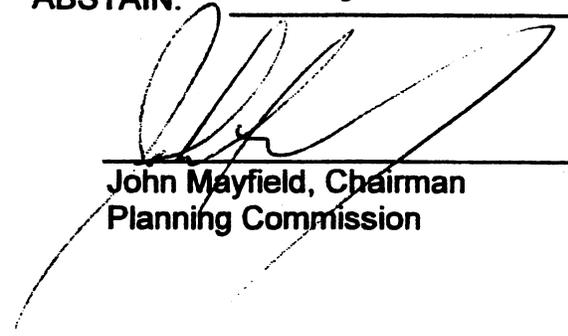
ADOPTED AND APPROVED this 7th day of October, 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

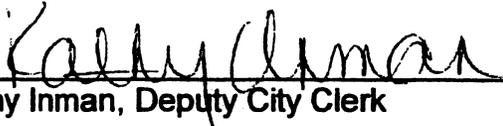
ABSENT: 0

ABSTAIN: 0



John Mayfield, Chairman
Planning Commission

ATTEST:



Kathy Inman, Deputy City Clerk

ATTACHMENT A

COMMENTS AND RESPONSES

ON THE

PALMDALE MEDICAL CENTER EIR

SCH No. 2003081136

Lead Agency:

**CITY OF PALMDALE
Planning Department
38250 Sierra Highway
Palmdale, CA 93550
Contact: Mr. Richard Kite
661.267.5200**

Applicant:

**UNIVERSAL HEALTH SERVICES, INC.
367 South Gulph Road
King of Prussia, PA 19406
Contact: Mr. Donald Pyskacek
Vice-President, Design and Construction
610.768-3300**

Consultant:

**RBF Consulting
3536 Concoors, Suite 220
Ontario, CA 91764
Contact: Mr. Kevin Thomas
Environmental Services Manager
909.941.5204**

**Mr. Matthew Burris
Planner
909.941.5206**

September 24, 2004

JN 65-10102534

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1.0 INTRODUCTION

In accordance with Section 15095 and Section 15132 (Final EIR) of the California Environmental Quality Act, the City of Palmdale has prepared the Final Environmental Impact Report (EIR) for the proposed Palmdale Medical Center. The following is an excerpt from the State CEQA Guidelines Section 15132:

The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the lead Agency.

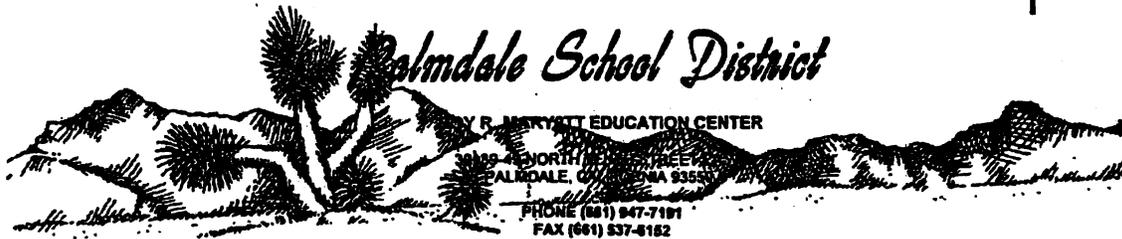
The Final EIR is comprised of the Comments and Responses sections, the revised Draft EIR text and the technical appendices. The staff reports, resolutions and minutes from the Planning Commission and City Council hearings are available for review under separate cover, at the City of Palmdale Planning Department, 38250 Sierra Highway, Palmdale, CA 93550.

No revisions have been issued for the Draft EIR. However, a small number of clarifications were made in response to comments received during the public comment period. However, none of these clarifications constitute "substantial changes" or "significant new information" requiring recirculation of the Draft EIR (CEQA Guidelines Section 15088.5). The clarifications are covered in Chapters 2 and 3, Comments and Responses/ERRATA.

2.0 COMMENTS AND RESPONSE TO COMMENTS

In the following Comments section, each comment letter is followed by the corresponding responses. A response is provided by the City of Palmdale during the 45-day Draft EIR, public review period. Following the Responses section is Attachment A, ERRATA, where added or modified DRAFT EIR text is shown by underlining (example) and deleted text is shown by striking (~~example~~).

1



August 3, 2004

Mr. Richard Kite
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

1.1

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) Palmdale Medical Center

The Draft Environmental Impact Report noted above has been reviewed by the District. We understand the scope of the project and have no comment to submit on the subject. Pursuant to state law the District requests that the developer be required to pay all applicable impact fees.

Kathleen L. Duren
Demographics, Development and Planning

Neg Impact Letter 0400.doc

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AUG - 5 2004
PLANNING DEPT.

Response No. 1
Palmdale School District
Kathleen L. Duren, Demographics, Development and Planning

- 1.1 Mitigation Measure 4.6-3 addresses this comment. The measure requires the applicant to pay the prevailing school impact fees prior to the issuance of building permits.

2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD R. SCHWARZENBERGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS MS 40
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531



Flex your power!
Be energy efficient!

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RBF CONSULTING

August 9, 2004

Mr. Richard Kite
City of Palmdale
38250 North Sierra Highway
Palmdale, CA 93550

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AUG 12 2004

PLANNING DEPT.

Dear Mr. Kite:

Re: Palmdale Medical Center
SCH# 2003081136

2.1

Thank you for including the California Department of Transportation, Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Draft Environmental Impact Report (EIR), dated July 2004, and offer the following comments with respect to the proposed heliport and airport land use compatibility planning.

1. The Palmdale Medical Center project proposes to include a general hospital, two medical office buildings, and an affordable senior housing / assisted living facility within a 37.19-acre site. The general hospital would include 171 beds within a 300,000-foot facility. The two medical office buildings would have three stories and 60,000 feet. The affordable senior housing / assisted living facility would include 80 units on 3 acres. A heliport would be constructed as a part of the medical center.
2. The Division of Aeronautics is a permitting agency for heliports. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at 916-654-5284 your application for a State heliport permit. Our web page at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/heliportpermit.php> provides technical and procedural information regarding this process, as well as heliport design specifications.
3. Since a State heliport permit will be required, we will be a Responsible Agency under the California Environmental Quality Act. We recommend that the flight paths for the heliport avoid noise-sensitive and people-intensive uses. The Final EIR should include diagrams showing the proposed landing site, and approach / departure paths. The diagrams should also depict the proximity of the proposed flight paths to noise-sensitive and people-intensive uses. Consideration given to the issue of compatible land uses in the vicinity of a heliport should help relieve future conflicts between the heliport and its neighbors.

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2

Mr. Richard Kite
August 9, 2004
Page 2

2.1

4. The applicant should file with the Federal Aviation Administration (FAA) a Form 7480-1 (Notice of Landing Area Proposal) for the heliport facility, and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings around the heliport. For further technical information about the filing of these forms, please refer to the FAA's Air Traffic and Airspace Management web page at <http://www.faa.gov/ats/ata/ATA400.oasaa.html>. The FAA's airspace determination (Form 7480-1) for the heliport is one of the requirements of our State permit.
5. Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to the proposed heliport and its environs. We also advise you to contact our District 7 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,



DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Los Angeles County ALUC

"Caltrans improves mobility across California"

Response No. 2
Department of Transportation, Division of Aeronautics
David Cohen, Associate Environmental Planner

- 2.1 Mitigation Measure 4.11-3a addresses this comment. The measure requires the design of the heliport to comply with the Federal Aviation Administration *Heliport Design Advisory Circular 150/5390-2A*, Chapter 5 Hospital Heliports, and the requirements of the State of California Department of Transportation, Aeronautics Division. The

measure will be modified to include the following language. "The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings around the heliport."

21 August 2004 3

TO: City of Palmdale Planning Department
38250 N. Sierra Highway
Attn: Richard Kite
Palmdale, CA 93550

AUG 25 2004

SUBJECT: Proposed Hospital and Associated Developments Impact Report
PLANNING DEPT

Specifically, I am responding to the Draft Environmental Impact Report for the proposed development of a general hospital, medical offices and senior housing to be located along Palmdale Blvd and Tierra Subida Ave.

My family lives in the Crown Ridge subdivision which will be adjacent to the planned developments. When the neighborhood first heard of the proposal, we and the neighbors protested this development to the Palmdale City Council, the developers and held an actual protest march. The fears we realize are now coming to bear upon us. It appears this development is continuing to go forward, regardless of neighborhood concerns.

Several of the issues we brought to the Council and developers are contained in the DIR. Safety, crime, noise, aesthetics, lights, traffic, and neighborhood culture are just a few. The proposed site sits surrounded on three sides by residential neighborhoods. Another development of storage and offices is already underway east of 5th Street West, which is located adjacent to a residential neighborhood. Further commercial developments will surely follow. Homes in this area are selling in the mid \$300,000 range now with expectations of increasing value, however the residential neighborhoods will fall into an island surrounded by commercial ventures that will be blighted by crime and other factors already mentioned, which will cause a decline in our standard of living and prosperity. If the proposed developments are allowed to continue home prices will plunge in this and the other close neighborhoods. The safety of children who play in the area will be hampered by the increased traffic and the influx of people to the site. Noise from emergency vehicles and helicopters will be a continuous nuisance. The aesthetics of the area will be ruined by the buildings and lighting from the site.

3.1
3.2
3.3
3.4

This development can be placed in a more convenient location than in the middle of existing residential neighborhoods. Acreage exists across from the Palmdale Holiday Inn that provides the same access as the proposed location, but is not as close to residential areas. There are other suitable locations in east Palmdale and in the Antelope Valley in general.

3.5

For the above reasons, we are against placing the development in the proposed location and recommend disapproval of the site.

Jim and Sandra Shehane
Jim and Sandra Shehane
38235 Hillcrest Dr
Palmdale, Ca 93551

Response No. 3
Palmdale Residents
Jim and Sandra Shehane

3.1 The project site is currently designated RC (Regional Commercial), and is zoned C-4 (Commercial Center). Typical uses in this zone could include a regional mall, major retail outlets, office complexes, hotels and convention facilities, entertainment centers, and supportive commercial and service uses. The project proposes to change the

zoning to C-2 (Office Commercial). The purpose of C-2 is to create, preserve and enhance areas for businesses and professions that provide services primarily from offices and maintain no stock of goods for retail trade. In addition, the district is intended to provide a transition or buffer between more intensive retail and service centers and residential land uses or between major arterials and adjacent residential neighborhoods. There is no indication that a change in the zoning from C-4 to C-2 and the subsequent development of the hospital would cause the price of houses in the area to decrease, or cause an increase in crime.

- 3.2 As the primary access to the project site will be from Palmdale Boulevard, traffic will not increase substantially in the residential neighborhoods, where children would be playing.
- 3.3 Noise generated from the hospital will be mitigated by the implementation of Mitigation Measures 4.2-2a through 4.2-5a. These measures will restrict truck deliveries between 9:30 pm and 6:30 am. Additionally, the measures require an acoustical plan be prepared to ensure the equipment used will comply with General Plan policies. With regards to ambulance noise, Mitigation Measure 4.2-5a suggests that ambulances approaching the hospital should turn off their sirens should safety permit them to do so. In the case of emergency helicopters, the project will be required to obtain a permit from the Federal Aviation Administration as well as the California Department of Transportation, Aeronautics Division. Both of these agencies suggest that flight paths avoid noise-sensitive and people intensive uses. This requirement, combined with the projected infrequency of helicopter landings, will keep the noise levels below a level of significance.
- 3.4 The EIR addresses aesthetics, light and glare in Section 4.7. The site consists of vacant land and is not considered a scenic resource. While development of the project will permanently alter the site, the proposed project would represent an infill development within the City's existing urbanized area. However, the project will have an unavoidable significant impact to the viewshed. This is due to the height of the main hospital exceeding the limits permitted by the Zoning Ordinance. Therefore, a variance has been requested. This unavoidable significant impact will be addressed in a Statement of Overriding Considerations, which will be prepared by the City for this project. Light and glare from the site will be minimized by the implementation of the City Zoning Ordinance Lighting Standards.
- 3.5 Chapter 6.0 of the DEIR examines alternatives to the proposed project. Included in these alternatives is a no project alternative, a reduced density alternative, and alternative site alternatives. Each alternative was examined, and evaluated in light of the purpose of the proposed project. The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints. The site across from the Palmdale Holiday Inn was not included for further consideration, as the size and shape of the property would not allow the development of a hospital, medical office buildings, and senior assisted living as well as provide adequate parking for the facilities. Additionally, the unavoidable significant impacts associated with the development of the selected site would still occur if the hospital were developed on the site across from the Palmdale Holiday Inn.



4

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

August 24, 2004

File No: 20-00.04-00

RECEIVED

AUG 31 2004

RECEIVED

AUG 26 2004

PLANNING DEPT.

Mr. Richard Kite
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93350

Dear Mr. Kite:

Palmdale Medical Center

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on July 23, 2004. The proposed development is located within the jurisdictional boundaries of District No. 20. We offer the following comments and updated information regarding sewerage service:

1. Page 1.0-18, paragraph 4.6-6b and Page 4.6-10, paragraph 4.6-6b: The DEIR incorrectly states "Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the County Sanitation Districts of Los Angeles." The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector sewer lines are the responsibility of the jurisdiction in which they are located. Dedication of new facilities should be arranged with the City of Palmdale and the Los Angeles County Department of Public Works. 4.1
2. The Palmdale Water Reclamation Plant currently processes an average flow of 13.3 mgd. 4.2
3. The expected average wastewater flow from the project site is 106,149 gallons per day. 4.3

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf
3875741



Response No. 4
County Sanitation Districts of Los Angeles County
Ruth I Frazen, Engineering Technician

- 4.1 Page 1.0-18, paragraph 4.6-6b and Page 4.6-10, paragraph 4.6-6b will be amended to read, "Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the City of Palmdale or LADPW".

- 4.2 Page 4.6-3, paragraph 2, the gallons of sewage per day processed by the Palmdale Reclamation Plant will be changed from 8.9 million gallons per day to 13.3 million gallons per day.
- 4.3 Page 4.6-8, paragraph 1, the gallons per day increase on sewer demand will be changed from 105,000 to 106,149.

Aug-23-2004 11:32am From: LACSD INDUSTRIAL WASTE

962 098 4224

T-541 P.082/182 F-238

5



COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Hill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

August 26, 2004

Mr. Richard Klee
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

Dear Mr. Klee:

Draft Environmental Impact Report
Palmdale Medical Center

On August 24, 2004, the Districts responded to the Draft Environmental Impact Report. As an addendum to that response, the following comment is offered:

1. Section 4.6-6c indicates that if a permit for Industrial Wastewater Discharge is required, that Universal Health Services, Inc. will obtain the permit before issuance of a Certificate of Occupancy.

An Industrial Wastewater Discharge Permit will be required for construction of the hospital and per Section 481 of the Districts' Wastewater Ordinance, the permit "shall be obtained prior to commencement of any construction of new or modified facilities which will discharge industrial wastewater to the sewer." Hence, the permit must be obtained prior to construction which will occur prior to issuance of a Certificate of Occupancy.

If you have any questions concerning this letter, please contact the undersigned at extension 2921.

Very truly yours,

James F. Stahl

Suzanne S. Wienke
Supervising Civil Engineer

SSW:zb

Recycled Paper

Response No. 5
County Sanitation Districts of Los Angeles County
Suzanne S. Wienke

5.1 Page 1.0-18, paragraph 4.6-6c and 4.6-10, paragraph 2, will be changed to indicate "prior to issuance of grading permits".

Sep 10 04 01:34p

6

P-2

08-27-04

Re: Comment

Richard King

6.1

I was proud to see the
proposed development site
for the new Palmdale Hospital,
(A magazine August 2004)
It has been so many years
in the making, and the need
is of essence. Good luck
because something this important
take lots of planning

Palmdale Resident
Jacqueline Johnson

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Response No. 6
Palmdale Resident
Jacquelay Johnson

6.1 Comment noted

Sep 07 04 04:22p

7 P. 2

STATE OF CALIFORNIA—BUSINESS TRANSPORTATION AND INDUSTRIES AGENCY

GRAY DAVIDE *Secretary*

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE: (213) 897-3747
FAX: (213) 897-1337



*For your power
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IGR/CEQA No. 040759AL, DEIR
Palmdale Medical Center
Vic. LA-14 / PM RS9.78
SCH#: 2003081136

September 1, 2004

Mr. Richard Kite, Case Planner
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

RECEIVED
SEP - 7 2004
PLANNING DEPT.

Dear Mr. Kite:

7.1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a mixed-use medical facility that would be constructed in phases.

Many of the vehicle trips generated from the medical center will utilized both SR-14 and SR-138. The existing LOS (Level of Service) during the PM peak hour on EB Palmdale Blvd. from SR-14 to 6th Street East is E. If no effective mitigation is proposed, traffic congestion on State facilities will deteriorate further. This traffic study does not analyze cumulative traffic impact from the Palmdale Transportation Center.

Caltrans requests the project applicant to widen the SR-14 (NB) northbound and (SB) southbound off-ramps to Palmdale Blvd. (SR-138) in order to accommodate the project's increased traffic volumes. Caltrans also requests the project applicant to modify the existing Half-signal system at the two intersections (SB SR-14 off-ramp and Palmdale Blvd. and NB SR-14 off-ramp and Palmdale Blvd.) within the interchange to standard traffic signal system. The project's increase in traffic volumes will overload the Half-signal system.

Caltrans requests that the City require the applicant to pay equitable share responsibility traffic impact fees at the time of permit issuance. Please reference the Department's Traffic Impact Study Guide on the Internet at

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Apply the formula on page 2 of Appendix B (Methodology for Calculating Equitable Mitigation Measures) to set aside this Transportation Impact Fee for future State Highway improvement projects. The City may contact and work with this Department to calculate the traffic impact fees.

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Sep 07 04 04:22p

7 P.3

We would like to remind you that any work to be performed within the State Right-of-way will need an Encroachment Permit from the California Department of Transportation.

7.2

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water.

7.3

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project. Thank you for the opportunity to have reviewed this project.

7.4

7.5

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-4429 or Alan Lin the project coordinator at (213) 897-3747 and refer to IGR/CEQA No. 040759AL.

Sincerely,



Cheryl Powell
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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**Response No. 7
Caltrans District 7, Regional Planning
Cheryl Powell, IGR/CEQA Branch Chief**

7.1 The City of Palmdale follows the guidelines of the Congestion Management Program for Los Angeles County. The traffic study for the UHS Hospital followed such guidelines. Table 8 (page 34) of the Traffic Study shows the LOS of the various intersections that were included in the study. The intersections of Palmdale Blvd with SR 14 On and Off-

Ramps, and Avenue S with SR 14 On and Off-ramps were included in this table. Table 8 show that those intersections within Caltrans jurisdiction comply with the City of Palmdale and LA County CMP guidelines, and no mitigation measures are required. The City cannot ask developers to build roadway improvements when they comply with City and LA County CMP requirements.

The CMP guidelines state that " for the purposes of the CMP, significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater or equal to 0.02), causing LOS F (V/C greater than 1.0). If the Facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater or equal to 0.02) ". None of the facilities (intersections) mentioned in the letter sent by Caltrans meet this criterion. Therefore, no mitigation is required.

Also, as part of the Traffic Study, we use overall future growth factors to account for cumulative traffic growth (which includes the Palmdale Transportation Center and many other future developments). The traffic study used a 4% growth factor to obtain the future LOS on the studied intersections. The 4% growth factor is very conservative and it is much higher than what Caltrans uses on their projects within the City of Palmdale (Caltrans averages a 2% growth factor)

- 7.2 No work is anticipated to take place within State Right-of-way.
- 7.3 Mitigation Measure 4.4-1 requires the applicant to complete a SWPPP prior to construction activities.
- 7.4 Oversized vehicles used to transport materials or heavy equipment to the project site will obtain a Caltrans transportation permit.
- 7.5 Mitigation Measure 4.1-1 requires the applicant to submit a traffic control plan prior to the issuance of a grading permit. The plan will include hours of operation, character and duration of temporary lane closures, and use of traffic control personnel.

Sep 07 04 04:23p

8 P.5



State of California - The Resources Agency
DEPARTMENT OF FISH AND GAME
<http://www.dfg.ca.gov>
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

ARNOLD SCHWARZENEGGER, Governor



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SEP - 7 2004
PLANNING DEPT

August 31, 2004

Mr. Richard Kita
City of Palmdale Planning Department
38250 Sierra Highway
Palmdale, CA 91350



**Draft Environmental Impact Report for
Palmdale Medical Center
SCH # 2003081136**

Dear Mr. Kita:

8.1

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Environment Impact Report (DEIR) for the above referenced proposed project relative to impacts to biological resources. The project proposal consists of the construction of a Medical Center on 37.19 acres of undeveloped land located south of the southeastern corner of the intersection of Palmdale Boulevard and Tierra Subida Avenue, City of Palmdale. The site is surrounded by the Antelope Valley Freeway and urban uses to the east, undeveloped land to the immediate west and urban uses to the immediate north and south. The site supports sparse native desert scrub and exotic plant species.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

Impacts to Biological Resources

1. **Burrowing Owls** - The DEIR states that the project site supports habitat for the western burrowing owl (BUOW), considered a California Species of Special Concern by the Department. The DEIR proposes preconstruction surveys, avoidance of active nesting burrows during the breeding season and passive eviction of occupied burrows outside the breeding season to avoid take of BUOW.
 - a. The Department concurs that the mitigation measures proposed in the DEIR should avoid immediate take of BUOW when implemented following specific standards to reduce stress and predation threats to evicted owls as described in comment 1.c.2. below.
 - b. The DEIR does not discuss project impacts on the loss of BUOW habitat and

Sep 07 04 04:23p

8^{P. 6}

Mr. Richard Kite
August 31, 2004
Page 2

8.1

quality. Habitat loss and degradation is a chief contributor to the decline of BUOW throughout its range in California. The Department considers project related losses of occupied BUOW habitat and quality a significant direct and cumulative impact under CEQA. The DEIR does not discuss measures to mitigate for the loss of habitat for BUOW below a level of significance.

- c. The Department recommends that mitigation measures conform to those specified by the Burrowing Owl Consortium. Mitigation measures may include preservation and protection of on-site habitat or off site acquisition and preservation of suitable habitat. Specific measures include:
1. **Avoidance** - No disturbance should occur within 50 m (approx. 160 feet.) of occupied burrows during the non-breeding season of September 1 thru January 31st or within at least 75 m (approx. 250 ft.) during the breeding season of February 1 through August 31st. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair or breeding owls (with or without dependent young) or single unpaired resident birds.
 2. **On-site Mitigation** - On-site passive relocation should be implemented if avoidance is not feasible. Passive relocation is defined as encouraging owls to move from occupied burrows to alternate natural or artificial burrows that are beyond 50m from the impact zone and that are within or contiguous to a minimum of 6.5 acres of foraging habitat for each pair of relocated owls. Relocation of owls should be implemented during the non-breeding season. On-site habitat should be preserved in a conservation easement and managed to promote burrowing owl use of the site.

Owls should be excluded from burrows in the immediate impact zone and within a 50 m buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to insure owls have left the burrow before excavation. One alternative natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The project should be monitored daily for one week to confirm owl use of alternative burrows before excavating burrows in the immediate impact zone. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Escape routes should be provided for owls during tunnel excavation by inserting flexible plastic pipe into the tunnel.
 3. **Off-site Mitigation** - If the project will reduce suitable habitat on-site below the threshold level of 6.5 acres per relocated pair or single bird, the habitat should be replaced off-site (a mitigation option the DEIR fails to discuss). Meaningful off-site habitat designation for mitigation purposes must occur on suitable burrowing owl habitat as defined in the Burrowing Owl Survey Protocol, and the site should be approved by the Department. Land should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable habitat. Off-site mitigation should use one of the following ratios:
 1. Replacement of occupied habitat with occupied habitat: 1:5 times 6.5 (9.75) acres per pair or single bird.

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8.1

2. Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 (13.0) acres per pair or single bird.
3. Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 (19.5) acres per pair or single bird.
- d. The success of mitigation program for BUOWs should be monitored as required in Assembly Bill 3180. A monitoring plan should include mitigation success criteria and an annual report should be submitted to the Department.

2. **Native Nesting Birds** – Based upon the DEIR the proposed project will remove/disturb vegetation and ground surfaces and therefore has the potential directly impact nesting native birds species. 8.2

- a. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918(50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- b. Proposed project activities (including disturbances to native and non-native vegetation, ground surfaces and man-made nesting substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 56).
- c. If the project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/ construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective

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measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Impacts to Botanical Resources

8.3

1. **Special Status Plants** - The DEIR states that the project site may support 18 listed plant species. The DEIR states that mitigation for impacts to special status plant species may include preservation in place, relocation to preserved open space and/or seed collection and storage and shall be based upon the size and extent of the populations discovered after further surveys and the judgment of the lead agency.
 - a. The Department recommends that the judgment of the lead agency regarding successful mitigation for adverse project impacts to special status plant species be based upon further consultation with the Department to devise measures to reduce impacts below a level of significance.

Project Grading Activities

8.4

1. **Biological Monitor** - The Department recommends that a biological monitor be on site during the initial grubbing/grading activities to salvage wildlife of low mobility. Species such as California legless lizards, a California Species of Special Concern have been observed by pest monitoring activities within sites in the Antelope Valley supporting alluvial soils (Ponderosa and Ana Verde School sites) during grading and should be salvaged and relocated into adjacent offsite undisturbed suitable habitat. Any grading activities on the proposed project site should be done in a manner which allows mobile species to seek out adjacent habitat off site. It has come to the Department's attention that phased grading activities which leaves islands of habitat on the site creates a sanctuary for certain wildlife species such as jackrabbits and cottontail rabbits. Cottontail rabbits in particular have been observed to remain within these islands and rather than flee across previously graded areas will remain within the islands to be killed by the grading equipment as these last areas of habitat are removed. The biological monitor should assure that that needless take of wildlife does not occur on the site.

Impacts to Riparian Resources

8.5

1. Two drainages exist on adjacent land to the west of the proposed project which may continue onto the project site as observed by the Department from a site visit and the aerial photo provided with the DEIR.
 - a. The Department has jurisdiction over many types of drainages including ephemeral drainages. Ephemeral drainages are often overlooked during biological constraints analysis and so special efforts should be made to document the existence of such resources. All drainages should be avoided and provided with substantial setbacks which preserve their value to on-site and off-site wildlife populations.
 - b. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities) of a lake or

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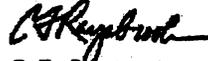
8.5

streambed, bank or channel or associated riparian resources. The Department's issuance of a SAA is considered a project that is subject to CEQA. To facilitate our issuance of the Agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Please contact Ms. Betty Courtney, Environmental Specialists III, at (661) 263-8306 to discuss this further.

In conclusion, the Department has determined that the proposed project does not meet the criteria for de minimus under 711.2 of the Fish and Game Code. The Department recommends that the above concerns are addressed prior to lead agency approval of the proposed project.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist, at (626) 797-3170.

Sincerely,



C. F. Raysbrock
Regional Manager

cc: Department of Fish and Game
Ms. Morgan Wehje
Mr. Scott Harris
Ms. Mary Meyer
Ms. Betty Courtney
HCP-Chron
CFR-Chron

State Clearinghouse
Scott Morgan, Sacramento

SPH:sph
Sharia/EIR Palmdale Medical Center_00-04

Response No. 8
Department of Fish and Game
C.F. Raysbrock, Regional Manager

8.1 As noted on page 4.9-6, paragraph 3, no burrowing owls were observed on the project site, nor was there any evidence of their use of the site. As indicated in Mitigation Measures 4.9-2a and 4.9-2b, should the pre-construction surveys reveal the presence of Burrowing Owls, the project applicant shall consult with the Department of Fish and

- Game to determine appropriate mitigation and methods of burrow eviction and/ or protection (depending on the season).
- 8.2 Although birds were observed on the project site during biological surveys, no suitable nesting habitat was observed. The presence of nesting birds on the project site is highly unlikely, due to the lack of trees on the site and the highly disturbed nature of the site.
- 8.3 Mitigation Measure 4.9-2c will be added to the final EIR. The measure will include the following language. "Prior to construction activities, a qualified botanist will survey the site for the presence of special status plant species. If special status plant species are located on the project site, the applicant will coordinate with the City of Palmdale and the California Department of Fish and Game to determine the appropriate mitigation. Mitigation measures could include preservation in place, relocation to preserved open space, and / or seed collection and storage."
- 8.4 The City of Palmdale Planning Department will inform the applicant of the Departments suggestion.
- 8.5 No jurisdictional drainages were observed on the project site during biological surveys. No Fish and Game permits are anticipated.

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PLANNING AND RESEARCH

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63002



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Beal
Acting Director

September 8, 2004

Richard Kite
City of Palmdale
38250 N. Sierra Highway
Palmdale, CA 93550

Subject: Palmdale Medical Center
SCH# 2003081136

Dear Richard Kite:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 7, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(e) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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PLANNING AND RESEARCH
Document Details Report
State Clearinghouse Data Base

10 003

SCH# 2003081136
Project Title Palmdale Medical Center
Lead Agency Palmdale, City of

Type EIR Draft EIR

Description The Palmdale Medical Center project proposes to include a general hospital, two medical offices, and an affordable senior housing/ assisted living facility within a 37.18-acre site. The general hospital would contain a 171 bed hospital within 300,000 square foot facility. The hospital would include the following Clinical Departments: Critical Care unit, Surgical Suites, Newborn Nurseries, Obstetrical Facility, Emergency Services, Imaging Suites, Laboratory, Pharmacy, Dietary Services, Administration and public areas. A helipad for transport of patients will also be constructed within the hospital facility. Both medical office buildings would be three-story, 80,000 square-foot buildings. The affordable senior housing/ assisted living facility includes 80 units on approximately 3 acres of the site. The Universal Services, Inc. project would be constructed in several phases.

Lead Agency Contact

Name Richard Kloe
Agency City of Palmdale
Phone 661-257.5200 **Fax**
email
Address 38250 N. Sierra Highway
City Palmdale **State** CA **Zip** 93550

Project Location

County Los Angeles
City Palmdale
Region
Cross Streets Palmdale Blvd., Tierra Subida Ave.
Parcel No.
Township 6N **Range** 12W **Section** 27 **Base**

Proximity to:

Highways SR-14, SR-138
Airports
Railways Union Pacific Railroad
Waterways Amargosa Creek, California Aqueduct, Anaverde Creek
Schools Yes
Land Use Vacant Land / C-4 Commercial Center / RC (Regional Commercial)

Project Issues Aesthetic/Visual; Air Quality; Archeologic-Historic; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Health Services; Regional Water Quality Control Bd., Region 6 (Victorville); Native American Heritage Commission; Public Utilities Commission

Date Received 07/23/2004 **Start of Review** 07/23/2004 **End of Review** 09/07/2004

Response 10
State of California, Governors Office of Planning and Research, State Clearinghouse and Planning Unit
Terry Roberts, Director State Clearinghouse

10.1 Comment Noted

ATTACHMENT A ERRATA TO DRAFT EIR TEXT

Changes to the Draft EIR are noted below. Additions to the text are indicated by underlining, and deletions are indicated by ~~striking~~. Some changes are the result of comments received while others are minor edits or clarifications made by the City of Palmdale. The changes to the Draft EIR do not affect the overall conclusions of the environmental document. Changes are listed by page, and where appropriate, by paragraph and sentence.

EXECUTIVE SUMMARY

Page 1.0-1 Third Paragraph, Second Sentence:

The general hospital would include a 171-bed hospital, with expansion capacity to 250 beds, within a 300,000 square foot facility. The hospital would include the following Clinical Departments: Critical Care Unit, Surgical Suites, Newborn Nurseries, Obstetrical Facility, Emergency Services, Imaging Suites, Laboratory, Pharmacy, Dietary Services, Administration and public areas.

Page 1.0-17 Mitigation Measure 4.6-6b:

The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the ~~County Sanitation Districts of Los Angeles~~ City of Palmdale or LADPW.

Page 1.0-18 Mitigation Measure 4.6-6c:

Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge ~~before issuance of Certificate of Occupancy~~ prior to issuance of grading permits.

Page 1.0-21 Mitigation Measure 4.9-1:

Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).

Page 1.0-29 Mitigation Measure 4.11-3a:

Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.

Page 1.0-31 First Paragraph, First Sentence:

With the construction of fewer ~~homes~~ senior units and reduced commercial uses on the site, impacts associated with traffic, noise, air quality, aesthetics and service/utility demand would be reduced.

Page 1.0-31 First Paragraph, Second Sentence:

This alternative would potentially provide a larger landscape buffer area along the project's ~~eastern~~ southern boundary, allowing for ~~retention of the planting of~~ healthy more mature trees and reducing land use impacts to the existing residential uses.

Page 1.0-31 First Paragraph, Third Sentence:

However, even with a 50 percent ~~and 25 percent reduction~~, unavoidable significant impacts for ROC and NO_x emissions, as well as CO and PM₁₀ would remain due to the development of commercial uses.

Page 1.0-31 Second Paragraph, Second Sentence:

It should be noted that eliminating the commercial area would result in a loss of tax revenue or job creation to the City.

Page 1.0-31 Third Paragraph, Fourth Sentence:

~~Both~~ All of the alternative sites were determined to be infeasible due to the distance from major highways, increase traffic congestion, lack of infrastructure, parcel size, and increased noise to the surrounding area.

Page 1.0-31 Third Paragraph, Fifth Sentence:

~~The only~~ There are two project-related unavoidable significant impact identified, ~~is related to air quality.~~ One is air quality, and the other is visual impact.

Page 1.0-31 Third Paragraph, Seventh Sentence:

Unavoidable significant impacts as a result of an exceedance of ROC and NO_x emission thresholds, as well as CO and PM₁₀ thresholds would still occur with the development of the proposed project, regardless of the project site location.

Page 1.0-31 Third Paragraph, Eighth Sentence (new sentence):

Similarly, visual impacts would be significant and unavoidable as a result of the height of the hospital regardless of the location.

CHAPTER 4.6 PUBLIC SERVICES AND UTILITIES

Page 4.6-3 Third Paragraph, Fifth Sentence:

This facility processes ~~8-9~~ 13.3 million gallons of sewage per day through a surface aeration process, using oxidation ponds, and has a total capacity to treat 15 million gallons of sewage per day.

Page 4.6-8 Second Paragraph, First Sentence:

Based on the Sanitation Districts of Los Angeles estimates, the proposed project is expected to require ~~105,000~~ 106,149 gallons of water per day.

Page 4.6-10 Mitigation Measure 4.6-6b:

The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the ~~County Sanitation Districts of Los Angeles~~ City of Palmdale or LADPW.

Page 4.6-10 Mitigation Measure 4.6-6c:

Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge before issuance of Certificate of Occupancy prior to issuance of grading permits.

CHAPTER 4.9 BIOLOGICAL RESOURCES

Page 4.9-8, Mitigation Measure 4.9-1:

Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).

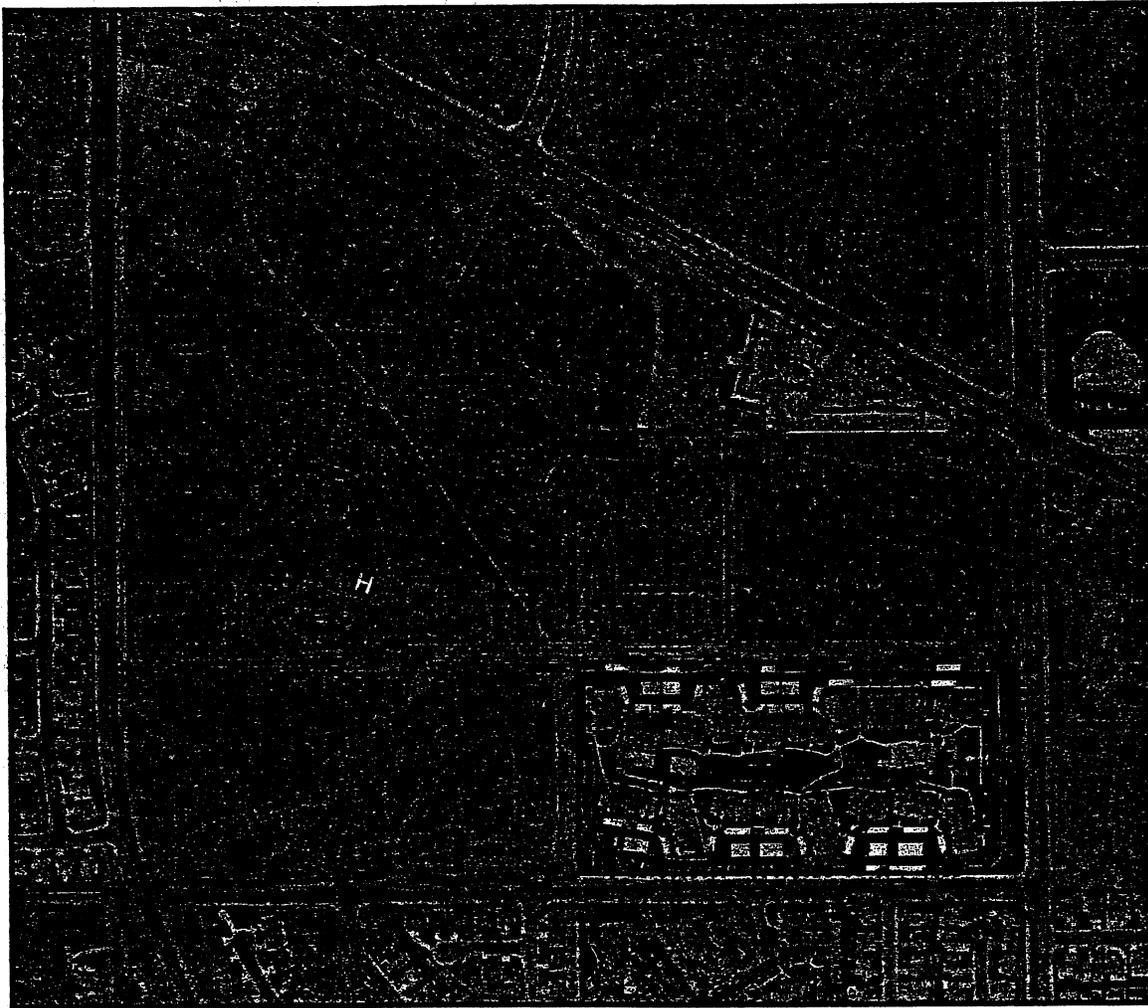
CHAPTER 4.11 PUBLIC SAFETY

Page 4.11-8, Mitigation Measure 4.11-3a:

Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.

Page 4.11-8

Insert Exhibit 4.11-1 Proposed Helicopter Flight Path



H HELICOPTER LANDING PAD

--- PROPOSED HELICOPTER FLIGHT PATH

NOTE: Final Flight Path to be determined after
consultation with State of California Division of Aeronautics



 NOT TO SCALE

PROPOSED HELICOPTER FLIGHT PATH

CHAPTER 5.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Page 5.0-12, Third Paragraph Fourth Sentence:

Cumulative development is subject to City standards and requirements of the City and reviewing agencies including the ~~City of Palmdale police, fire and public works departments~~ Los Angeles County Sheriffs Department, Los Angeles County Fire District, City of Palmdale Public Works Department, and utility providers and, as such, a less than significant impact would occur.

ATTACHMENT B
Palmdale Medical Center
SCH# 2003081136

**MITIGATION MONITORING AND
REPORTING CHECKLIST**

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, the attached MITIGATION MONITORING AND REPORTING CHECKLIST has been prepared for 1 Carter Avenue Project. This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable Conditions of Approval relative to significant environmental impacts are monitored and reported. Monitoring will include 1) verification that each mitigation measures has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Palmdale Medical Center Project file.

This Mitigation Monitoring Program delineates responsibilities for monitoring the project, but also allows the City of Palmdale flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City of Palmdale distributes reporting forms to the appropriate entities for verification of compliance.
- Department/agencies with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City of Palmdale as appropriate.
- Periodic meetings may be held during the project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City of Palmdale with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval program such as field inspection reports and plan review.
- The Palmdale or Applicant prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the Mitigation Monitoring Program, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the Palmdale. Such changes could include reassignment of monitoring and reporting responsibilities, program redesign to make any appropriate improvements, and/or modification, substitution or deletion of

mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

MITIGATION MEASURE	IMPLEMENTATION MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
AIR TRANSPORTATION/CONCIRGULATION				
4.1-1 Prior to approval of a grading permit for the project, a traffic control plan including hours of operation, character and duration of any temporary lane closures and use of traffic control personnel shall be submitted to the City of Palmdale Traffic/ Transportation Engineer for review and approval.	Project Engineer	City of Palmdale Public Works Department	City of Palmdale Planning Department	City of Palmdale Planning Department
4.1-2a To reduce intersection operation impacts to less than significant levels, prior to issuance of the first building permit for the proposed project, the City of Palmdale shall identify a means of funding the intersection improvements identified in Table 4.1-14.	City of Palmdale Planning Department	City of Palmdale Public Works Department	City of Palmdale Planning Department	City of Palmdale Planning Department
4.1-2b To reduce cumulative intersection operation impacts to less than significant levels, prior to issuance of the Certificate of Occupancy for each building within the development, the project applicant shall pay Traffic Impact fees in accordance with the City Traffic Impact Fee ordinance to mitigate cumulative impacts towards the intersection improvements identified in table 4.1-15.	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department	City of Palmdale Planning Department
4.1-3a Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Tierra Subida Avenue/Date Palm Drive intersection.	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department	City of Palmdale Planning Department
4.1-3b Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Trade Center Drive/Palmdale Boulevard intersection.	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
4.1-3c Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Palmdale Boulevard along the project site frontage to include a eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department	
4.1-3d Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall modify the existing raised median on Palmdale Blvd. to provide at least one westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; the final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department	
4.1-3e Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall construct the southerly extension of Trade Center Drive from Palmdale Boulevard to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department	
4.1-3f Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Tierra Subida Avenue northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION PARTY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>4.1-3g Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall re-stripe the existing continuous left-turn lane on Tierra Subida Avenue to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.</p>	<p>Applicant</p>	<p>Prior to Issuance of Certificate of Occupancy</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.1-3h Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.</p>	<p>Applicant</p>	<p>Prior to Issuance of Certificate of Occupancy</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	
NOISE					
<p>4.2-1a In compliance with the City's Noise Ordinance, construction activity shall be limited between the hours of 6:30 A.M. and 8:00 P.M., Monday through Saturday only and excluding legal holidays.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Code Enforcement Division and Building and Safety Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.2-1b In conjunction with Grading Permit issuance and during grading and construction operations, the following mitigation measures shall be implemented for the project:</p> <ul style="list-style-type: none"> All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Public Works or Building Inspector. 	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works and Building and Safety Department</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY
<ul style="list-style-type: none"> During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Public Works or Building Inspector. During construction and to the satisfaction of the City's Public Works Inspector or Building Inspector, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities. 				
<p>4.2-1c Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, subject to review and approval by the Planning Department, City Engineer and Building Official.</p>	Construction Contractor	During Construction	City of Palmdale Planning and Public Works and Building and Safety Department	City of Palmdale Planning Department
<p>4.2-2a As a condition of approval of the proposed project, no truck deliveries shall occur between 9:00 p.m. and 6:30 a.m. the next day, subject to review by the Planning Department.</p>	Project Manager	Prior to Project Approval	City of Palmdale Planning Department and Code Enforcement Division	City of Palmdale Planning Department
<p>4.2-2b In conjunction with final building design and construction, the Applicant shall submit acoustical data information for all exterior mechanical equipment selected for the project for review and approval by the City. Acoustical information shall include sound rating and/or noise contour data for the final equipment selected for the project. Sufficient information shall be provided for verification that sound levels generated by the installed equipment will comply with General Plan</p>	Noise Consultant	Prior to Approval of Final Design	City of Palmdale Planning Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>policies for the adjacent noise sensitive receptors.</p>					
<p>4.2-4 See Mitigation Measure 4.2-2b above.</p>	<p>Noise Consultant</p>	<p>Prior to Approval of Final Design</p>	<p>City of Palmdale Planning Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.2-5a Ambulance service to the hospital should turn off emergency sirens, if safety permits, when turning into the Palmdale Medical Center. This mitigation measure would be implemented by coordination between the Palmdale Medical Center and local ambulance services.</p>	<p>Palmdale Medical Center/local ambulance services</p>	<p>After facility opens for operations</p>	<p>City of Palmdale Planning Department and Code Enforcement Division</p>	<p>City of Palmdale Planning Department</p>	
<p>TECHNOLOGY AND SOILS</p>					
<p>4.3-1 Refer to Section 4.5, Air Quality, for fugitive dust mitigation measures.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-2a To mitigate the potential for unacceptable settlement, remedial grading shall be performed to install at least three feet of properly compacted fill below footings. The upper five feet of the existing site soils (or three feet below the bottom of footings, whichever is deeper) shall be removed and replaced with properly compacted fill. The lateral extent of removal and replacement should equal the removal depth below footings. As an alternative to remedial grading, the proposed buildings may be supported on drilled cast-in-place concrete piles extending into the dense natural soils. These recommendations are to be reflected in approved grading plans and subject to review</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development.</p>	<p>City of Palmdale Planning Department</p>	

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MITIGATION MEASURE	IMPLEMENTING AGENCY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHHPD) as applicable.</p> <p>4.3-2b Soils that are prone to hydroconsolidation, as identified in the project Geotechnical Investigations shall be removed down to approximately six feet below grade and backfilled with geotechnically compacted fill. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHHPD) as applicable.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-3a Engineering design for all structures shall be based on the probability that the Project area will be subjected to strong ground motion during the lifetime of development. Construction plans shall be subject to the review by the City of Palmdale and/or OSHPOD and shall include applicable standards, which address seismic design parameters.</p>	<p>Project Architect</p>	<p>Plan Design</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-3b Mitigation of earthquake ground shaking shall be incorporated into design and construction in accordance with the current California Building Code requirements and site-specific design. The Mojave Segment of the San Andreas Fault shall be considered the seismic source for the Project site and specified design parameters shall be used.</p>	<p>Project Architect</p>	<p>Plan Design</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-3c The potential damaging effects of regional earthquake activity shall be considered in the design of each structure. The preliminary seismic evaluation shall be based on basic data including the California Building Code</p>	<p>Project Architect</p>	<p>Plan Design</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>Seismic Parameters. Structural design criteria shall be determined in consideration of building types, occupancy category, seismic importance factors and possibly other factors.</p>			<p>Planning and Development</p>		
<p>HYDROLOGIC</p>					
<p>4.4-1 Prior to Grading Permit issuance and as part of the Project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the Lahontan Regional Water Quality Control board providing notification and intent to comply with the State of California General Permit. Also, a Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable."</p>	<p>Project Hydrologist</p>	<p>Prior to Issuance of Grading Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>4.4-2 The Applicant shall submit a detailed hydrology study identifying any required on-site detention facilities and off-site facilities improvements. This hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.</p>	<p>Project Hydrologist</p>	<p>Prior to Project Approval</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>QUALITY</p>					
<p>4.5-1a During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the Antelope Valley Air Quality Management</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Code Enforcement Division</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING AGENCY	MONITORING AGENCY	COMPLIANCE AGENCY
<p>Districts Rules and Regulations.</p> <p>During the course of project grading and construction, the Applicant shall post signs on-site limiting construction-related traffic to 15 miles per hour or less.</p> <p>During the course of project grading and construction, the Applicant shall control fugitive dust produced during grading, excavation, and construction activities:</p> <p>a) All trucks exporting fill from the site shall use tarpaulins to cover the load, in compliance with State Vehicle Code 23114. Material transported in trucks off-site shall comply with the State Vehicle Code 23114, with special attention to Sections 23114(b)(2)(F), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust emissions.</p> <p>b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Watering</p>				

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
<p>will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.</p> <p>c) Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.</p> <p>d) Streets adjacent to the project reach will be swept as needed to remove soil that may have accumulated from construction activities so as to prevent, to the extent feasible, amounts of dust. During the course of project grading and construction, the Applicant shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.</p> <p>e) During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties, generally wind speeds exceeding 20 miles per hour,</p>				

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING AGENCY	MONITORING AGENCY	COMPLIANCE
<p>averaged over one hour), the Applicant shall curtail all clearing, grading, earth moving, and excavation operations, as directed by the City Engineer, to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site.</p> <p>f) The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust.</p> <p>These control techniques will be indicated on project grading plans. Compliance with this measure will be subject to periodic site inspections by the City.</p>				
<p>4.5-1b Project grading plans will indicate that for the duration of construction, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-1c All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION PARTY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
<p>4.5-1d The contractor shall establish construction equipment and supply staging areas the furthest practical distance and no less than 30' from the nearest residence. Compliance with this measure is subject to periodic City inspection.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-1e A comprehensive Fugitive Dust Control Plan shall be developed and approved by the AVAQMD prior to commencement of grading and excavation operations. The Plan shall include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method shall be provided at the time the Fugitive Dust Control Plan is submitted to the AVAQMD. The Plan shall identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source.</p>	<p>Project Engineer</p>	<p>Prior to Commencement of Grading Operations</p>	<p>City of Palmdale Public Works Engineering Division and Planning Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-2a Prior to issuance of building permits, the site plan and related street improvement plans prepared for the project shall be reviewed and approved by the City for compliance with City standards related to pedestrian access and circulation. The plan shall include the following: a) All sidewalks along interior roads and public roads fronting the project site as required by the City of Palmdale in compliance with City standards.</p>	<p>Project Engineer</p>	<p>Prior to Issuance of Building Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>b) Streetlights shall be provided along all public streets, in accordance with City standards, adequately illuminating all public sidewalks.</p> <p>c) Shade trees shall be provided along all sidewalks in accordance with the City's Landscape Ordinance.</p> <p>d) Adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site, to be determined by the City Traffic Engineer.</p>					
<p>4.5-2b The project shall comply with all requirements of the Congestion Management Program for the County of Los Angeles and any related City of Palmdale requirements. These shall include, but are not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements.</p>	Applicant	Plan Review	City of Palmdale Public Works Department	City of Palmdale Planning Department	
<p>4.5-2c The proposed project shall comply with the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. UHS shall provide documentation, prepared by a licensed architect, of the project's compliance with Title 24, Part 6 standards, which shall be submitted to the City of Palmdale before the issuance of building permits.</p>	Project Architect	Plan Review	City of Palmdale Building and Safety Department	City of Palmdale Planning Department	
PUBLIC SERVICES AND UTILITIES					
<p>4.6-1a All proposed structures shall comply with the latest provisions of the Uniform Fire Code.</p>	Project Architect	Plan Review	City of Palmdale Building and Safety	City of Palmdale	City of Palmdale

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MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE
4.6-1b	The applicant shall submit final site plans and floor plans showing all proposed fire protection facilities, including proposed fire hydrants, fire lanes, and any auxiliary fire protection devices, to the Los Angeles County Fire Department for approval before issuance of building permits.	Project Architect	Department and Los Angeles County Fire Department	Planning Department
4.6-1c	The applicant shall pay fire impact fees in accordance with City of Palmdale Ordinance 3.42, Fire Facilities Impacts Fee Requirements, before the issuance of Certificates of Occupancy.	Applicant	City of Palmdale Building and Safety Department and Los Angeles County Fire Department	City of Palmdale Planning Department
4.6-3	The applicant shall pay the prevailing school impact fees prior to the issuance of building permits.	Applicant	City of Palmdale Building and Safety Department	City of Palmdale Planning Department
4.6-5a	Prior to building permit, the developer, upon completion of the on-site piping plan, shall conduct a revised water model and the water system shall be reevaluated and submitted to the City of Palmdale Public Works Department.	Project Engineer	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.6-5b	Prior to approval of a building permit for the project, the applicant shall prepare a Water Plan, showing both onsite and offsite proposed water transmission facilities, for the review and approval of the County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department.	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.6-5c	Once new water transmission lines have been constructed to the satisfaction of County of Los Angeles Department of Public Works	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION PERIOD	TRANSMISSION LINES	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
<p>District Number 40 and the City of Palmdale Public Works Department, the new facilities shall be dedicated gratis to the County of Los Angeles Department of Public Works District Number 40.</p>		Transmission Lines		Department
<p>4.6-5d Universal Health Services, Inc., shall work with the City of Palmdale Public Works and the County of Los Angeles Department of Public Works District Number 40 to establish a program for the construction of adequate water transmission facilities to connect the proposed development to the existing system in accordance with the Districts' guidelines.</p>	Universal Health Services	Plan Review	City of Palmdale Public Works Department	City of Palmdale Planning Department
<p>4.6-6a Prior to Building Permit approval, the applicant shall submit to the City of Palmdale Public Works Department and County Sanitation District Number 20 a re-evaluation of the sewer system and consult with the District Engineer regarding potential downstream sewer line capacity issues. The applicant shall participate in contributions through the development fee program. Off-site wastewater system improvements, if needed, shall be provided by the County.</p>	Applicant	Prior to Approval of Building Permit	City of Palmdale Public Works Department	City of Palmdale Planning Department
<p>4.6-6b The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the City of Palmdale or LADPW.</p>	Applicant	Plan Review	City of Palmdale Public Works Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION MEASURE	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
4.6-6c Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge prior to issuance of grading permits.	Universal Health Services	Plan Review	City of Palmdale Building and Safety Department	City of Palmdale Planning Department
PALESTINE PROJECT				
4.7-1a Prior to the approval of a Grading Permit for the project site, the Applicant shall establish construction equipment and supply staging areas at the greatest distance practical and no less than 30' from the nearest existing residence. At which time future staged development is proposed, the contractor shall establish construction equipment and supply a staging area at the greatest distance practical and no less than 30' from existing or new residential developments.	Construction Contractor	Prior to Approval of Grading Permit	City of Palmdale Public Works Department, Planning Department, and Building and Safety Department	City of Palmdale Planning Department
4.7-1b During construction and grading the Applicant shall keep the site clear of all trash and debris on a regular basis. Compliance with this measure is subject to City Code Enforcement inspections.	Construction Contractor	During Construction	City of Palmdale Public Works Building and Safety Department and Code Enforcement Division	City of Palmdale Planning Department
4.7-3a As part of the application for the development plan the project site, the Applicant shall provide adequate landscape screening to minimize visual impacts, and shall submit a Preliminary Landscape Plan for the review and	Project Architect	Plan Review	City of Palmdale Public Works Engineering Division	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>approval by the City Engineer. The Landscape Plan shall also indicate palette in accordance with the City's approved plant list and general placement of tree types as stated in Section 14.0 (Joshua Tree and Native Desert Vegetation Preservation) and Section 86.01 (Landscaping Requirements).</p>					
<p>4.7-3b As part of the affordable senior housing/assisted living facility Conditional Use Permit Process, the Applicant shall submit a Preliminary Landscape Plan which demonstrates compliance with the City's Landscape Ordinance.</p>	Project Architect	Plan Review	City of Palmdale Public Works Engineering Division	City of Palmdale Planning Department	
<p>4.7-4a Prior to the stamp approval of a Final Site Plan for the project site, the Applicant shall prepare and submit a photometric plan for review and approval in accordance with Section 86.03 of the City of Palmdale Zoning Ordinance. The photometric plan shall demonstrate appropriate sensitive placement, orientation and design of exterior project lighting such that light and glare impacts are minimized for adjacent areas, and shall be fully consistent with Section 86.03 of the Zoning Ordinance.</p>	Light Consultant	Prior to Approval of Final Site Plan	City of Palmdale Planning Department	City of Palmdale Planning Department	
<p>4.7-4b The project shall utilize minimally reflective glass and all other materials used on the exteriors of the buildings and structures shall be selected with attention to minimizing reflective glare. Conformance shall be assured through the City's design review procedures.</p>	Project Architect	Plan Review	City of Palmdale Planning Department	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>4.7-4c Prior to the approval of a Grading Permit for the project site, the Applicant shall prepare and submit a landscape plan in accordance with Section 87.05(H) of the City of Palmdale Zoning Ordinance. Conformance shall be assured through the City's design review procedures.</p>	<p>Applicant</p>	<p>Prior to Approval of Grading Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>SOIL AND USE/RELEVANT PLANNING</p>					
<p>None Required</p>					
<p>BIOLOGICAL MEASURES</p>					
<p>4.9-1 Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).</p>	<p>Project Engineer</p>	<p>Prior to Vegetation Clearing, Grading or other Disturbances</p>	<p>City of Palmdale Planning Department</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY
<p>4.9-2a If construction begins between March 1 and August 31, seven days prior to the onset of construction activities, a qualified biologist shall survey within the limits of project disturbance and adjacent areas for the presence of any active burrowing owl burrows. Any active burrows found during survey efforts shall be mapped on the construction plans and the results of the surveys shall be provided to the CDFG. If no active burrowing owl burrows are found, no further mitigation would be required, however, if burrowing owls are found to be present on the project site, the project applicant shall consult with the CDFG.</p> <p>If nesting activity is observed at any burrowing owl burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the project site normally occurs from March 1 to August 31 with a peak in breeding activity generally occurring in April and May. To protect nest sites, the following restrictions on construction shall be required between March 1 and August 31 (or until nests are no longer active as determined by a qualified biologist):</p> <ol style="list-style-type: none"> 1) clearing limits shall be established with a minimum of 300 feet, or as otherwise determined by a qualified biologist, in any direction from any occupied burrow exhibiting nesting activity; and 	<p>Project Biologist</p>	<p>Seven Days Prior to Construction</p>	<p>City of Palmdale Planning Department</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION	MONITORING PERSONNEL	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>2) access and surveying shall not be allowed within 100 feet of any burrow exhibiting nesting activity. Any encroachment into the 300/100 foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants.</p>					
<p>4.9-2b If construction begins between September 1 and January 31 (during the non-breeding season), at least three days prior to site preparation for construction, the project sponsor shall complete a survey within the project's impact areas. If owls are found within the project area during the non-nesting season, a qualified biologist, in consultation with and given authorization by CDFG, shall exclude burrowing owls from occupied burrows in the immediate impact zone and within a 150-foot buffer zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. Any eviction activities shall be dependant on a signed Mitigation Agreement (MA) between the project sponsor and CDFG</p>	<p>Project Biologist</p>	<p>Three Days Prior to Construction</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	

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MITIGATION MEASURE CULTURAL RESOURCE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY
<p>4.10-1 A certified paleontologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said paleontologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to paleontological resources. The paleontological monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and should include, but not be limited to the following:</p> <p>The monitoring paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates.</p> <ul style="list-style-type: none"> • If necessary, the paleontologist shall halt or divert equipment during grading and/or excavation to allow removal of abundant or large specimens. • All collected material shall be curated at a local repository, which has the proper facilities for display, storage, and use by interested scholars. Prior to the initiation of mitigation activities, the paleontologist shall have a written repository agreement. • Any micro-vertebrates (extremely small 	<p>Project Paleontologist</p>	<p>During Construction</p>	<p>City of Palmdale Public Works and Planning Department</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION AGENCY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>animals with backbones) and invertebrates recovered in samples shall be identified, stabilized, mapped on a USGS topographic map, and catalogued before being donated to a public, non-profit research institution and/or educational institution interested in the materials.</p> <ul style="list-style-type: none"> The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts to paleontologic resources. 					
<p>4.10-2 A certified archeologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said archeologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to archeological resources. The archeological monitoring program shall be developed in accordance with the provisions of CEQA as well as the standards of the Society for California Archeology and should include, but not be limited to the following:</p> <p>In the event that archaeological traces are encountered, all construction within a 50-meter radius of the find would be halted, the City of Palmdale would be notified, and an archeologist would examine the find and make appropriate recommendations.</p>	Project Archeologist	During Construction	City of Palmdale Planning Department	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>If human remains are discovered, the County Coroner shall be notified. The Coroner would determine whether or not the remains were Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission would be notified and the Commission would attempt to identify the most likely descendants of the deceased Native American(s).</p> <p>If the City of Palmdale determines that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program shall be prepared and submitted to the City of Palmdale for consideration and approval, in conformance with the protocol set forth in CEQA and the CEQA Guidelines.</p> <p>A final report would be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of those resources, any testing, other</p>					

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
recovered information, and conclusions.					
PUBLIC SAFETY					
4.11-2a The Palmdale Medical Center shall obtain a Hazardous Waste Generator Number from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Planning and Building and Safety Department	City of Palmdale Planning Department	
4.11-2b The Palmdale Medical Center shall obtain a Hazardous Waste Facility Permit from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Planning and Building and Safety Department	City of Palmdale Planning Department	
4.11-2c The Palmdale Medical Center shall prepare a Hazardous Materials and Disclosure Plan in accordance with the Los Angeles County Fire Department Health Haz Mat Division before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works and Building and Safety Department and Los Angeles County Fire Department	City of Palmdale Planning Department	
4.11-2d The Palmdale Medical Center shall obtain a joint permit for industrial waste discharge from the Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works and Building and Safety Department	City of Palmdale Planning Department	
4.11-2e Hazardous materials and waste shall be securely stored in the hospital so as to not be upset in the event of ground shaking related to movement along a regional fault.	Palmdale Medical Center	During Operations	City of Palmdale Building and Safety Department	City of Palmdale Planning Department	
4.11-3a Final design of the helipad must comply with the Federal Aviation Administration Helipad Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the	Project Architect	Plan Review	City of Palmdale Public Works and Planning Department	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration Form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the heliport.</p>				
<p>4.11-3b Helicopters serving the Palmdale Medical Center should avoid flying over nearby residential neighborhoods whenever possible. This mitigation measure will be implemented by coordination between the Palmdale Medical Center and EMS helicopter providers flying into the heliport.</p>	<p>Palmdale Medical Center</p>	<p>City of Palmdale Public Works and Planning Department</p>	<p>During Operations</p>	<p>City of Palmdale Planning Department</p>

Attachment 4

Resolution No. PC-2004-077

City of Palmdale

County of Los Angeles

ATTACHMENT 4

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-077**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT 03-05, REVISING THE GENERAL PLAN LAND USE MAP AS DESCRIBED HEREIN (GPA 03-05)

A. RECITALS

- (i) Pursuant to Section 65300 of the State Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), the City of Palmdale has adopted a General Plan to provide comprehensive, long-range policy guidelines for future growth and development which incorporates the following elements: Land Use, Circulation, Noise, Housing, Public Services, Safety, Environmental Resources, Parks, Recreation and Trails and Community Design. Each element includes a profile report containing baseline data, and a statement of issues, goals, objectives, and policies and programs as required by State Law.
- (ii) Pursuant to Section 65358 of the State Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), if it is deemed in the public interest, the City may amend all or part of an adopted General Plan.
- (iii) The General Plan and this subsequent amendment have been prepared in accordance with General Plan Guidelines promulgated by the Governor's Office of Planning and Research, and all applicable State Laws.
- (iv) The City of Palmdale and Community Redevelopment Agency of the City of Palmdale have filed an application requesting the approval of General Plan Amendment 03-05 described herein (hereinafter referred to as "Application").
- (v) The Application for this General Plan Amendment applies to 37.2 acres within the City limits of the City of Palmdale and Sphere of Influence. The subject site is vacant with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-

family residential uses to the west and south and vacant regional commercial land to the east.

- (vi) **General Plan Amendment 03-05 as contemplated, proposes to amend the General Plan Land Use designation on 37.2 acres from RC (Regional Commercial) to OC (Office Commercial) legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.**
- (vii) **An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.**
- (viii) **On October 7, 2004, the Planning Commission conducted a duly noticed public hearing on General Plan Amendment 03-05 at the City Council Chamber located at 38300 Sierra Highway, Suite B, Palmdale, California. Notice of the time, place and purpose of the aforesaid meeting was duly noticed in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092.**
- (ix) **Evidence, both written and oral, was duly presented and considered by the Planning Commission at the aforesaid public hearing, including but not limited to the staff report dated October 7, 2004.**
- (x) **All legal prerequisites to the adoption of this Resolution have occurred.**

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

- 1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.**
- 2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to General Plan Amendment 03-05:**
 - (a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:**
 - 1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.**
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.**
 - 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.**

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed General Plan Amendment 03-05. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and

Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to

provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project

design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an

eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and

incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of

project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm

Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or

alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the

project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient

water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. *However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts In Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-

05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of

mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to

mitigate impacts to the exposed or unearthed resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project

*design features and incorporation of mitigation measure 4.11-2.
Significance: Less than significant impact with mitigation
incorporated.*

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

*Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3.
Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Helipads and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State helipad permit form from the State of California Division of Aeronautics, and file Federal Aviation

Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NOx despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards

Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project - Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives

would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included

the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) This proposed action conforms with the intent of the General Plan to allow for ongoing review and revision of the plan to meet the changing needs of the community and to reflect continued effectiveness of the General Plan because the proposed land use designation of OC (Office Commercial) will provide additional land needed for the development of a large regional commercial retail development on a site that is bordered by RC designated property on three sides. Further, the parcel is best utilized as OC designated property due to its physical location between multiple family and single family residential uses to the south and west and commercially designated property to the north and east of the site.

- (g) It is in the public's interest to revise the General Plan Land Use Map at this time for GPA 03-05 because the proposed land use designation of OC (Office Commercial) will allow for the development of a mixed-use project consisting of a general hospital, medical office buildings, and senior housing/assisted living facility for the City and the Antelope Valley region. Further, the City of Palmdale is one of the largest communities in the state without a general hospital and the proposed amendment will allow development of the proposed general hospital which is in the best interest of the public's health and safety at this time and circumstance.
- (h) Adoption of this General Plan Amendment will not be in conflict with Section 65358 (b) of the Government Code relating to the number of amendments permitted per year, because this amendment request is only the second such amendment to the Land Use Element of calendar year 2004.
- (i) This proposed action conforms with the goals, policies and objectives as described in the General Plan because the proposed OC (Office Commercial) land use designation will change the existing Reginal Commercial designated site to facilitate development of a mixed use medical center and senior housing development. The proposed site is adjacent to existing residentially designated property to the south and west and separates these areas from the more intensive land use designations to the north and east designated RC, CC and PD within the Palmdale Trade and Commerce Center Specific Plan north of Palmdale Boulevard. Further, the proposed site has some topographic variation which is better suited for Office Commercial designation rather than Regional Commercial designation, and helps to minimize interface conflict with existing residential development to the south and west by allowing less intense commercial land uses and incorporating senior housing as a component of the mixed-use development.

- (i) **Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the the Citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.**
3. **The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.**
4. **The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and**

furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4, above, this Commission hereby recommends approval of General Plan Amendment 03-05 to the Palmdale City Council.

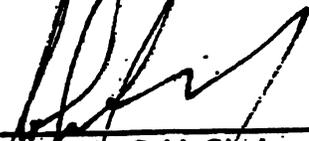
6. The Secretary shall certify to the adoption of this Resolution.

PASSED APPROVED AND ADOPTED this 7th day of October, 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

ABSENT: 0 ABSTAIN: 0


John Mayfield, Chairman
Planning Commission

ATTEST:

Kathy Inman, Deputy City Clerk

ATTACHMENT I

**LEGAL DESCRIPTION
FOR
GPA 03-05**

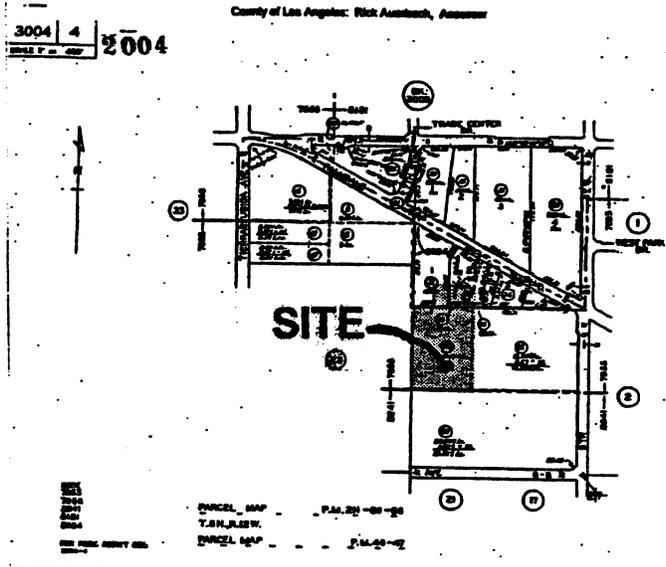
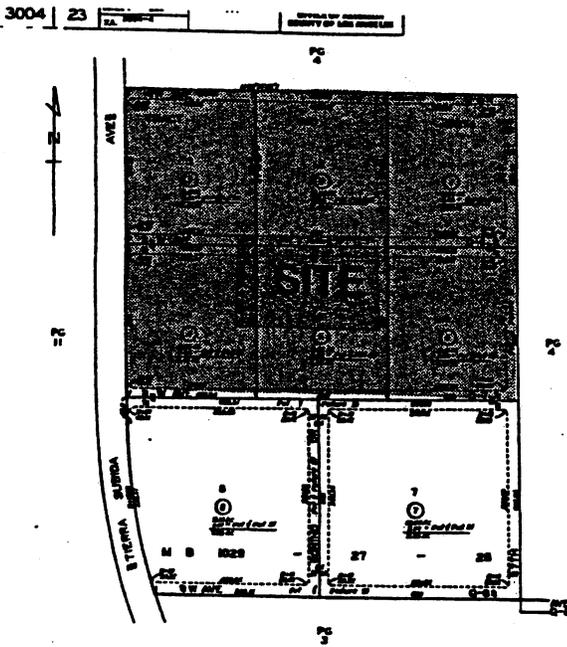
The subject property is described as follows:

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ATTACHMENT II

ASSESSORS PARCEL MAP
FOR
GPA 03-05





Attachment 5

Resolution No. PC-2004-078

City of Palmdale

County of Los Angeles

ATTACHMENT 5

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-078**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND THE OFFICIAL ZONING MAP OF THE CITY OF PALMDALE, CALIFORNIA, BY RECLASSIFYING CERTAIN REAL PROPERTY WITHIN PALMDALE'S CITY LIMITS AND SPHERE OF INFLUENCE AS DESCRIBED HEREIN (ZC 03-05)

A. RECITALS

- (i) Pursuant to Sections 65800 and 65850 of the Government Code, the City of Palmdale has adopted a Zoning Ordinance which regulates the use of buildings, structures and land as between industry, business, residences, open space and other purposes; regulates signs and billboards; regulates the location, height, bulk, number of stories and size of buildings and structures, the size and use of lots, yard, courts and other open spaces, the percentage of a lot which may be occupied by a building or structure, and the intensity of land use; establishes requirements for off street parking and loading; establishes building setback lines, as authorized by State Law; and other matters.
- (ii) The City of Palmdale has filed an application requesting the approval of Zone Change 03-05 described herein (hereinafter referred to as "Application").
- (iii) The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, and 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.
- (iv) The Application, as contemplated, proposes to change the zone district on 37.2 acres located on the east side of Tierra Subida Avenue approximately 1,000 feet south of the alignment of Palmdale Boulevard from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with Mixed Use Overlay) legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.

- (v) The subject site is vacant previously disturbed lands with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.
- (vi) Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north, R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.
- (vii) An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.
- (viii) On October 7, 2004, the Planning Commission conducted a duly noticed public hearing on Zone Change 03-05 and concluded said hearing on that date.
- (ix) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.
2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to Zone Change 03-05 :
 - (a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:
 1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Zone Change 03-05. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the

proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant

environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to

this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been

required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation,

baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the

mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR

addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and

incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. *However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the

project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a

reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR

addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for

the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of

project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and

storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the

project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthed resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3.

Significance: *Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State heliport permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three

topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily

natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project - Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the project's objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section

21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- f) Upon adoption of General Plan Amendment 03-05, the proposed change in zone classification to C-2 (MX) (Office Commercial with a Mixed Use overly) will be consistent with the proposed General Plan designation of OC (Office Commercial) because the permitted uses within the C-2 zone are consistent and compatible with the associated General Plan designation of OC including the mixed use overlay component.
- g) The land included within Zone Change 03-05 is suitable for any of the land uses permitted within the Office Commercial zone because the location is adjacent to existing residentially designated property that will provide a gradual transition to more intense commercial land uses to the north and east, is highly accessible and visible from major arterials, and sufficient infrastructure exists to support the proposed mixed use development. Further, the topography of the site will not restrict permitted commercial office and mixed-use land uses and the project site provides a buffer between the more intense land uses to the north of the site and the existing and proposed residential developments to the south and west. The residential component of the mixed use designation will provide a logical transition to existing residential development to the southwest and west of the site.
- h) The proposed change in zone within the project area is reasonable and beneficial at this time because the proposed zone change will permit the development of this site as a general hospital, medical center and senior housing/ assisted living facility for the citizens of Palmdale and the Antelope Valley. At this time, the City of Palmdale lacks a general hospital facility and is dependent on hospital facilities in Lancaster. Further, the senior housing component will offer seniors affordable housing in close proximity to health care facilities.
- i) The proposed changes in zone district classification within the project area will not have a substantial adverse impact on surrounding properties or the community in general because the proposed change will promote less intense commercial uses and a

residential component which will result in less impacts than the current zoning of C-4 (Commercial Center). Further, the project site has been designed to provide a buffer between the existing residential uses and the proposed buildings incorporates a housing component to reduce land use interface impacts to the west and south.

- j) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the the citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.
3. The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.
4. The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality

and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby recommends that the City Council approve an Ordinance as follows:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALMDALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF PALMDALE, CALIFORNIA, BY RECLASSIFYING CERTAIN REAL PROPERTY AS DESCRIBED UNDER SECTION A (iv) OF RESOLUTION NO. PC-2004-078 (ZC 03-05)

6. The Secretary shall certify to the adoption of this Resolution.

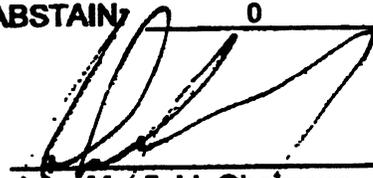
PASSED APPROVED AND ADOPTED this 7th day of October, 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

ABSENT: 0

ABSTAIN: 0



John Mayfield, Chairman
Planning Commission

ATTEST:

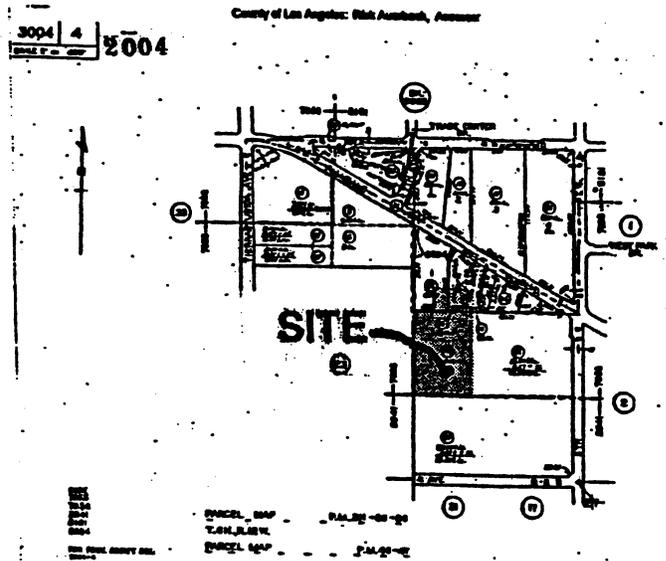
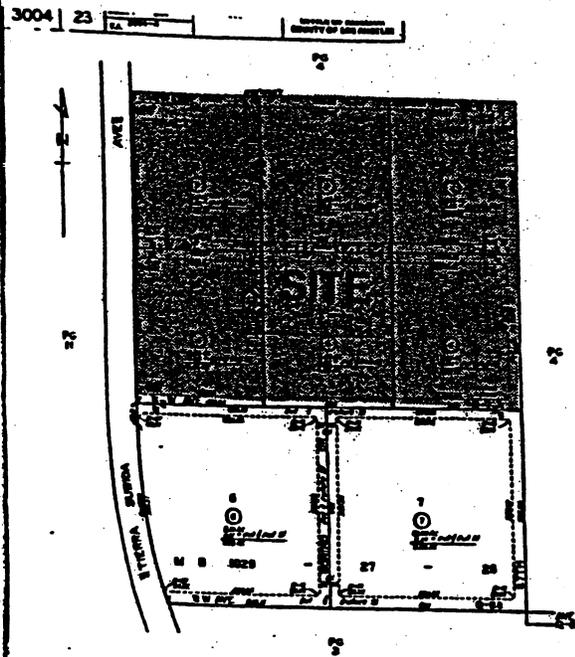
Kathy Inman
Kathy Inman, Deputy City Clerk

ATTACHMENT I
LEGAL DESCRIPTION
FOR
ZONE CHANGE 03-05

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ATTACHMENT II
ASSESSORS MAP
FOR
ZONE CHANGE 03-05



ATTACHMENT 7

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-080**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, APPROVING VARIANCE 04-09, A REQUEST FOR A VARIANCE TO EXCEED THE PERMITTED BUILDING HEIGHT OF 45' IN THE C-2 ZONE DESIGNATION BY 29' AS DEFINED BY THE PALMDALE ZONING ORDINANCE IN CONJUNCTION WITH THE PALMDALE HOSPITAL MEDICAL CENTER PROPOSED UNDER CONDITIONAL USE PERMIT 03-09 LOCATED ON THE EAST SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1,000 FEET SOUTH OF PALMDALE BOULEVARD (VARIANCE 04-09)

A. RECITALS

- (i) Universal Health Services, Inc. has filed an application requesting the approval of Variance 04-09 described herein (hereinafter referred to as "Application").**
- (ii) The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.**
- (iii) The Application, as contemplated, is a request for a variance from the development standards of the Palmdale Zoning Ordinance, Section 52.09 D.1 to exceed the permitted building height of 45' by 29' for a total building height of 74' as defined in Zoning Ordinance Section 16.02 (B).**
- (iv) The subject site is vacant and previously disturbed land with some native vegetation on site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.**

- (v) Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north, R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.
- (vi) An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.
- (vii) On October 7, 2004, the Planning Commission of the City of Palmdale conducted a duly noticed public hearing on the Application and concluded said hearings on that date.
- (viii) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.

2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to Variance 04-09:

(a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Variance 04-09. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of

generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant

environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of

Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects

identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a

level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been

incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5.
Significance: *Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. *However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have

established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

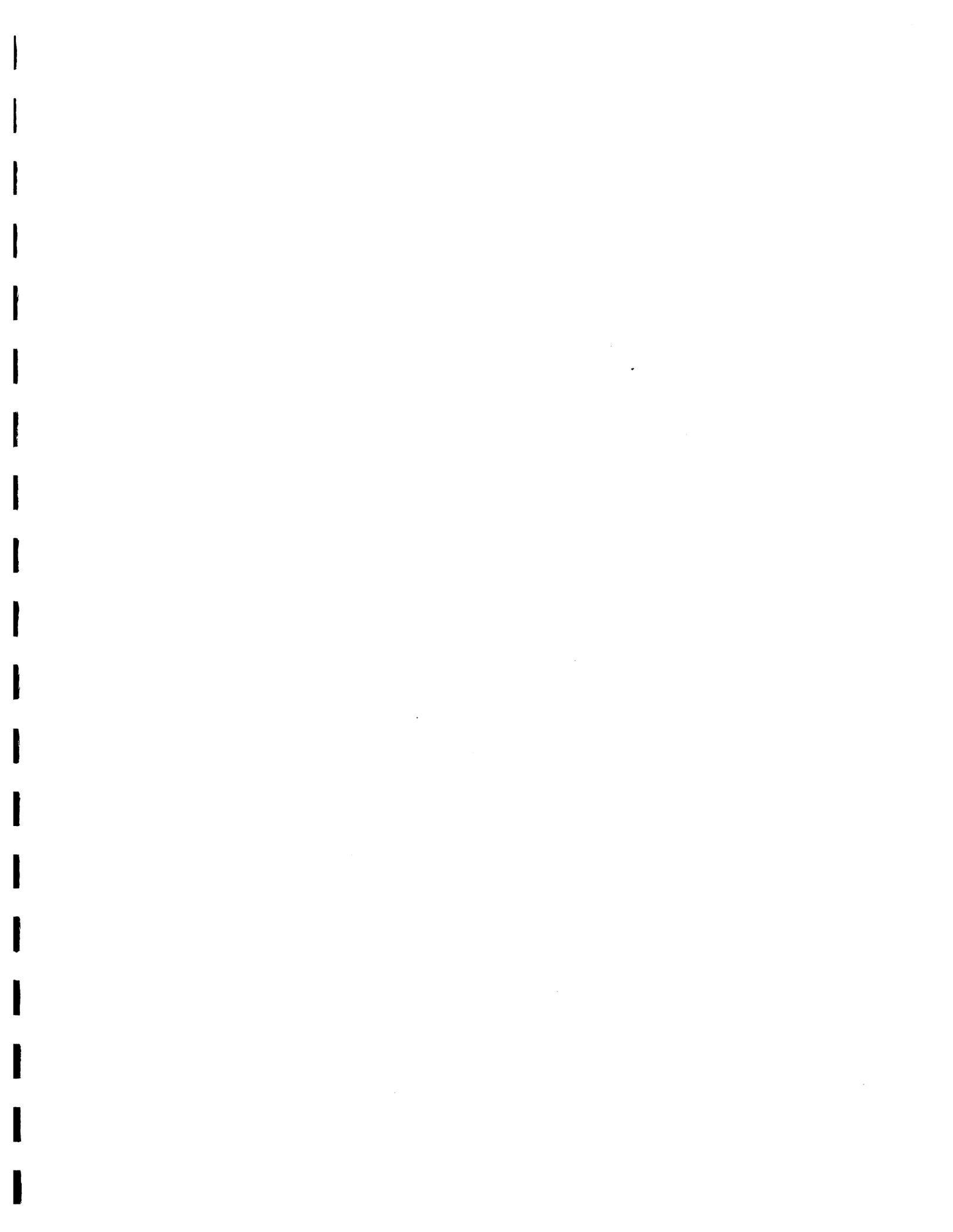
Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.



FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

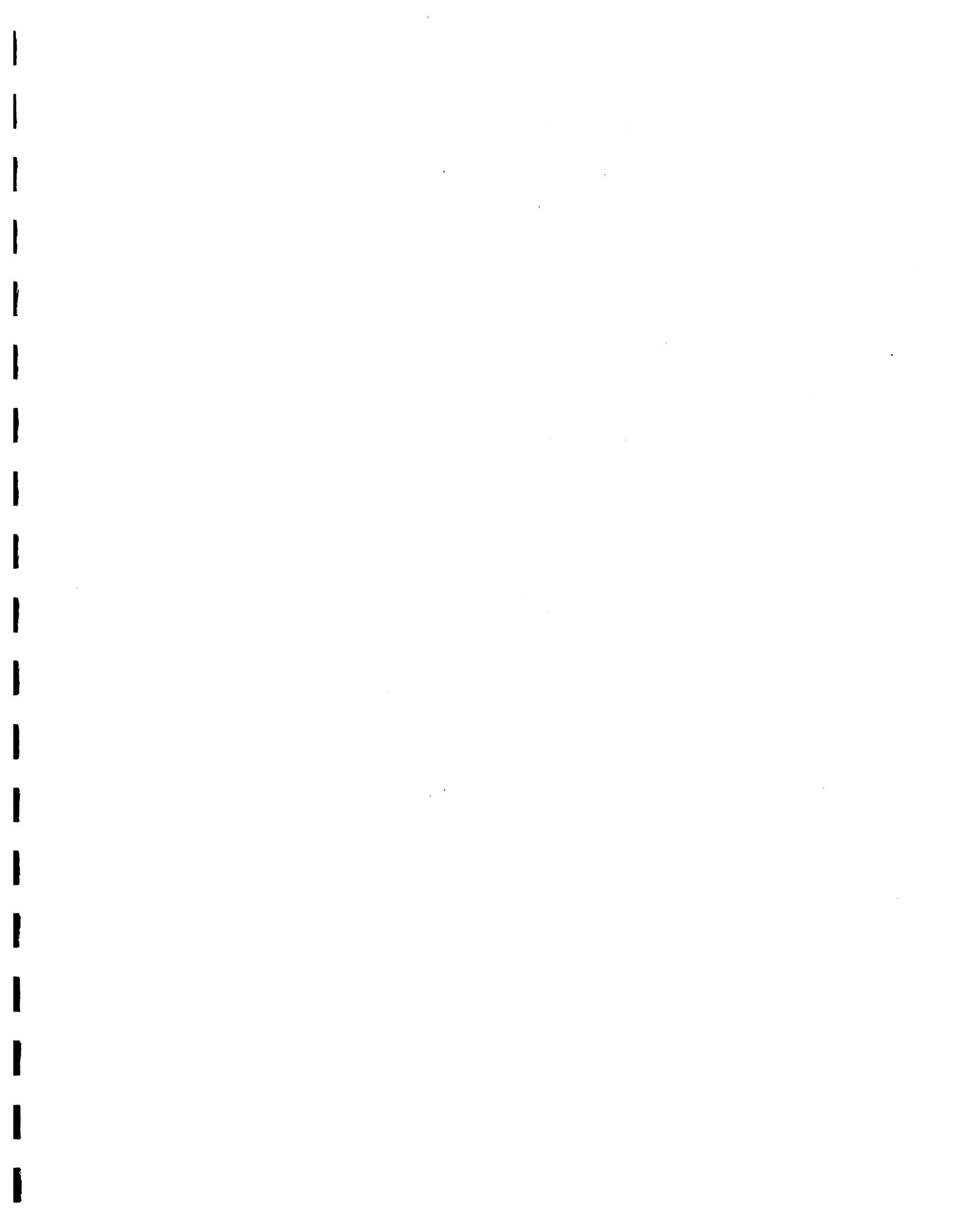
Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the



requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I.CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1.

Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthened resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State helipad permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the helipad facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and helipad.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives

identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project,

including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The “No Project – Existing General Plan and Zoning” Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The “Reduced Density” Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially

viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and

Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, so that the strict application of the Zoning Ordinance will deprive such property of privileges enjoyed by other properties in the vicinity and under identical land use district classification.

The project site is 37 acres in area and is located on a site containing a 7% to 8% grade sloping from the southwest to the northeast. The hospital building includes single story, two-story, three-story and five-story components with only the five-story bed tower exceeding the permitted height of 45'. The proposed multi-story hospital structure provides an efficient design for hospital operations and is vital to providing patient care. Due to the topography on the site, significant amounts of additional grading would have been necessary on the site if the taller structure was not proposed and would have reduced site available for parking necessary for the project. This would also reduce the efficiency of the hospital with regards to patient care. Properties to the south and west continue to rise in height above the project site due to the slope gradient. Based upon the site sections prepared and submitted for the project, the approximate ground level grade at the future adjacent residential uses to the south is El. 2760 and El. 2805 to the southwest and El. 2760 directly west of the site. Due to the size of the hospital site, the proposed hospital building is located 275' from the residential area to the south at the closest point. The five-story bed tower on the west side of the hospital complex is approximately 580' from the south property line and 770' from the residential areas located on the west side of Tierra Subida.

Given these distance separations and topography of this site and adjacent properties, the impact of the additional building height on the adjacent properties to the south, southwest and west is significantly reduced. Using the building height elevation of 2808, the building is 48 feet above the adjacent properties with a ground level grade of 2760 and only 3 feet higher than the property to the southwest with a grade of 2805. Therefore, the topography and location of the building on the site reduces the height of the building from these directions to a level that would typically be permitted without a variance. The view of the hospital from Palmdale Boulevard and other adjacent areas lower than the site will appear to be much higher. The road grade at Trade Center Drive and Palmdale Boulevard is approximately El. 2685 or 123 feet lower than the proposed building height of El. 2808. However, there is also a substantial distance separation of approximately 800 feet between Palmdale Boulevard and the building reducing the visual impact associated with this height.

Therefore, there are special circumstances applicable to the property size, location, topography and surroundings that provides justification for granting the Variance from the strict application of the standards of the Palmdale Zoning Ordinance to permit an additional building height of 29' feet higher than the permitted height of 45'.

- (g) Granting the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the same vicinity and land use district and denied to the subject property.

The granting of the requested Variance for an increase in the building height for the hospital would not be a right enjoyed by this development which is not enjoyed by other properties in the same vicinity and land use district. The Holiday Inn building is located at the northeast corner of the intersection of Palmdale Boulevard and 5th Street West within the PD (Planned Development) commercial designation of the Palmdale Trade and Commerce Center Specific Plan. The Holiday Inn is a five-story building with 150 rooms and approximately 71,400 square feet in building area. The five-story bed tower of the hospital is similar in height and is approximately 110,000 square feet in area. Both properties are zoned for commercial development. Therefore, the Variance request for an increase to the height of the hospital building would be necessary for the applicant to enjoy a substantial property right possessed by other properties in the same vicinity and land use district and denied to the subject property given the similar size and scale of the building.

- (h) Granting this Variance will not be materially detrimental to the public health, safety, or welfare or injurious to the properties or improvements in the vicinity.

The greatest potential impact is to adjacent existing residential properties located to the south, southwest and west of the site. As a result of the slope gradients on site and distance separations between this portion of the building and these adjacent properties, impacts from the additional building height are mitigated by the slope gradients and building placement on the site. The increase

in building height would not result in any impacts known to be detrimental to public health, safety or welfare. Conversely, the reduction of beds from not approving the Variance could ultimately result in a situation detrimental to public health due to inadequate hospital bed capacity in the Antelope Valley. Therefore, granting of the requested Variance will not be materially detrimental to the public, health, safety or welfare, or injurious to the properties or improvements in the vicinity.

- (i) Granting the Variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

The proposed Variance would allow the applicant to provide a general hospital with one portion of the building exceeding the 45' height limit for the C-2 zoning designation. The Antelope Valley currently has two other hospitals (Lancaster Community and Antelope Valley Hospital) both of which are four and five stories in height and are some of the tallest buildings in the Antelope Valley. Considering that this general hospital development will serve not only the City of Palmdale but the Antelope Valley region, the granting of this Variance for this development would not constitute a special privilege inconsistent with the limitations upon these other similar uses in the Antelope Valley region. Further, granting of the Variance would allow this development to have a building similar in size in height to an existing structure located approximately 1,400 feet northeast of this site and would not be considered a special privilege. Therefore, granting the Variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

- (j) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances,

air pollution, and emergency services. The project will provide a full service general hospital to the City which is not currently served by a hospital of this type.

3. The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.
4. The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves Variance 04-09 (Variance 04-09) in conjunction with Conditional Use Permit 03-09.

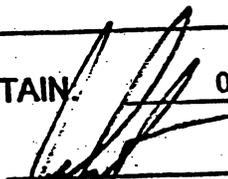
6. The Deputy City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 7th day of October, 2004.

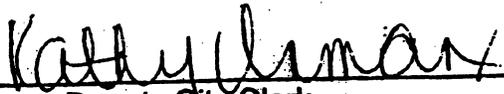
AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

ABSENT: 0 **ABSTAIN:** 0



**John Mayfield, Chairman
Planning Commission**

ATTEST:


Kathy Inman, Deputy City Clerk

ATTACHMENT I

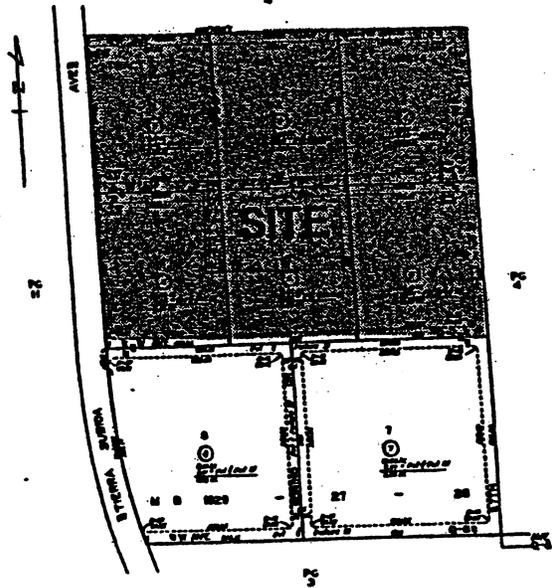
**LEGAL DESCRIPTION
FOR VARIANCE 04-09**

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

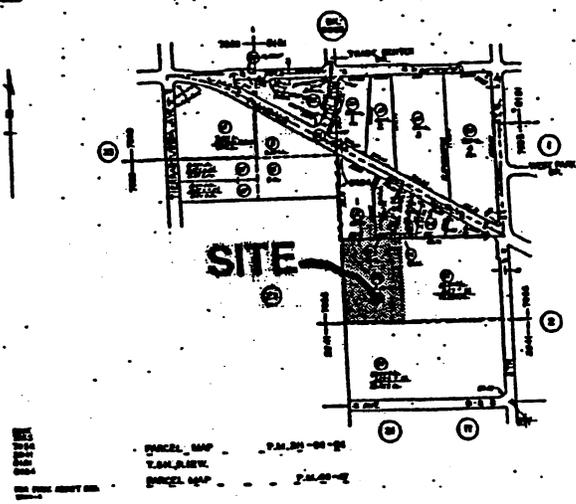
ATTACHMENT II
ASSESSORS PARCEL MAP
FOR VARIANCE 04-09

3004 23



3004 4 2004

County of Los Angeles, West Angeles, Assessor



Attachment 6

Resolution No. PC-2004-079

City of Palmdale

County of Los Angeles

ATTACHMENT 6

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-079**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, APPROVING PLANNED DEVELOPMENT 04-03 TO CONSTRUCT A MIXED USE DEVELOPMENT CONSISTING OF A GENERAL HOSPITAL AND MEDICAL CENTER COMPLEX, A SENIOR HOUSING FACILITY AND RELATED SITE, INFRASTRUCTURE AND STREET IMPROVEMENTS ON 37.2 ACRES LOCATED ON THE EAST SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1,000 FEET SOUTH OF PALMDALE BOULEVARD (PD 04-03)

A. RECITALS

- (i) Pursuant to Sections 65800 and 65850 of the Government Code, the City of Palmdale has adopted a Zoning Ordinance which regulates the use of buildings, structures and land as between industry, business, residences, open space and other purposes; regulates signs and billboards; regulates the location, height, bulk, number of stories and size of buildings and structures, the size and use of lots, yard, courts and other open spaces, the percentage of a lot which may be occupied by a building or structure, and the intensity of land use; establishes requirements for off street parking and loading; establishes building setback lines, as authorized by State Law; and other matters.
- (ii) The City of Palmdale has filed an application requesting the approval of Planned Development 04-03 described herein (hereinafter referred to as "Application").
- (iii) The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, and 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.
- (iv) The Application, as contemplated, proposes a Planned Development to construct a mixed-use project consisting of a 300,000 square feet general hospital, two 60,000 square feet medical office buildings and a 80 unit senior housing/assisted living facility on the subject 37.2 acre site located on the east side of Tierra Subida Avenue approximately 1,000 feet south of Palmdale Boulevard.

- (v) The existing land use on the project site is vacant and previously disturbed land with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.
- (vi) Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north, R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.
- (vii) An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department. A copy of the EIR is on file in the office of the Planning Department.
- (viii) On October 7, 2004, the Planning Commission conducted a duly noticed public hearing on Planned Development 04-03 and concluded said hearing on that date.
- (ix) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

- 1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.**
- 2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to Planned Development 04-03:**
 - (a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:**
 - 1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.**
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.**
 - 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.**

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Planned Development 04-03. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities,

Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to

provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2.

Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. *Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale

Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and

incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects

identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the

planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing

water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the

project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow

for the hospital use and mixed use overlay component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2); addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1.

Significance: *Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would

involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthened resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final

EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to

comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Helipads and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State heliport permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the

unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the

governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project - Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and

infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being

more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) The distribution, location and extent of land uses is consistent with the General Plan in that upon adoption of General Plan Amendment 03-05, the development proposed under PD 04-03 will provide a mixed use development consisting of a general hospital, medical office buildings and senior housing/assisted living facility which are permitted with the Office Commercial General Plan Land Use designation and related C-2 (MX) zoning designation. The project is located adjacent to existing and proposed residential development to the south and west and will provide a buffer from the more intense land uses to the north of the site. Further, the senior housing facility is compatible with the hospital development as well as the adjacent single family residential uses.

Further, the project as proposed is to be designed in accordance with the General Plan and Zoning Ordinance in that the project design will provide buildings with architectural features and materials compatible with the surrounding area, a site lay-out with convenient vehicular circulation and pedestrian access, required building and landscaped setbacks, and parking and drive-through facilities in compliance with current standards. The senior housing facility is envisioned as a component of the overall medical center development.

- (g) The site is suitable for the type and intensity of development. The subject site is approximately 37 acres in area and has sufficient area to accommodate the required building and landscape setbacks, parking areas and on-site drive aisles. Further, the site is adequate in size to allow separation between the proposed uses on the site and existing and proposed residential development to the south and west. The site is also separated from residential development to the west by Tierra Subida Avenue providing an additional buffer from these residential uses. The project site has some topographic constraints that can be accommodated with the hospital, office and multi-family housing design and which would have limited development of the site for a regional commercial land use as currently designated.
- (h) Adequate access is provided in accordance with the General Plan Circulation Element. The site will be accessible from signalized intersections on Tiera Subida Avenue and Palmdale Boulevard and is in close proximity to State Route 14, State Highway 138 and Avenue S providing alternative access points to the facility. The project proposes an extension of Trade Center Drive to the south of Palmdale Boulevard by eminent domain to provide direct access from Palmdale Boulevard to the proposed ring road by a public street.
- (i) The project site will be provided with adequate public services and facilities to support the proposed development. Infrastructure currently exists in the project vicinity to support all components of the mixed use development proposed under PD 04-03. Utility services exist in Tierra Subida Avenue and Trade Center Drive that will be extended into the site and improved or partially improved right-of-way exists on Palmdale Boulevard and Tierra Subida Avenue. Signalized intersections and full right-of-way improvements are proposed on Tierra Subida and Palmdale Boulevard to support the development.
- (j) The flexibility in site development regulations contained in the Planned Development has resulted in a project demonstrating clear and substantial benefits to the City of Palmdale. Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing

needed medical care and emergency services to the citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. The project will provide a full service general hospital to the City which is currently un-served by a hospital of this type.

3. The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.
4. The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because

they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves Planned Development 04-03 (PD 04-03) subject to the approval of General Plan Amendment 03-05 and Zone Change 03-05 by the City Council.

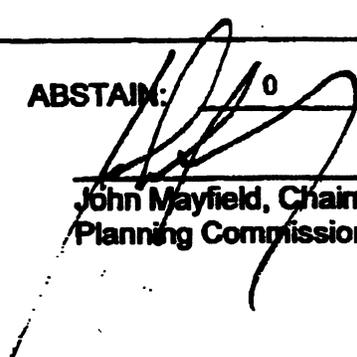
6. The Deputy City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 7th day of October, 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

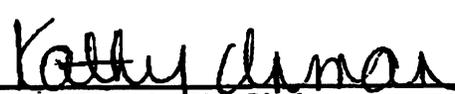
NOES: 0

ABSENT: 0 ABSTAIN: 0



John Mayfield, Chairman
Planning Commission

ATTEST:



Kathy Inman, Deputy City Clerk

LL:REK/PD 04-03 RESO 2004-079

ATTACHMENT I

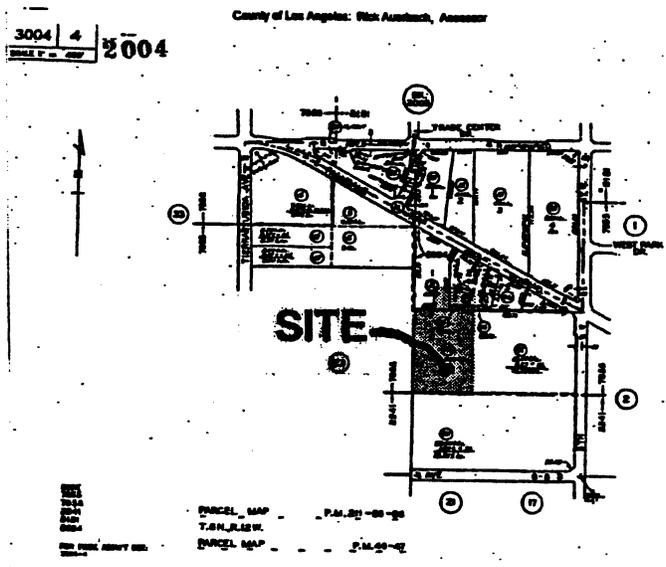
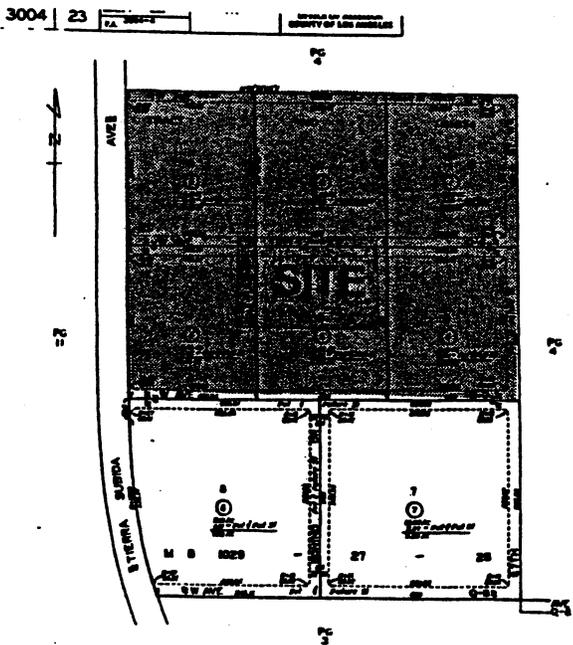
LEGAL DESCRIPTION FOR PD 04-03

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ATTACHMENT II

ASSESSORS PARCEL MAP
FOR
PD 04-03





Attachment 7

Resolution No. PC-2004-080

City of Palmdale

County of Los Angeles

ATTACHMENT 7

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-080**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, APPROVING VARIANCE 04-09, A REQUEST FOR A VARIANCE TO EXCEED THE PERMITTED BUILDING HEIGHT OF 45' IN THE C-2 ZONE DESIGNATION BY 29' AS DEFINED BY THE PALMDALE ZONING ORDINANCE IN CONJUNCTION WITH THE PALMDALE HOSPITAL MEDICAL CENTER PROPOSED UNDER CONDITIONAL USE PERMIT 03-09 LOCATED ON THE EAST SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1,000 FEET SOUTH OF PALMDALE BOULEVARD (VARIANCE 04-09)

A. RECITALS

- (i) Universal Health Services, Inc. has filed an application requesting the approval of Variance 04-09 described herein (hereinafter referred to as "Application").
- (ii) The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.
- (iii) The Application, as contemplated, is a request for a variance from the development standards of the Palmdale Zoning Ordinance, Section 52.09 D.1 to exceed the permitted building height of 45' by 29' for a total building height of 74' as defined in Zoning Ordinance Section 16.02 (B).
- (iv) The subject site is vacant and previously disturbed land with some native vegetation on site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.

- (v) Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north, R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.
- (vi) An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.
- (vii) On October 7, 2004, the Planning Commission of the City of Palmdale conducted a duly noticed public hearing on the Application and concluded said hearings on that date.
- (viii) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.

2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to Variance 04-09:

(a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Variance 04-09. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities, Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of

generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant

environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of

Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects

identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a

level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been

incorporated into the project. As part of the its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. *However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.*

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have

established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the

potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the

requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1.

Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthed resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Helipads and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State helipad permit from the State of California Division of Aeronautics, and file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the helipad facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and helipad.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NO_x despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives

identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project,

including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The “No Project – Existing General Plan and Zoning” Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

The “Reduced Density” Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley’s regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project’s ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially

viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and

Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, so that the strict application of the Zoning Ordinance will deprive such property of privileges enjoyed by other properties in the vicinity and under identical land use district classification.

The project site is 37 acres in area and is located on a site containing a 7% to 8% grade sloping from the southwest to the northeast. The hospital building includes single story, two-story, three-story and five-story components with only the five-story bed tower exceeding the permitted height of 45'. The proposed multi-story hospital structure provides an efficient design for hospital operations and is vital to providing patient care. Due to the topography on the site, significant amounts of additional grading would have been necessary on the site if the taller structure was not proposed and would have reduced site available for parking necessary for the project. This would also reduce the efficiency of the hospital with regards to patient care. Properties to the south and west continue to rise in height above the project site due to the slope gradient. Based upon the site sections prepared and submitted for the project, the approximate ground level grade at the future adjacent residential uses to the south is El. 2760 and El. 2805 to the southwest and El. 2760 directly west of the site. Due to the size of the hospital site, the proposed hospital building is located 275' from the residential area to the south at the closest point. The five-story bed tower on the west side of the hospital complex is approximately 580' from the south property line and 770' from the residential areas located on the west side of Tierra Subida.

Given these distance separations and topography of this site and adjacent properties, the impact of the additional building height on the adjacent properties to the south, southwest and west is significantly reduced. Using the building height elevation of 2808, the building is 48 feet above the adjacent properties with a ground level grade of 2760 and only 3 feet higher than the property to the southwest with a grade of 2805. Therefore, the topography and location of the building on the site reduces the height of the building from these directions to a level that would typically be permitted without a variance. The view of the hospital from Palmdale Boulevard and other adjacent areas lower than the site will appear to be much higher. The road grade at Trade Center Drive and Palmdale Boulevard is approximately El. 2685 or 123 feet lower than the proposed building height of El. 2808. However, there is also a substantial distance separation of approximately 800 feet between Palmdale Boulevard and the building reducing the visual impact associated with this height.

Therefore, there are special circumstances applicable to the property size, location, topography and surroundings that provides justification for granting the Variance from the strict application of the standards of the Palmdale Zoning Ordinance to permit an additional building height of 29' feet higher than the permitted height of 45'.

- (g) Granting the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the same vicinity and land use district and denied to the subject property.

The granting of the requested Variance for an increase in the building height for the hospital would not be a right enjoyed by this development which is not enjoyed by other properties in the same vicinity and land use district. The Holiday Inn building is located at the northeast corner of the intersection of Palmdale Boulevard and 5th Street West within the PD (Planned Development) commercial designation of the Palmdale Trade and Commerce Center Specific Plan. The Holiday Inn is a five-story building with 150 rooms and approximately 71,400 square feet in building area. The five-story bed tower of the hospital is similar in height and is approximately 110,000 square feet in area. Both properties are zoned for commercial development. Therefore, the Variance request for an increase to the height of the hospital building would be necessary for the applicant to enjoy a substantial property right possessed by other properties in the same vicinity and land use district and denied to the subject property given the similar size and scale of the building.

- (h) Granting this Variance will not be materially detrimental to the public health, safety, or welfare or injurious to the properties or improvements in the vicinity.

The greatest potential impact is to adjacent existing residential properties located to the south, southwest and west of the site. As a result of the slope gradients on site and distance separations between this portion of the building and these adjacent properties, impacts from the additional building height are mitigated by the slope gradients and building placement on the site. The increase

in building height would not result in any impacts known to be detrimental to public health, safety or welfare. Conversely, the reduction of beds from not approving the Variance could ultimately result in a situation detrimental to public health due to inadequate hospital bed capacity in the Antelope Valley. Therefore, granting of the requested Variance will not be materially detrimental to the public, health, safety or welfare, or injurious to the properties or improvements in the vicinity.

- (i) Granting the Variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

The proposed Variance would allow the applicant to provide a general hospital with one portion of the building exceeding the 45' height limit for the C-2 zoning designation. The Antelope Valley currently has two other hospitals (Lancaster Community and Antelope Valley Hospital) both of which are four and five stories in height and are some of the tallest buildings in the Antelope Valley. Considering that this general hospital development will serve not only the City of Palmdale but the Antelope Valley region, the granting of this Variance for this development would not constitute a special privilege inconsistent with the limitations upon these other similar uses in the Antelope Valley region. Further, granting of the Variance would allow this development to have a building similar in size in height to an existing structure located approximately 1,400 feet northeast of this site and would not be considered a special privilege. Therefore, granting the Variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

- (j) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances,

air pollution, and emergency services. The project will provide a full service general hospital to the City which is not currently served by a hospital of this type.

3. The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.

4. The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves Variance 04-09 (Variance 04-09) in conjunction with Conditional Use Permit 03-09.

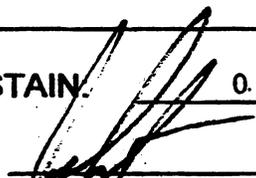
6. The Deputy City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 7th day of October, 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

ABSENT: 0 ABSTAIN: 0



**John Mayfield, Chairman
Planning Commission**

ATTEST:
Kathy Inman
Kathy Inman, Deputy City Clerk

ATTACHMENT I

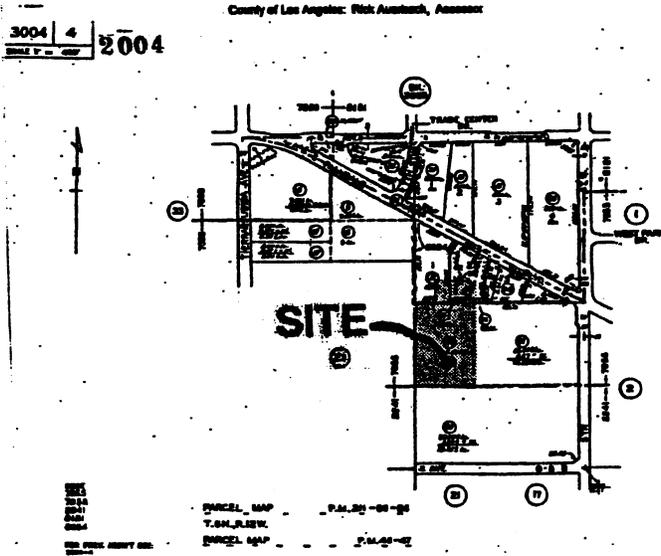
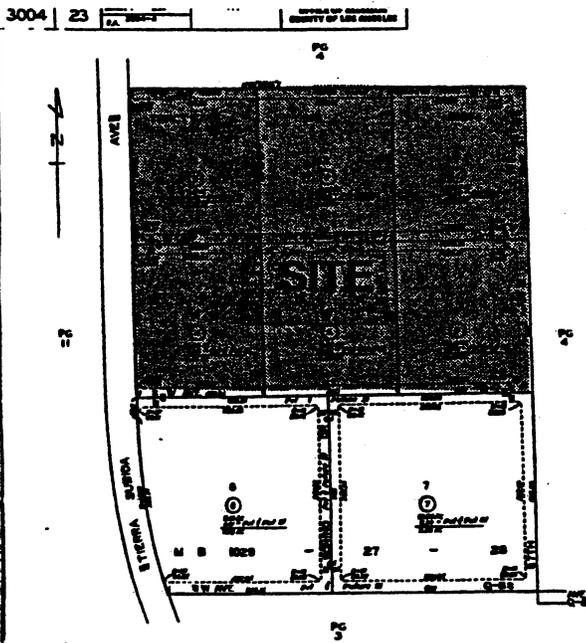
**LEGAL DESCRIPTION
FOR VARIANCE 04-09**

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

ATTACHMENT II

ASSESSORS PARCEL MAP
FOR VARIANCE 04-09





Attachment 8

Resolution No. PC-2004-081

City of Palmdale

County of Los Angeles

ATTACHMENT 8

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. PC-2004-081**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO CONSTRUCT PALMDALE MEDICAL CENTER CONSISTING OF A 300,000 SF GENERAL HOSPITAL AND TWO 60,000 SF MEDICAL OFFICE BUILDINGS AND RELATED SITE AND STREET IMPROVEMENTS TOTALING 420,000 SQUARE FEET ON 37.2 ACRES LOCATED ON THE EAST SIDE OF TIERRA SUBIDA AVENUE APPROXIMATELY 1,000 FEET SOUTH OF PALMDALE BOULEVARD (CUP 03-09)

A. RECITALS

- (i) Universal Health Services, Inc. has filed an application requesting the approval of Conditional Use Permit 03-09 described herein (hereinafter referred to as "Application").
- (ii) The Application applies to 37.2 acres within the C-4 zone district, referred to on the County Assessor's roles as APN 3004-023-900, 901, 902, 903, 904, 905, and 3004-004-038, legally described on Attachment I hereto and shown on the map attached hereto as Attachment II.
- (iii) The Application, as contemplated, proposes to construct a 300,000 square foot general hospital and two 60,000 square foot medical office buildings and related site and street improvements in phases totaling 420,000 square feet on 37.2 acres.
- (iv) The subject site is vacant with some native vegetation on the site; adjacent land uses to the north consist of vacant land and existing retail and food service uses, existing and proposed single family residential and multi-family residential uses to the west and south and vacant regional commercial land to the east.
- (v) Zone designations on adjacent properties are C-4 (Commercial Center) and C-3 (General Commercial) to the north, R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) to the west; R-1-7,000 (Single Family Residential; 7,000 sf minimum lot size) and R-3 (Multiple Residential to the South); and C-4 (Commercial Center) and C-3 (General Commercial) to the east.

- (vi) The application is accompanied with a request for a General Plan Amendment (GPA) 03-05 to change the General Plan Land Use designation on the subject site from RC (Regional Commercial) to OC (Office Commercial); a Zone Change (ZC) 03-05 to change the zoning designation of the subject site from C-4 (Commercial Center) to C-2 (MX) (Office Commercial with a Mixed Use overlay); a PD (Planned Development) 04-03 to permit construction of the mixed use development on the subject site; and a Variance (Variance 04-09) to exceed the permitted building height of 45' in the C-2 zone by 29' as defined by the Zoning Ordinance.
- (vii) An Environmental Impact Report ("EIR") was prepared for the Palmdale Medical Center project by RBF Consulting, Inc. A Notice of Completion (NOC) was sent with the Draft EIR to the State Clearinghouse on July 22, 2004. Pursuant to State CEQA Guidelines Section 15087, the Draft EIR was distributed for public review on July 23, 2004, for a 45-day review period with the comment period expiring on September 7, 2004. In accordance with the requirements of Public Resources Code Section 21092, a Notice of Availability was prepared and posted with the Los Angeles County Clerk from July 23, 2004, to August 23, 2004, and published in the Antelope Valley Press on July 23, 2004. Nine comment letters were received at the close of the public comment period. The specific and general responses to comments are included in the Final EIR. The additional materials comprising the Final EIR were distributed for a 10-day notification period beginning September 24, 2004. A copy of the EIR is on file in the office of the Planning Department.
- (viii) The Planning Commission adopted Resolution No. PC-2004-076 on October 7, 2004, certifying the EIR for Conditional Use Permit 03-09, with certain amendments thereto as contained in Attachment "A", attached to said Resolution, and with the Mitigation Monitoring Program for the project as contained in Attachment "B", attached to said Resolution.
- (ix) On October 7, 2004, the Planning Commission of the City of Palmdale conducted a duly noticed public hearing on the Application, and concluded said hearing on that date. Notices of the time, place, and purpose of the aforesaid meetings were duly provided in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092.
- (x) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Palmdale, as follows:

- 1. The Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A of this Resolution, are true and correct.**
- 2. Based upon substantial evidence presented to this Commission during the above-referenced October 7, 2004, public hearing, including public testimony, and written and oral staff report, this Commission specifically finds as follows with respect to Conditional Use Permit 03-09:**
 - (a) CEQA Section 15091 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless the public agency makes one or more of three possible findings for each of those significant impacts as follows:**
 - 1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.**
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.**
 - 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.**

Draft EIR 02-01 has been prepared for the Palmdale Medical Center project including proposed Conditional Use Permit 03-09. The following issues from the environmental categories were analyzed by the Draft EIR: Traffic and Circulation, Noise, Geology and Soils, Hydrology, Air Quality, Public Services and Utilities,

Aesthetics/Light and Glare, Biological Resources, Cultural Resources, and Public Safety.

- (b) **The Planning Commission finds that the following impacts are less than significant as analyzed in the EIR due to their nature:**

A. NOISE

Section 4.2 of the Final EIR addresses the potential impacts related to noise. The Final EIR addresses five topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

RESIDENTIAL AREAS

Project traffic will cause increased noise levels on local roadways.

Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

B. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, one of which is addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR PLAN CONSISTENCY

The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's.

FACTS IN SUPPORT OF FINDING

The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to

provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

C. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, two of which are addressed in this Section and the others elsewhere in this Resolution. The remaining four topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR POLICE

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service.

FACTS IN SUPPORT OF FINDING

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department – Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

FINDING FOR SOLID WASTE

Development of the proposed site would generate additional solid waste.

Facts in Support of Finding

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste.

D. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to aesthetics, light and glare. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR SITE CHARACTER

The project would replace the existing vacant site with urban land uses.

FACTS IN SUPPORT OF FINDING

The proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

E. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, one of which is addressed in this Section and the others elsewhere in this Resolution. The remaining topics are addressed in Sections 4.0 and 5.0 of this Statement of Facts and Findings.

FINDING FOR LAND USE COMPATIBILITY

Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas.

Facts in Support of Finding

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development.

F. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the potential impacts related to human health/risk of upset. One of the three impact topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HISTORIC RESOURCES

Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result.

FACTS IN SUPPORT OF FINDING

Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and a less than significant impact would occur.

G. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the potential impacts related to public safety. One of the three topics is discussed in this Section and the others elsewhere in this Resolution. The remaining two topics are addressed in Section 4.0 of this Statement of Facts and Findings.

FINDING FOR HAZARDOUS WASTE

Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils.

FACTS IN SUPPORT OF FINDING

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

- (c) The Planning Commission hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures contained in the Final EIR. With respect to the potentially significant environmental effects for which changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR, the Planning Commission finds as follows:

A. TRANSPORTATION AND CIRCULATION

Section 4.1 of the Final EIR addresses the project's potential impacts related to transportation and circulation. The Final EIR addresses three topics, which are addressed in this Section of this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to transportation and circulation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

FINDING FOR INTERSECTION OPERATION

Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant

environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to intersection operations have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, southbound Tierra Subida Avenue approach will be widened from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

FINDING FOR CIRCULATION AND SITE ACCESS

Development of the project may adversely affect local access. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.1-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to circulation and site access have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of

Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

B. NOISE

Section 4.2 of the Final EIR addresses the project's potential impacts related to noise. The Final EIR addresses five topics, four of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR SHORT-TERM CONSTRUCTION IMPACTS

Short-term project construction activities will temporarily increase local noise levels. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects

identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The City noise ordinance restricts construction activities during the evening, early morning, and Sundays, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified in the Draft EIR, and considering the elevation of surrounding sensitive uses relative to the project site.

FINDING FOR LONG-TERM PROJECT IMPACTS

Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term project impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures will reduce noise to a less than significant level. Additionally, noise from delivery trucks will be reduced to a

level of less than significant by restricting deliveries between the hours of 9:00pm and 6:30am.

Finding for Noise Impacts to On-Site Land Uses

Proposed on-site land uses may be exposed to traffic and stationary noise sources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-4. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts noise impacts to on-site land uses have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. See Facts in Support of Finding for Long-Term Project Impacts for Noise

Finding for Impacts on Surrounding Land Uses

Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.2-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

Ambulances approaching the hospital will be required to shut off their sirens if safety permits.

C. GEOLOGY

Section 4.3 of the Final EIR addresses the project's potential impacts related to geology. The Final EIR addresses three topics, all of which are addressed in this Section.

Finding for Construction

Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Measures to minimize erosion by water will include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

Erosion by wind will be mitigated through the implementation of standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

FINDING FOR SOILS

Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to soils have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In order to effectively mitigate this condition, the grading contractor will be required to remove any unsuitable soils and replace them with engineered fill materials that will be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer, engineering geologist, and the California Office of Statewide Health Planning and Development would reduce potential soils impacts to less than significant levels.

FINDING FOR SEISMICITY

Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.3-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts due to seismicity have been eliminated or substantially lessened to a level of less than significant by virtue of

project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Hazards associated with ground shaking would be mitigated through adherence to the current California Building Code. Additionally, the site plans will be reviewed by the City Engineer and/ or the California Office of Statewide Health Planning and Development.

D. HYDROLOGY

Section 4.4 of the Final EIR addresses the project's potential impacts related to hydrology. The Final EIR addresses two topics, both of which are addressed in this section.

FINDING FOR SHORT-TERM CONSTRUCTION RELATED IMPACTS

Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-1. Some of 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. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential short-term construction related impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As part of its compliance with the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm

Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

FINDING FOR LONG-TERM IMPACTS

Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.4-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential long-term construction impacts have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. The hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

E. PUBLIC SERVICES AND UTILITIES

Section 4.6 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses six topics, four of which are addressed in this section and the others elsewhere in this Resolution.

FINDING FOR FIRE PROTECTION

The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. However, changes or

alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-1. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to fire protection have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Through the adoption of Chapter 3.42 of the Municipal Code, Fire Facilities Impacts Fee Requirements, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy. Additionally, all new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department.

FINDING FOR EDUCATION

Development of the site would generate additional kindergarten through 12th grade students. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to education have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the

project. The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

FINDING FOR WATER

Development of the proposed project would require additional water service and water system modifications. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-5. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to water service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Based on the County Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient

water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

The proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

FINDING FOR SEWER

The project would increase demand on sewer service. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.6-6. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to sewer service have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level. The applicant will also work with the City of Palmdale Public Works Department and the County Sanitation Districts of Los Angeles to develop a plan for the construction of adequate sewer transmission facilities to connect the development to existing County sewer trunk lines. Additionally, the applicant shall obtain an Industrial Waste Water Discharge Permit prior to the commencement of construction activities.

F. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts related to public services and utilities. The Final EIR addresses four topics, two of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR SHORT-TERM

Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to aesthetics have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The grading contractor and/or construction contractor will be required to clear the site of trash and debris daily and group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

FINDING FOR LIGHT AND GLARE

Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-4. Significance: Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the photometric lighting plan review. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls; Article 87, Off-Street Parking; and the approved photometric plan is required prior to project construction.

G. LAND USE AND RELEVANT PLANNING

Section 4.8 of the Final EIR addresses the project's potential impacts related to land use and relevant planning. The Final EIR addresses four topics, three of which are addressed in this Section and the other elsewhere in this Resolution.

FINDING FOR GENERAL PLAN CONSISTENCY

Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a General Plan Amendment

Facts in Support of Finding

The inconsistency with the Palmdale General Plan Land Use designation has been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The existing General Plan Land Use designation for the project site is RC (Regional Commercial), and will require an amendment to OC (Office Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided in Table 4.8-1 of the draft EIR. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

FINDING FOR CITY OF PALMDALE ZONING ORDINANCE

The proposed project requires a General Plan Amendment, Zone Change, Planned development, and a Conditional Use Permit for the hospital and senior housing / assisted living components. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact with approval of a zone change and a height variance.

FACTS IN SUPPORT OF FINDING

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The proposed project will require a Zone Change (ZC 03-

05) to revise the zoning designation from Commercial Center (C-4) to Office Commercial (C-2), addition of a Mixed Use Overlay (MX), a Planned Development (PD) permit for comprehensive land use entitlement and a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/ assisted living facility, and a variance for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

FINDING FOR REGIONAL COMPREHENSIVE PLAN AND GUIDE

Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features. Significance: Less than significant impact (with exception to exceedence of ROC and Nox Air Emissions, which remain Significant and Unavoidable).

FACTS IN SUPPORT OF FINDING

The potential impacts to conformity with the Regional Comprehensive Plan and Guide (RCPG) have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

H. BIOLOGICAL RESOURCES

Section 4.9 of the Final EIR addresses the project's potential impacts related to biological resources. The Final EIR addresses two topics, both of which are addressed in this Section.

FINDINGS FOR SPECIAL STATUS PLANTS

Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.9-1. Significance: Less than significant impact with mitigation incorporated.

Facts In Support of Finding

The potential impacts to special status plants have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Pre-construction surveys conducted during the appropriate survey "window" will be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility would reduce impacts to less than significant levels.

Finding for Special Status Animals

Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of

mitigation measure 4.9-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to special status animals have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation.

I. CULTURAL RESOURCES

Section 4.10 of the Final EIR addresses the project's potential impacts related to cultural resources. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Paleontological Resources

Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-1. Significance: Less than significant impact with mitigation incorporated.

FACTS IN SUPPORT OF FINDING

The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to

mitigate impacts to the exposed or unearthed resources will reduce potential impacts to paleontological resources to less than significant levels.

FINDING FOR PREHISTORIC RESOURCES

Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.10-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts to prehistoric resources have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations.

J. PUBLIC SAFETY

Section 4.11 of the Final EIR addresses the project's potential impacts related to public safety. The Final EIR addresses three topics, two of which are addressed in this Section and the other elsewhere in this Resolution.

Finding for Hazardous Materials Use and Generation

Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project

design features and incorporation of mitigation measure 4.11-2. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from hazardous use and generation have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. The applicant will be required to comply with the Federal, State, and Local laws and regulations as described in the Draft EIR for the use, transportation, and disposal of hazardous wastes.

Finding for Helipad

Development of the helipad could present a safety hazard for people residing or working in the project area. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.11-3. Significance: Less than significant impact with mitigation incorporated.

Facts in Support of Finding

The potential impacts from construction and operation of the helipad have been eliminated or substantially lessened to a level of less than significant by virtue of project design considerations and the mitigation measures identified in the Draft EIR, and have been incorporated into the project. Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. Additionally, the applicant must obtain a State heliport permit form the State of California Division of Aeronautics, and file Federal Aviation

Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings and heliport.

- (d) With respect to the potentially significant environmental effects for which specific economic, social, or other considerations make infeasible the mitigation measure or project alternatives identified in the EIR, CEQA Section 15093 requires the decision maker to balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. According to CEQA, if the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". With respect to these significant and unavoidable impacts which cannot be further mitigated to a level of non-significance, the Planning Commission finds as follows:

A. AIR QUALITY

Section 4.5 of the Final EIR addresses the project's potential impacts related to air quality. The Final EIR addresses three topics, two of which is addressed in this Section and the other elsewhere in this Resolution.

Finding for Short-Term/Construction Emissions

Short-term air quality impacts would occur during site preparation and project construction. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-1. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable impact for ROCs and NOx despite mitigation.

FACTS IN SUPPORT OF FINDING

Despite the implementation of mitigation measures, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

FINDING FOR LONG-TERM/OPERATIONAL EMISSIONS

Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.5-2. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable for CO and PM10 emissions despite mitigation.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts from long-term operational emissions of the proposed project would result in an exceedance of the AVAQMD significance thresholds for CO and PM10. Mitigation measures have been incorporated into the project in an attempt to bring the project into conformity. These measures include the installation of sidewalks within the project, installation of streetlights and parking lot lights within the project, and adequate pedestrian signalization and signage to make the project more pedestrian friendly. Additionally, the project will be required to comply with all the requirements of the Congestion Management Plan of the County of Los Angeles and the latest Title 24, Part 6 standards of the California Building Standards

Administrative Code. This impact is overridden by the project benefits as set forth in the statement of overriding considerations.

B. AESTHETICS

Section 4.7 of the Final EIR addresses the project's potential impacts in regards to aesthetics. The Final EIR addresses four topics, one of which are addressed in this Section and the others elsewhere in this Resolution.

FINDING FOR VIEWSHED

The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. However, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potential significant environmental effects identified in the Final EIR, including project design features and incorporation of mitigation measure 4.7-3. Despite these measures, 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 alternatives identified in the environmental impact report. Impact: Significant and unavoidable.

Facts in Support of Finding

Despite the implementation of mitigation measures, impacts to the viewshed will remain significant. Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.

- (e) Four project alternatives are discussed, and the potential significance for these alternatives is analyzed, in Section 6.0 of the Draft EIR. The Planning Commission has considered these alternatives for the development of the Palmdale Medical Center and makes the following findings:

The "No Development" Alternative

The "No Development" Alternative assumes development of the project site with uses permitted or conditionally permitted by the governing General Plan, and the requirements of the site's current zoning designations. This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

The "No Project - Existing General Plan and Zoning" Alternative

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development. In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives

would not be met with this alternative, this alternative is not being considered at this time.

The "Reduced Density" Alternative

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

The "Alternative Site" Alternative

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included

the existing Antelope Valley Hospital in Lancaster, and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the Highway 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Draft EIR Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further

consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

With respect to these alternatives to the Project, the Planning Commission finds, pursuant to Public Resources Code Section 21081, that there are economic, social, and other considerations of the Project that make these alternatives infeasible.

- (f) The proposed medical center including general hospital and medical office buildings are consistent with the goals, policies, and objectives of the General Plan because the General Plan Land Use Map, subject to approval of General Plan Amendment 03-05 identifies the project area as Office Commercial which is intended for the establishment of the proposed hospital and related professional office uses which will serve the residents of Palmdale and the Antelope Valley region.

Further, the project as conditioned is to be designed in accordance with the General Plan and Zoning Ordinance in that the project design provides buildings with architectural features and materials in compliance with the General Plan, a site lay-out with convenient vehicular circulation and pedestrian access, required building and landscaped setbacks except as modified by the Planned Development 04-03 and Variance 04-09 and parking facilities in compliance with current standards.

- (g) The proposed medical center is beneficial and desirable to the community and is consistent with the purpose, intent, and standards of the Zoning Ordinance and other applicable ordinances and codes adopted by the City of Palmdale because the Zoning

Map, subject to approval of Zone Change 03-05, identifies the project area as C-2 (MX) (Office Commercial with Mixed Use Overlay) which permits the uses proposed under this Conditional Use Permit subject to the applicable development regulations in the Zoning Ordinance. Further, the hospital is beneficial and desirable to the community because Palmdale is one of the largest cities in California which does not have a full service general hospital and a facility of this type is necessary to provide the citizens of Palmdale access to health care within the City.

The proposed project design and site plan meet all current applicable and special development standards contained in the Zoning Ordinance, except as proposed under Variance 04-09 and Planned Development 04-03, with regards to building and landscape setbacks, building heights, parking spaces and lot design requirements. Also, the proposed building height increase will not directly impact the adjacent residential uses due to the topography and 37 acre size of the project.

- (h) The site for the proposed use is adequate in size and shape to accommodate all yards, open spaces, setbacks, walls and fences, parking areas, fire and building code considerations pertaining to the application because the project is 37 acres in size and the site design, subject to the Conditions of Approval is in compliance with the Zoning Ordinance with respect to building and landscape setbacks, interior landscaping, and required parking facilities except as proposed under Planned Development 04-03. The project has been reviewed with regards to fire and building code considerations by the representative departments and found to be satisfactory.
- (i) The proposed medical center development with a general hospital and medical office buildings will not have a substantial adverse effect on abutting property or the permitted use thereof, and will not generate excessive noise, vibration, traffic, or other disturbances, nuisances, or hazards because the proposed project has been designed to provide a buffer between these adjacent uses and is consistent in its design and appearance, and size with existing commercial development in the immediate vicinity. The Conditions of Approval and mitigation measures applied to the project will

ensure compliance with the Zoning Ordinance regulations intended to reduce impacts on adjacent properties.

Further, the project is sited on property that is bordered by other regional and community commercial property, an arterial roadway and significant building setbacks from residential property to the south and west which significantly reduces the potential for impacts on adjacent properties. These physical separations also reduce the potential impacts from the requested height increase of the building under Variance 04-09.

- (j) The site for the proposed use has adequate access, meaning that the site design incorporates street and highway limitations because the General Plan allows for direct access on Tierra Subida, a major arterial, and Palmdale Boulevard, a designated regional arterial, and the conditions of approval for the project are requiring signal installations and street widening improvements on both of these streets as well as intersection expansion improvements at Date Palm Drive and Trade Center Drive.
- (k) Benefits from the approval of the Palmdale Medical Center will be derived from the establishment of a general hospital medical center providing needed medical care and emergency services to the Citizens of Palmdale as well as the Antelope Valley region. The project will also provide senior housing residential uses within the City of Palmdale with immediate access to medical facilities. Further, the project will promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.
- (l) The design of the project and the conditions of approval require acquisition and/or dedication of rights-of-way. The acquisition and dedications of public right-of-way required for this development are proportional to the impacts caused by the proposed development and are necessary in order to provide safe and orderly access and circulation to the uses within the project and promote the safety of the general public.

3. **The Planning Commission has reviewed and considered the EIR for the project and finds that the EIR has been completed in compliance with CEQA and reflects the independent judgment of the Planning Commission. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. Section 21081.6 of the Public Resources Code requires this Commission to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan (MMP), in the Final EIR, is adopted because it fulfills the CEQA mitigation monitoring requirements: a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.**

4. **The Planning Commission of the City of Palmdale adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR and Section 2 (C) above related to air quality and aesthetics. This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Planning Commission finds that all feasible mitigation measures have been imposed to lessen project impacts to a less than significant level where feasible, and furthermore, that alternatives to the project are either infeasible because they have greater environmental impacts, do not provide the benefits of the project, do not eliminate the project's unavoidable significant impacts, or are otherwise socially or economically infeasible.**

The environmental analysis undertaken for the Palmdale Medical Center indicates that, while mitigation measures would be effective in reducing the level of certain environmental impacts, the project may still result in significant adverse impacts in regards to air quality and aesthetics.

The City of Palmdale Planning Commission, as lead agency and decision-maker for the project, has reviewed and considered the information contained in the Final EIR prepared for the Palmdale Medical Center and the public record. The City Planning Commission finds that the benefits of the project include the following:

- Development of a medical facility to provide effective medical care and emergency services to the citizens of the area which are presently underserved with medical facilities.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities and to increase affordable housing within the City.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services. Roadway improvements proposed with the project will also improve circulation in the project vicinity.
- The project will increase employment opportunities for higher paying jobs in the City and help to reduce the jobs/housing imbalance in the City.

Based on this Statement of Facts and Findings and on all of the evidence presented, the City of Palmdale Planning Commission finds that the benefits of the Palmdale Medical Center (as described above) outweigh the adverse unavoidable significant impacts associated with the construction of the project.

5. Based on the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves Conditional Use Permit 03-09 (CUP 03-09) subject to the conditions of approval as set forth in Attachment III and Mitigation Monitoring Plan prepared for the Palmdale Medical Center, approval of Planned Development 04-03 and Variance 04-09 by the Planning Commission, and approval of General Plan Amendment 03-05 and Zone Change 03-05 by the City Council. Further, this approval does not authorize the senior housing/ assisted living component of the project included in Planned Development 04-03 which shall be subject to future approval of a Site Plan Review application.

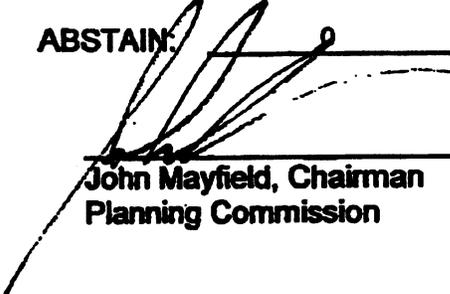
6. The Deputy City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 7th day of October 2004.

AYES: 5 (Mayfield, Brungard, Gomez, Ontiveros, Storm)

NOES: 0

ABSENT: 0 ABSTAIN: 0



John Mayfield, Chairman
Planning Commission

ATTEST:



Kathy Inman, Deputy City Clerk

ATTACHMENT I

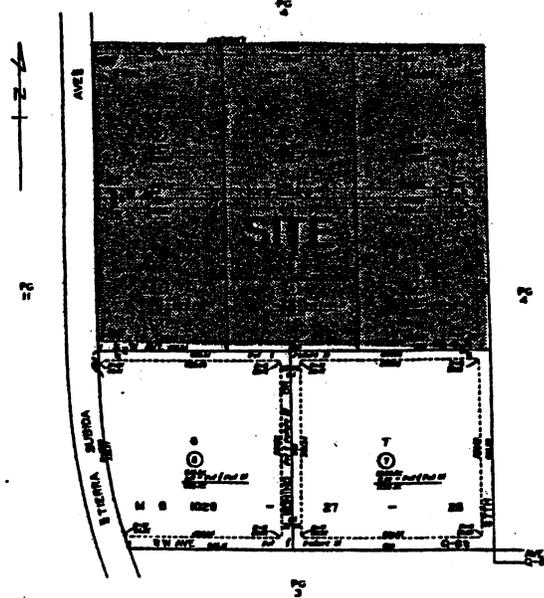
LEGAL DESCRIPTION FOR CUP 03-09

LOTS 1, 2, 3, 4, 5, AND 6 OF TRACT NO. 41874 IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1029, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND

THE WESTERLY 7 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL SEPTEMBER 15, 1855 AND AS SHOWN IN EXHIBIT B OF GRANT DEED RECORDED MAY 15, 2003, IN INSTRUMENT NUMBER 2003-1401579 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

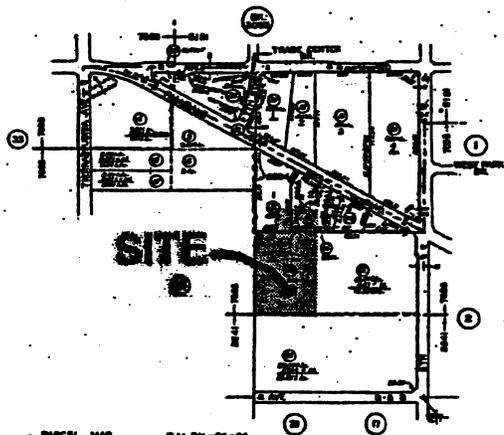
ATTACHMENT II
ASSESSORS PARCEL MAP
FOR
CUP 03-09

3004 23

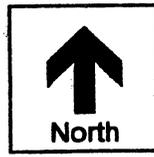


3004 4 2004

County of Los Angeles - Rick Astorback, Assessor



PARCEL MAP P.A. 23-03-03
 T.H. J. L.W.
 PARCEL MAP P.A. 23-03-03



ATTACHMENT III

FINAL

**CONDITIONS OF APPROVAL FOR
CONDITIONAL USE PERMIT 03-09**

APPROVAL DATE: OCTOBER 7, 2004

EFFECTIVE DATE: SEE CONDITION NOS. 2 and 7

EXPIRATION DATE: THREE YEARS FROM THE EFFECTIVE DATE

These conditions of approval apply to Conditional Use Permit 03-09 to construct a 300,000 square foot hospital and two 60,000 square foot medical office buildings on 37.7 acres zoned C-2 (MX) located on the east side of Tierra Subida Avenue approximately 1000' south of Palmdale Boulevard between the approximate alignment of Avenue Q-5 and Avenue Q-7. Any proposed change of use or expansion of the area, or modifications to the site plan or structures shall be submitted to the City Planning Department, along with the required application and fee, for review. For the purpose of these conditions, the term "applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

GENERAL CONDITIONS:

- 1 The development as currently proposed under Conditional Use Permit 03-09 shall also be subject to certain provisions of the Disposition and Development Agreement (DDA) between the Community Redevelopment Agency of the City of Palmdale, the City of Palmdale, Universal Health Services, Inc. and the Southern California Housing Development Corporation dated August 21, 2001, and any subsequent amendments thereto. Development of the proposed project shall be completed in accordance with these Conditions of Approval except as required under the provisions of the referenced Disposition and Development Agreement. (P)
- 2 Conditional Use Permit 03-09 shall be inaugurated within 3 years from the effective date of approval. The effective date of approval for the project shall be the effective date of Zone Change 03-05 (See Condition No. 7). This Conditional Use Permit approval is based on the site plan date stamped August 12, 2004, and building elevations for the Hospital date stamped August 12, 2004. The Conditional Use Permit shall be considered inaugurated if applicable grading and building permits have been issued, internal infrastructure installed, foundations poured and above ground construction initiated and on-going for either of the following: 1) the Medical Office Building (MOB) 1 consisting of approximately 60,000 square feet; or 2) the Hospital building consisting of approximately 300,000 square feet. Cessation of construction activity for over 180 days before inauguration will result in lapse of the Conditional Use Permit. (P)

- 3 The applicant shall submit a phasing plan for any and all proposed building construction phasing within this development showing all improvements to be constructed with each phase. The plan shall be subject to review and approval by the Director of Planning and City Engineer. Any proposal by the applicant to construct MOB 2 prior to MOB 1 is subject to additional review and approval by the City for compliance with these Conditions of Approval and must be consistent with the environmental analysis and mitigation measures adopted for the project. (P)(E)
- 4 The Applicant shall secure the necessary possession of the property prior to construction of any on-site improvements or structures. (E)(PW)
- 5 This Conditional Use Permit does not include the approval for any component of those buildings identified on the site plan as "Senior Housing". The applicant or developer of the "Senior Housing" component of the project shall process the necessary entitlements for any proposed use on this portion of the site as required by the Palmdale Zoning Ordinance. Subsequent development on this portion of the site shall be designed to be compatible with the project reviewed under this Conditional Use Permit. (P)
- 6 Should this Conditional Use Permit not be inaugurated during the initial approval period, a request for an extension of time may be filed with the Planning Department. Applications for time extensions must be filed a minimum of ninety (90) days prior to the expiration date. Requests for time extension must be accompanied by a formal application, all required exhibits and plans, and required application fees. (P)
- 7 Approval of the project shall not be effective until an Ordinance approving Zone Change ZC 03-05 becomes effective. (P)
- 8 Sign approval for the project is a separate process requiring the issuance of a sign permit and building permits, and is subject to review and approval by the Planning Department and Building and Safety Department. Other approvals may also be required prior to approval of signs depending on signage proposed for the project. (P)(B&S)
- 9 Pursuant to Fish and Game Code Section 711.4, within five days after approval of this project, the applicant shall remit to the City a cashier's check, payable to

Los Angeles County, in the amount of \$850, plus \$25 for the County Clerk's documentary handling fee. (P)

- 10 The applicant shall defend, indemnify, and hold harmless the City of Palmdale its elected and appointed officials, officers, employees, and agents from and against any claim, action, or proceeding against the City of Palmdale, its elected and appointed officials, officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Palmdale concerning this Conditional Use Permit, including but not limited to any approval or condition of approval of the City Council, Planning Commission, or Planning Director. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the Conditional Use Permit and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its elected and appointed officials, officers, employees, and agents in the defense of the matter. (P)
- 11 The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements in the Palmdale Municipal code, including the requirement that a business license be obtained by all entities doing business in the City. (P)
- 12 The use shall meet the standards and shall be developed within the limits established by the Municipal Code as related to emissions of noise, odor, dust, vibration, wastes, fumes, or any public nuisances arising or occurring incidental to the establishment or operation. (P)
- 13 The applicant shall be responsible for the on-going maintenance and upkeep of undeveloped portions of the site, in accordance with the property maintenance requirements as set forth in the Palmdale Municipal Code, Chapter 8.36. (P)
- 14 When exhibits and written conditions of approval are inconsistent, the written conditions shall prevail. (P)(E)
- 15 Off-site public improvements are necessary to adequately serve this development. This Conditional Use Permit approval is subject to the applicant's acceptance of the City of Palmdale requirements for acquisition of off-site easements including applicant's financial responsibility or as otherwise provided under separate agreement. (E)(P)(PW)

- 16 The applicant shall participate in such on-site and off-site water service improvements as may be required by the serving water purveyor or as required by separate agreement with the City. (E)(P)(PW)
- 17 Coordination with utility companies and the City Engineering/Public Works Department by the applicant's engineer during design shall be required in order to ensure that required public improvements are not in conflict with existing or proposed utilities. (E)(PW)
- 18 * The applicant shall comply with all requirements of the Congestion Management Program for the County of Los Angeles and any related City of Palmdale requirements. These shall include, but are not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements. (TE)
- 19 Left-turn ingress and/or egress at all access locations is subject to approval of the Traffic/Transportation Engineer and may be restricted in the future due to traffic operational or safety concerns. Alternatives to such restrictions may be considered. (TE)
- 20 All plans, specifications, studies, reports, calculations, maps, notes, legal documents, and designs, shall be prepared, signed, and stamped (when required) only by those individuals legally authorized to do so. Plans for public improvements must be prepared, signed, and stamped by a California Registered Civil Engineer. (E)
- 21 Pursuant to Government Code section 66020(a), any party may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this development project. Required fees must be paid in full or arrangements must be made to pay the fee when due. Written notice of payment under protest must be filed with the City at the time of approval or conditional approval of this project or within 90 days after the date of the imposition of the fees, dedications, reservations, or other exactions imposed on this project. (P)

THE FOLLOWING CONDITIONS SHALL BE ADDRESSED WITH THE SUBMITTAL OF GRADING PLANS OR PRIOR TO ISSUANCE OF A GRADING PERMIT:

- 22 The applicant shall submit four (4) sets of final site plans, floor plans, building elevation(s), and photometric lighting plans to the Planning Department for review and approval along with required fee(s) for plan check review. Such plans shall be fully dimensioned and in substantial conformance with those approved by the Planning Commission. Plans shall address the following: (P)
- 22.1 A minimum 30-foot building setback along with a 20-foot landscaped area shall be provided along Tierra Subida Avenue. Said setbacks shall be measured from the property line. Additional building setback may be required along Tierra Subida as required by the California Building Code.
- 22.2 A twenty-foot (20') building setback along with a ten-foot (10') landscaped area shall be provided along the south property line adjacent to the residentially designated property. Within the landscaped area, at least one mature tree shall be provided for each two hundred square feet of required landscape area and shall be planted a maximum of twenty feet on center. A mature tree shall be defined as a forty-eight (48") inch box tree with a tree trunk diameter of three (3") inches as measured four and one-half (4.5') feet above the root crown, or as otherwise approved by the City Engineer. A minimum of 50 percent of the required trees shall be of a fast-growing evergreen variety as approved by the City Engineer. Slopes within this setback area shall not exceed 4:1 and applicant shall provide retaining walls as necessary to provide a suitable area for landscape planting.
- 22.3 Location and enclosure details of refuse containment areas. Such areas are to be enclosed by a six-foot (6') decorative masonry block wall/material compatible with the main structure(s). A self-closing gate constructed of solid metal materials and attached to metal posts embedded in concrete and a decorative roof treatment shall be provided. Refuse enclosures shall be designed to meet or exceed the minimum capacity requirements of the development as determined by the Building & Safety Department and shall be located to provide unobstructed 24 hour access to refuse vehicles.

- 22.4 Location and screening materials for all utility and transformer boxes, backflow devices, and other similar equipment. Such facilities shall be placed underground, unless otherwise specified and approved. Screening shall be compatible with main structures and include landscaping where appropriate.
- 22.5 Location and method of screening for all equipment shall be demonstrated, including but not limited to air conditioning and heating units. All equipment shall be screened from public view. No push-through air conditioning units are permitted. All roof-mounted equipment shall be screened from view by parapet walls or other architectural means. The applicant shall demonstrate to the satisfaction of the Director of Planning that no roof-mounted equipment will be visible from the public right-of-way and adjacent residential uses.
- 22.6 Location of all devices required by the water district shall be shown on the site plan; all such devices must be screened with a low-profile wall to match the building, or other method as approved by the Planning Director.
- 22.7 Site plan shall identify interior traffic flow pattern.
- 22.8 Site plan shall identify all pedestrian access ways and traffic crossings. Crossings shall be clearly marked, lighted and identified throughout the interior of the project. Design of these areas shall be reviewed and approved by the applicable City departments and shall comply with Title 24 Handicapped Accessibility Standards and City Building Codes. (Adopted codes are the 2001 California Building Codes with Palmdale amendments.)
- 22.9 Site plan shall note the location and dimensions for all assigned, guest, bicycle, and handicapped accessibility features for the site, and shall be in compliance with the latest version of Title 24 of the California Code of Regulations. A minimum of 470 parking spaces, of which a maximum of twenty-five (25) percent may be compact spaces, shall be provided on the site for the first phase of the hospital (170 beds) and MOB 1 (60,000 sf). A minimum of 17 bicycle spaces (based on 841 spaces) shall be provided for this portion of the development. A minimum of 380 parking spaces, of which a maximum of twenty-five (25) percent may be compact spaces, shall be provided on the site in conjunction with the hospital expansion of

80 beds (250 beds total) and MOB 2 (60,000 sf). A minimum of 11 bicycle spaces (based on 514 spaces) shall be provided for this portion of the development.

- 22.10 Sidewalks adjacent to a parking area shall be a minimum of seven (7) feet in width.
- 22.11 Site plan shall clearly indicate no parking areas and fire lanes, and indicate how such areas will be designated on the site.
- 22.12 Decorative paving shall be shown at the project's entrance to a minimum depth of 20 feet from the property line on Tierra Subida Avenue and at the main entrance in the vicinity of the termination of the main entrance at 7th Street West. "Bomanite" style stamped concrete is not permitted. Other stamped concrete finishes may be permitted provided that they do not have a cobble type finish.
- 22.13 A decorative paving finish shall be provided at the main entrance to the hospital and MOB 1 and 2.
- 22.14 Provide loading zones for all uses as required by the Palmdale Zoning Ordinance Section 87.20 or as otherwise approved by the Traffic/Transportation Engineer.
- 22.15 Site plan shall indicate the alignment of all adjacent streets, turn lanes, medians, bus turnouts, and location of project entrance(s), drive aisles, traffic control devices, sidewalks, landscape setbacks, and location of other infrastructure as determined by the Director of Planning.
- 22.16 Site plan shall indicate the location and method of operation of any vehicle restricting gates. The gates shall be subject to the approval of the Traffic/Transportation Engineer and the Fire Department.
- 22.17 Elevations shall note proposed materials, colors, height, dimensions, window, roof, and patio/balcony treatments for all four sides of proposed structure(s).

- 22.18 The final architectural design of MOB 1 and MOB 2 shall be in substantial conformance with the design of the proposed Hospital as shown on building elevations date stamped August 12, 2004. The final design for these buildings shall be subject to the review and approval of the Director of Planning. The applicant shall provide any additional information requested by the Director of Planning to adequately review and approve the final designs for these buildings including colored elevations; architectural renderings and a color and materials board. Any disputes that may result from this final review process that cannot be resolved shall be forwarded to the Planning Commission for consideration and resolution in accordance with Zoning Ordinance Section 20.08(A).
- 22.19 Exterior ladders providing roof access shall be prohibited. All access to the roof shall be provided from within the building.
- 22.20 All roof drains, gutters and downspouts shall be concealed. Overflow pipes and scuppers shall be concealed within the building.
- 22.21 The photometric lighting plan for the parking area shall comply with applicable standards contained in the Zoning Ordinance.
- 22.22 Site plan shall provide a Building Code Analysis showing the occupancy of each building, the allowable area of the buildings, and the proposed areas of the building. (Adopted codes are the 2001 California Building Codes with Palmdale amendments.)
- 22.23 All outdoor storage areas shall be fully screened from any public view. Any outdoor display areas or vending machines shall be screened from direct public view subject to review and approval by the Director of Planning.
- 23 * The applicant shall provide four (4) copies of landscape plans to the Engineering Department for review and approval. The applicant is responsible to pay all plan review and inspection fees for the improvements reflected on the landscape plans prior to the plans being approved or as provided under separate agreement with the City. These plans shall include, but not be limited to, the following items: (P)(E)(PW)

PROJECT LANDSCAPE REQUIREMENTS

- 23.1 Street trees shall be provided in the parkways and shall not exceed a spacing approved by the City Engineer for the species proposed.
- 23.2 Where trees are incorporated into the landscape design of common or open areas, all trees shall be a minimum one (1) inch caliper in a 15-gallon or larger container size. Fifty (50) percent of the trees shall be a minimum two (2) inch caliper in a 24-inch box size or larger container. Twenty (20) percent of the trees shall be a minimum two and a half (2-1/2) inch caliper in a 36-inch box size or larger container. The trunk caliper shall be measured four and one-half (4-1/2) feet above the root crown. Any *Washingtonia* spp. or similar palm trees proposed shall have a minimum of twelve (12) feet of brown trunk height.
- 23.3 All shrubs shall be a minimum five (5) gallon size. If one-gallon plants are proposed to be used as a ground cover (i.e. with drip irrigation), such planting shall be supplemented with additional five-gallon plant material to provide variation in texture and height.
- 23.4 All plant material shall be indicated on the landscape plans with symbols that are sixty (60) percent of a diameter of the mature size of the plant. When determining mature plant size, the lower end of the size range shall be used (for example, if a plant is indicated to have a mature size of 6-10 feet, a six (6) foot diameter shall be used when graphically indicating the plant material on the plan).
- 23.5 All landscape areas shall be enclosed by a six (6) inch raised concrete curb. All turf areas shall be separated from non-turf areas by a minimum of a 2" x 4" redwood header.
- 23.6 All slopes steeper than 3:1 shall be landscaped for erosion control per the Engineering Design Standards, including slopes from public roads.
- 23.7 Backflow devices shall be screened with a solid Le Meur cover or equivalent and landscaping.

- 23.8 All plant material sizes and calipers shall conform to the American Standard for Nursery Stock, American Association of Nurserymen, Washington, DC, 1990.
- 23.9 The landscape plans shall comply with all provisions of Municipal Code Chapter 14.05, Water Efficient Landscape Ordinance.

PARKING LOT LANDSCAPE REQUIREMENTS

- 23.10 Landscaping shall be provided within parking areas so that at least five (5) percent of the surface area of the parking lot is landscaped (excluding perimeter and front setback landscaping). Landscaping shall be dispersed throughout the parking lot in order to provide shade throughout the lot.
- 23.11 A minimum of one (1) canopy tree per four (4) parking stalls (or eight parking stalls when two rows of four share a common frontage) shall be provided.
- 23.12 A minimum fifty (50) percent of the parking lot trees shall be a minimum 24-inch box size and with a minimum two (2) inch caliper. Twenty (20) percent of the trees shall be a minimum two and a half (2-1/2) inch caliper in a 36-inch box size or larger container.
- 23.13 Landscape planters shall be a minimum of five (5) feet in width (inside dimension), except that tree wells located between parking rows and spaces may be a minimum of four feet in width (inside dimension). All landscaping and planting within paved areas shall be contained within raised planters surrounded by six-inch concrete curbs.
- 23.14 Bumper blocks or curbs shall be placed a minimum of thirty (30) inches away from the trunk of any tree.
- 23.15 Landscape islands, a minimum ten (10) feet in width with minimum aisle turning radii of ten (10) feet shall be provided at the end of all parking rows, except where parking rows directly abut buildings, sidewalks, walls, or similar features.

- 23.16 Parking rows containing fifteen (15) or more spaces shall contain one (1) landscape island within the interior of the parking row for each fifteen (15) parking spaces in addition to the required row end landscape islands.
- 23.17 Landscape islands shall not extend closer than three (3) feet from the aisle end of the adjacent parking space(s).
- 23.18 Landscape islands shall be designed with a six (6) inch curb and a minimum one (1) foot paved area where abutting the side of parking stalls. Paved areas of landscape islands shall not be counted toward fulfilling landscape requirements.
- 23.19 All landscape islands, which are located at the front of head-in parking spaces, shall be designed with a minimum two and a half (2-1/2) foot area free from vegetation where the front of a vehicle may overhang the island. The overhang area shall be surfaced with non-living landscape material such as bark, gravel, or rock. Two and a half (2-1/2) feet of the overhang area may be counted as part of the overall parking space length.
- 23.20 Landscaping along all property lines shall be defined by use of a six (6) inch concrete curb or block wall or six (6) inch concrete mowing strip or a combination thereof.
- 23.21 Parking areas located adjacent to adjacent roadways shall contain a low-profile wall, berm, hedge, or lowered parking area, at least three (3) feet in height, designed to screen vehicle lights from the adjacent street.
- 23.22 All portions of a parking lot devoted to landscaping shall be provided with a permanent automatic irrigation system designed for water conservation.
- 24 The applicant shall comply with all provisions of Municipal Code Chapter 14.04, Joshua Tree and Native Vegetation Preservation and the Desert Vegetation Preservation Plan prepared for the project. (E)
- 25 Grading and wall plans shall be submitted for review and approval to the Engineering Division. If desired, a mass-grading plan may also be prepared and submitted for the project. Approval by both the City Engineer and Planning Director shall be obtained prior the issuance of a Grading Permit. Final grading and wall concepts shall be in substantial conformance with those shown on the

approved site plan, conceptual grading plan, and in accordance with the following: (P)(E)

- 25.1 Southerly Boundary - The applicant shall provide a 6-foot high decorative masonry wall if one is not existing at the time of development. The applicant shall also provide retaining walls as necessary to accommodate the required 4:1 slopes and landscape planting.
- 25.2 If a wall is not proposed, where commercial or industrial property share a property line with a commercially or industrially designated property, a minimum of a six (6) inch wide concrete mow strip shall be provided.
- 26 In all cases where a required wall is to be located adjacent to the top of a 2:1 or greater slope the wall shall be set back a minimum two and one-half (2-1/2) feet from the crest of that slope on the level side. All slope and wall configurations shall meet the setback requirements of the City Building Code. (P)(E)
- 27 The exterior face and footings of all project perimeter walls shall be no more than two (2) inches from the property line on the subject property except where appropriate off-site easements have been obtained. (P)(E)
- 28 The applicant shall submit for review and approval by the City Engineer, three (3) sets of landscaping and irrigation system plans. (E)
- 29 The applicant shall incorporate into the project design all existing easements within the project boundaries, or obtain abandonment of said easements from the affected easement holder(s). If this requirement cannot be accomplished, the project shall be redesigned accordingly to the satisfaction of the Director of Planning/City Engineer, or the Planning Commission. (P)(E)(PW)
- 30 The applicant shall obtain off-site easements from the affected property owner(s) for all proposed off-site improvements (i.e. slopes and related grading activities, street improvements, walls drainage, etc.). If said easements cannot be obtained, the project shall be redesigned to incorporate these improvements entirely within the project boundary to the satisfaction of the Director of Planning or the Planning Commission. The City Engineer shall have the right to withhold approval of the affected improvement plans for failure to satisfy this condition. (P)(E)(PW)

- 31 All manufactured slopes on or adjacent to project boundaries shall meet the setback requirements of Chapter 70 of the current City Building Code. A recorded off-site Slope Acceptance Letter from all affected property owners shall be submitted to the City Engineer prior to approval of grading plans for any off-site slope not meeting these requirements. In addition, all slopes are required to meet City Standards with respect to erosion control. (E)
- 32 The applicant shall submit a temporary erosion control and sedimentation plan for approval by the City Engineer prior to grading plan approval and grading permit issuance when grading activity will occur between October 1st and April 15th. (E)
- 33 From the beginning of the first ground disturbing activity until the use has been released for occupancy, the following are required of the applicant: 1) have erosion control measures, per an approved Erosion Control and Sedimentation Plan, in place during the rainy season (November 1 - April 15); 2) provide appropriate dust control measures, per City Standards, to minimize nuisance from dust at all times. (E)(B&S)
- 34 * This project shall be designed and constructed in accordance with the stormwater pollution control requirements of the Lahontan Region of the California Regional Water Quality Control Board. Prior to the issuance of a grading permit, the applicant shall file a Notice of Intent with the Lahontan Region of the California Regional Water Quality Control Board to comply with the applicable National Pollution Discharge Elimination System (NPDES) requirements. Also, a Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." (E)(P)
- 35 A drainage acceptance letter from each affected property owner shall be submitted to the City Engineer when the pre-developed storm runoff onto any adjacent property is increased, concentrated, diverted, or changed in any form as required by State law. (E)(PW)

- 36 * A final hydrology study and hydraulics report shall be prepared for this project and approved by the City Engineer. The hydrology study and hydraulics report shall address on-site and off-site conditions, impacts, and proposed facilities and improvements based on the City of Palmdale adopted Storm Water Management Policy. (E)(PW)
- 37 An on-site/off-site storm drainage basin (detention) shall be required for this development. Such basin(s) shall be granted in easement to the City (for emergency maintenance only), but regular maintenance shall be the responsibility of the applicant or their City approved designee. (E)(PW)
- 38 Dry wells shall be required for this project to dispose of on-site nuisance water in accordance with the approved drainage plan. No nuisance water generated from this development shall be allowed outside the boundaries of this development unless authorized by the City Engineer. Appropriate measures shall be taken to protect dry wells and basins from silt during grading operations and any off-site flow from undeveloped areas designed to flow through subdivision. (E)
- 39 This project shall be designed in accordance with the City's Floodplain Management Ordinance and related criteria within the Engineering Design Standards. (E)
- 40 The applicant shall submit geotechnical reports, prepared in accordance with the City's Engineering Design Standards, to the City Engineer for review and approval prior to the approval of a grading permit. (E)
- 41 * To mitigate the potential for unacceptable settlement, remedial grading shall be performed to install at least three feet of properly compacted fill below footings. The upper five feet of the existing site soils (or three feet below the bottom of footings, whichever is deeper) shall be removed and replaced with properly compacted fill. The lateral extent of removal and replacement should equal the removal depth below footings. As an alternative to remedial grading, the proposed buildings may be supported on drilled cast-in-place concrete piles extending into the dense natural soils. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable. (E)(P)

- 42 * Building structures should be placed as far up-gradient within the site as possible. Provisions for positive surface drainage away from the foundations shall be incorporated into the grading plans. Impoundment of stormwater run-off within the construction area shall not be permitted within the immediate vicinity of the foundation construction area. Additionally, wherever possible, planters, underground water pipes, and any other source of additional water to the subsurface soils in the immediate vicinity of the foundations should be avoided. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable. (P)(B&S)(E)
- 43 * Soils that are prone to hydroconsolidation, as identified in the project Geotechnical Investigations shall be removed down to approximately six feet below grade and backfilled with geotechnically compacted fill. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable. (E)(P)
- 44 * Engineering design for all structures shall be based on the probability that the Project area will be subjected to strong ground motion during the lifetime of development. Construction plans shall be subject to the review by the City of Palmdale and/or OSHPD and shall include applicable standards, which address seismic design parameters. (E)B&S)(P)
- 45 The applicant shall enter into a Development Improvement Agreement and post securities, for grading operations within the City, and pay all applicable fees. (E)
- 46 All drainage facilities shall be designed to be compatible with Master Plan of Drainage facilities. Applicant shall provide system piping to allow for the future elimination of the drainage basin. (E)(PW)
- 47 Reimbursement for drainage facilities shall only be considered for the developer's dedication and construction of those facilities depicted on the City's Master Plan of Drainage. (E)(PW)

- 48 Grading shall be designated "Engineering Grading" per City Building Code and shall be done in accordance with an approved grading plan. All grading work shall be performed in one continuous operation, or in phases as approved by the Director of Planning and the City Engineer. (E)
- 49 * Prior to approval of a grading permit for the project, a traffic control plan including hours of operation, character and duration of any temporary lane closures and use of traffic control personnel shall be submitted to the City of Palmdale Traffic/Transportation Engineer for review and approval. (TE)(P)
- 50 * A comprehensive Fugitive Dust Control Plan shall be developed and approved by the AVAQMD prior to commencement of grading and excavation operations. The Plan shall include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method shall be provided at the time the Fugitive Dust Control Plan is submitted to the AVAQMD. The Plan shall identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source. (P)
- 51 * Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium). (P)
- 52 * If construction begins between March 1 and August 31, seven days prior to the onset of construction activities, a qualified biologist shall survey within the limits of project disturbance and adjacent areas for the presence of any active

burrowing owl burrows. Any active burrows found during survey efforts shall be mapped on the construction plans and the results of the surveys shall be provided to the CDFG. If no active burrowing owl burrows are found, no further mitigation would be required, however, if burrowing owls are found to be present on the project site, the project applicant shall consult with the CDFG. If nesting activity is observed at any burrowing owl burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the project site normally occurs from March 1 to August 31 with a peak in breeding activity generally occurring in April and May. To protect nest sites, the following restrictions on construction shall be required between March 1 and August 31 (or until nests are no longer active as determined by a qualified biologist): 1) clearing limits shall be established with a minimum of 300 feet, or as otherwise determined by a qualified biologist, in any direction from any occupied burrow exhibiting nesting activity; and 2) access and surveying shall not be allowed within 100 feet of any burrow exhibiting nesting activity. Any encroachment into the 300/100 foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. (P)

- 53 * If construction begins between September 1 and January 31 (during the non-breeding season), at least three days prior to site preparation for construction, the project sponsor shall complete a survey within the project's impact areas. If owls are found within the project area during the non-nesting season, a qualified biologist, in consultation with and given authorization by CDFG, shall exclude burrowing owls from occupied burrows in the immediate impact zone and within a 150-foot buffer zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. Any eviction activities shall be dependant on a signed Mitigation Agreement (MA) between the project sponsor and CDFG. (P)
- 54 * Prior to the stamp approval of a Final Site Plan for the project site, the Applicant shall prepare and submit a photometric plan for review and approval in accordance with Section 86.03 of the City of Palmdale Zoning Ordinance. The photometric plan shall demonstrate appropriate sensitive placement, orientation

and design of exterior project lighting such that light and glare impacts are minimized for adjacent areas, and shall be fully consistent with Section 86.03 of the Zoning Ordinance. (P)

THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO OR IN CONJUNCTION WITH ISSUANCE OF BUILDING PERMITS:

- 55 The applicant shall pay all fees at the time fees are determined payable and comply with all requirements of the applicable Federal, State, and Local agencies including, but not limited to, the following:

Los Angeles County Sanitation District
Los Angeles County Department of Health Services
Los Angeles County Consolidated Fire District
Los Angeles County Waterworks
Palmdale School District
Antelope Valley Union High School District

The duty of inquiry as to such requirements shall be upon the applicant. Receipt and proof of payment shall be provided to the Building and Safety Department prior to issuance of any building permits. (P)(E)(F)(B&S)(PW)

- 56 The applicant shall submit detailed plans for all building construction and obtain plan approval from all agencies/departments as required. (B&S)(F)(P)
- 57 All agency approvals for permit issuance shall be on file with the Building and Safety Department. (B&S)(F)
- 58 The applicant shall provide standard street improvements for the east half of Tierra Subida Avenue across the project frontage. The design shall be based on an acceptable centerline profile extending a minimum 300 feet beyond the project where applicable, according to the General Plan designation for that street. These improvements shall consist of: (E)(PW)
- 58.1 Curb and gutter,
- 58.2 Sidewalk (width = 8 feet),

- 58.3 Roadway grading and paving, overlay and or match-up, as directed by City Engineer,
 - 58.4 Traffic control signs and devices as required by the City Traffic Engineer,
 - 58.5 Pavement transition from the project boundaries to the satisfaction of the City Engineer,
 - 58.6 Wheelchair ramp(s) at all walk returns,
 - 58.7 Roadway drainage device(s),
 - 58.8 Streetlights,
 - 58.9 Street trees
 - 58.10 Temporary slope erosion control
 - 58.11 Right-turn pockets at driveway entrances
- 59 The applicant shall provide standard street improvements for Trade Center Drive extension (7th Street West) south of Palmdale Boulevard. The design shall be based on an acceptable centerline profile extending a minimum 300 feet beyond the project where applicable, as approved by City Council under Resolution No. CC 2004-234 and according to the General Plan designation for a commercial collector street. These improvements shall consist of: (E)
- 59.1 Curb and gutter,
 - 59.2 Sidewalk (width = 5 feet),
 - 59.3 Roadway grading and paving, overlay and or match-up, as directed by City Engineer,
 - 59.4 Traffic control signs and devices as required by the City Traffic Engineer,
 - 59.5 Pavement transition from the project boundaries to the satisfaction of the City Engineer,

59.6 Wheelchair ramp(s) at all walk returns,

59.7 Roadway drainage device(s),

59.8 Streetlights,

59.9 Street trees,

59.10 Temporary slope erosion control

59.11 Raised median with landscaping,

59.12 Right-turn lane at Palmdale Boulevard

60 The applicant shall provide standard street improvements for the south half of Palmdale Boulevard as necessary to accommodate the Trade Center Drive extension from Palmdale Boulevard to the north property line of the project. The design shall be based on an acceptable centerline profile extending a minimum 300 feet beyond the project where applicable, according to the General Plan designation for that street. These improvements shall consist of: (E)(PW)

60.1 Curb and gutter,

60.2 Sidewalk (width = 8 feet),

60.3 Roadway grading and paving, overlay and or match-up, as directed by City Engineer,

60.4 Traffic control signs and devices as required by the City Traffic Engineer,

60.5 Pavement transition from the project boundaries to the satisfaction of the City Engineer,

60.6 Wheelchair ramp(s) at all walk returns,

60.7 Roadway drainage device(s),

60.8 Streetlights,

60.9 Street Trees,

60.10 Temporary Slope Erosion Control,

60.11 Raised Median, with Landscaping,

60.12 Right-Turn Pocket at Trade Center Drive,

60.13 Improvements may transition back to join existing improvements within 340 feet on the approach side and 500 feet on the departure side of the Trade Center Drive intersection

- 61 Appropriate right-of-way for right-turn lane(s) shall be provided at the following locations: all project driveways and on Palmdale Boulevard at Trade Center Drive and on Trade Center Drive at Palmdale Boulevard. Design shall be subject to the approval of the Traffic/Transportation Engineer. (TE)(PW)
- 62 Provide a striping and signing plan for all roadway improvements, subject to the approval of the Traffic/Transportation Engineer as part of the approval of the street improvement plans. A striping and signing plan shall be made a part of the final street improvement plans. (TE)(E)
- 63 Dedicate the right to restrict vehicle access along all lots abutting the following streets: Tierra Subida Avenue. (TE)(PW)
- 64 Right-of-way and street construction shall include provision of a bus turnout at Tierra Subida Avenue. Design shall be subject to the approval of the Traffic/Transportation Engineer. (TE)
- 65 Design and construction of Trade Center Drive extension (7th Street West) shall include a raised median. (TE)
- 66 Driveways should have a minimum radius of 15 feet. (TE)
- 67 Access rights shall be granted to the City for the purpose of allowing access over private drives within the development for all City vehicles, including police, fire, and other emergency vehicles. The document(s) recording this access shall be prepared by the applicant for review and approval by the City Engineer. (E)

- 68 The applicant shall comply with all applicable development regulations and requirements prior to the issuance of any building permits on the subject property. (P)(E)(B&S)
- 69 A sanitary sewer-area study for this project shall be prepared and submitted to the City Engineer for review and approval. A public sanitary sewer system is to be dedicated to the City. The system shall be designed and installed as the only method of sewage disposal for this project. (E)(PW)
- 70 Coordination and clearance must be obtained from Los Angeles County Public Works, Sewer Maintenance Division, and from Los Angeles County Sanitation District prior to issuance of a sewer permit. (E)(PW)
- 71 Water mains shall be designed to meet or exceed the total flow requirements determined from domestic flow and fire flow for this development. Required domestic flow shall be calculated by the applicant's engineer. Fire flow shall be determined by the Los Angeles County Fire Chief. (E)
- 72 The plans and specifications for the water delivery system shall be submitted for approval to the responsible water purveyor prior to final approval of this development by the City Engineer. In all cases where water system facilities have not been installed prior to filing this development with the City Engineer for final approval, the applicant shall submit a labor and Materials bond in addition to one of the following: (E)(PW)
- 72.1 An Agreement and Faithful Performance bond in the amount approved by the City Engineer to be sufficient to guarantee installation of the improvements; or
- 72.2 An Agreement and evidence satisfactory to the City Engineer showing that the applicant has entered into a contract with the serving water utility for establishing a security guaranteeing payment for the installation of the improvements.
- 73 Street lighting plans shall be reviewed and approved by the City of Palmdale, as part of the approval of the street improvement plans. Street lighting plans shall be submitted to Southern California Edison Company and shall be made a part of the final street improvement plans. (E)(PW)

- 74 The applicant shall petition the City to form a Streetlight Benefit Assessment District for the maintenance of streetlights and appurtenant facilities. Such district shall be formed at the sole cost and expense of the applicant. If the City is unsuccessful in the formation of the District, the Developer shall proposed an alternative maintenance entity and shall be responsible for the maintenance of the landscaping and appurtenant facilities until such time that an alternative maintenance entity assumes the maintenance. All costs associated with the formation of an alternative maintenance entity shall be paid by the Developer. (E)
- 75 The applicant shall provide a complete set of street improvement plans for review and comment to utility providers including but not limited to the following: (E)(PW)
- 75.1 Southern California Edison
 - 75.2 Southern California Gas Company
 - 75.3 Pacific Bell
 - 75.4 Cable TV
 - 75.5 Los Angeles County Water works
- 76 Easements for all on-site utilities, public and private, shall be granted and recorded for maintenance and upkeep. Such easements may include, but are not limited to, sewer, water, electric, gas, telephone, storm drains, detention basins, and landscaping. (E)
- 77 All sanitary sewer mains to be dedicated to the City area required to submit as-built plans, and have TV video inspection prior to final acceptance for maintenance. (E)
- 78 At completion of rough grading, the applicant shall submit appropriate reports and statements (Certifications) to the City Engineer, for review and approval, prior to release of rough grading. The City of Palmdale Building Code requires these reports from the field or supervising grading engineer, the soils engineer, the geologist, and the grading contractor. (E)(B&S)

- 79 The applicant shall obtain sufficient off-site sewer easements to the City, and provide an off-site outfall sewer with supplemental size, capacity, and length as required by the City Engineer. (E)(PW)
- 80 The applicant shall enter into a Development Improvement Agreement and post securities, for improvements, with the City, and pay all applicable fees. (E)
- 81 Slope erosion control and street trees shall be installed to the satisfaction of the City Engineer. (E)
- 82 * To reduce intersection operation impacts to less than significant levels, prior to issuance of the first building permit for the proposed project, the City of Palmdale shall identify a means of funding the intersection improvements identified in Table 4.1-14 of the EIR. (TE)(P)(PW)
- 83 * Mitigation of earthquake ground shaking shall be incorporated into design and construction in accordance with the current California Building Code requirements and site-specific design. The Mojave Segment of the San Andreas Fault shall be considered the seismic source for the Project site and specified design parameters shall be used. (E)(B&S)(P)
- 84 * The potential damaging effects of regional earthquake activity shall be considered in the design of each structure. The preliminary seismic evaluation shall be based on basic data including the California Building Code Seismic Parameters. Structural design criteria shall be determined in consideration of building types, occupancy category, seismic importance factors and possibly other factors. (B&S)(E)(P)
- 85 * Prior to issuance of building permits, the site plan and related street improvement plans prepared for the project shall be reviewed and approved by the City for compliance with City standards related to pedestrian access and circulation. The plan shall include the following: a) All sidewalks along interior roads and public roads fronting the project site as required by the City of Palmdale in compliance with City standards; b) Streetlights shall be provided along all public streets, in accordance with City standards, adequately illuminating all public sidewalks; c) Shade trees shall be provided along all sidewalks in accordance with the City's Landscape Ordinance. (E)(P)(PW)

- 86 * Adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site shall be provided, to be determined by the City Traffic Engineer. (TE)
- 87 * The proposed project shall comply with the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. The applicant shall provide documentation, prepared by a licensed architect, of the project's compliance with Title 24, Part 6 standards, which shall be submitted to the City of Palmdale before the issuance of building permits. (B&S)
- 88 * All proposed structures shall comply with the latest provisions of the Uniform Fire Code. (B&S)(F)
- 89 * The applicant shall submit final site plans and floor plans showing all proposed fire protection facilities, including proposed fire hydrants, fire lanes, and any auxiliary fire protection devices, to the Los Angeles County Fire Department for approval before issuance of building permits. (B&S)(F)
- 90 * The applicant shall pay the prevailing school impact fees prior to the issuance of building permits. (B&S)
- 91 * Prior to building permit, the developer, upon completion of the on-site piping plan, shall conduct a revised water model and the water system shall be reevaluated and submitted to the City of Palmdale Public Works Department and the Los Angeles County Waterworks District Number 40 for review and approval. (PW)
- 92 * Prior to approval of a building permit for the project, the applicant shall prepare a Water Plan, showing both onsite and offsite proposed water transmission facilities, for the review and approval of the Los Angeles County Waterworks District Number 40 and the City of Palmdale Public Works Department. (E)(PW)
- 93 * Once new water transmission lines have been constructed to the satisfaction of Los Angeles County Waterworks District Number 40 and the City of Palmdale Public Works Department, the new facilities shall be dedicated gratis to the Los Angeles County Waterworks District Number 40. (E)(PW)
- 94 * Universal Health Services, Inc., shall work with the City of Palmdale Public Works and the Los Angeles County Waterworks District Number 40 to establish

a program for the construction of adequate water transmission facilities to connect the proposed development to the existing system in accordance with the Districts' guidelines. (E)(PW)

- 95 * Prior to Building Permit approval, the applicant shall submit to the City of Palmdale Public Works Department and County Sanitation District Number 20 of Los Angeles County a re-evaluation of the sewer system and consult with the District Engineer regarding potential downstream sewer line capacity issues. The applicant shall participate in contributions through the development fee program. Off-site wastewater system improvements, if needed, shall be provided by the County. (E)(PW)
- 96 * The applicant shall work with the City of Palmdale Public Works, Los Angeles County Sewer Maintenance and the County Sanitation District Number 20 of Los Angeles County to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. (E)(PW)
- 97 * Universal Health Services, Inc. shall consult with the County Sanitation District Number 20 of Los Angeles County to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the District determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation District Number 20 of Los Angeles County requirements and obtain a permit for Industrial Wastewater Discharge before issuance of building permits. (B&S)(PW)
- 98 * Prior to the approval of a Grading Permit for the project site, the Applicant shall establish construction equipment and supply staging areas at the greatest distance practical and no less than 30' from the nearest existing residence property line. At which time future staged development is proposed, the contractor shall establish construction equipment and supply a staging area at the greatest distance practical and no less than 30' from existing or new residential development property lines. (P)(B&S)
- 99 * During construction and grading the Applicant shall keep the site clear of all trash and debris on a regular basis. Compliance with this measure is subject to City Public Works, Building and Safety and Code Enforcement inspections. (P)

- 100 * As part of the application for the development plan the project site, the Applicant shall provide adequate landscape screening to minimize visual impacts, and shall submit a Preliminary Landscape Plan for the review and approval by the City Engineer. The Landscape Plan shall also indicate palette in accordance with the City's approved plant list and general placement of tree types as stated in Section 86.01 (Landscaping Requirements). (P)
- 101 * The project shall utilize minimally reflective glass and all other materials used on the exteriors of the buildings and structures shall be selected with attention to minimizing reflective glare. Conformance shall be assured through the City's design review procedures. (P)
- 102 * In conjunction with final building design and construction, the Applicant shall submit acoustical data information for all exterior mechanical equipment selected for the project for review and approval by the City. Acoustical information shall include sound rating and/or noise contour data for the final equipment selected for the project. Sufficient information shall be provided for verification that sound levels generated by the installed equipment will comply with General Plan policies for the adjacent noise sensitive receptors. (P)
- 103 * Final design of the helipad must comply with the Federal Aviation Administration Helipad Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Helipads and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State helipad permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the helipad facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the helipad. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad. (P)(B&S)

THE FOLLOWING CONDITIONS SHALL BE MET WHILE CONSTRUCTION ACTIVITIES ARE ON-GOING:

- 104 Adequate sanitary disposal facilities shall be required on-site during all phases of construction. (E)(B&S)

- 105 The applicant shall provide solid waste disposal containers on-site during all phases of construction. The accumulation of refuse and debris which may constitute an unsightly/unsafe public nuisance to surrounding properties is not permitted. (P)
- 106 Grading shall be done in accordance with a grading plan prepared by the applicant's Registered Civil Engineer. All grading work shall be performed in one continuous operation or in phases as approved by the Director of Planning and the City Engineer. (P)(E)
- 107 * A certified paleontologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said paleontologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to paleontological resources. The paleontological monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and should include, but not be limited to the following: a) The monitoring paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates; b) If necessary, the paleontologist shall halt or divert equipment during grading and/or excavation to allow removal of abundant or large specimens; c) All collected material shall be curated at a local repository, which has the proper facilities for display, storage, and use by interested scholars. Prior to the initiation of mitigation activities, the paleontologist shall have a written repository agreement. (P)(E)(PW)
- 108 * A certified archeologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said archeologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to archeological resources. The archeological monitoring program shall be developed in accordance with the provisions of CEQA as well as the standards of the Society for California Archeology and should include, but not be limited to the following: a) In the event that archaeological traces are encountered, all construction within a 50-meter radius of the find would be halted, the City of Palmdale would be notified, and an archaeologist would examine the find and make appropriate recommendations; b) If human remains are discovered, the County Coroner shall be notified. The Coroner would determine whether or not

the remains were Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission would be notified and the Commission would attempt to identify the most likely descendants of the deceased Native American(s); c) If the City of Palmdale determines that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program shall be prepared and submitted to the City of Palmdale for consideration and approval, in conformance with the protocol set forth in CEQA and the CEQA Guidelines; and d) A final report would be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of those resources, any testing, other recovered information, and conclusions. (P)(PW)

- 109 Transmission lines less than 50KV and all other utility lines, existing and proposed, shall be installed underground in accordance with the City's Underground Utilities Ordinance. (E)(PW)
- 110 Provide signing and striping for all roadway improvements. (TE)
- 111 Comply with City and State guidelines and requirements for traffic control during construction and prior to final project acceptance. (TE)
- 112 Notify the Traffic/Transportation Engineer sixty (60) days prior to anticipated opening of any street to public travel. (TE)
- 113 * In compliance with the City's Noise Ordinance, construction activity shall be limited between the hours of 6:30 A.M. and 8:00 P.M., Monday through Saturday only and excluding legal holidays. (P)(E)
- 114 * In conjunction with Grading Permit issuance and during grading and construction operations, the following mitigation measures shall be implemented for the project: a) All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Public Works or Building Inspector; b) During construction, stationary

construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Public Works or Building Inspector; During construction and to the satisfaction of the City's Public Works Inspector or Building Inspector, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities. (P)(B&S)(E)

- 115 * Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, subject to review and approval by the Planning Department, City Engineer and Building Official. (P)(E)(B&S)
- 116 * During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the Antelope Valley Air Quality Management Districts Rules and Regulations. (P)(E)
- 117 * During the course of project grading and construction, the Applicant shall post signs on-site limiting construction-related traffic to 15 miles per hour or less. (P)
- 118 * During the course of project grading and construction, the Applicant shall control fugitive dust produced during grading, excavation, and construction activities: a) All trucks exporting fill from the site shall use tarpaulins to cover the load, in compliance with State Vehicle Code 23114. Material transported in trucks off-site shall comply with the State Vehicle Code 23114, with special attention to Sections 23114(b)(2)(F), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust emissions; b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day; c) Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and

watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust; d) Streets adjacent to the project reach will be swept as needed to remove soil that may have accumulated from construction activities so as to prevent, to the extent feasible, amounts of dust. During the course of project grading and construction, the Applicant shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads; e) During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties, generally wind speeds exceeding 20 miles per hour, averaged over one hour), the Applicant shall curtail all clearing, grading, earth moving, and excavation operations, as directed by the City Engineer, to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site; f) The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust; and g) These control techniques will be indicated on project grading plans. Compliance with this measure will be subject to periodic site inspections by the City. (P)(E)

- 119 * Project grading plans will indicate that for the duration of construction, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City. (P)
- 120 * All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. (P)(E)
- 121 * The contractor shall establish construction equipment and supply staging areas the furthest practical distance and no less than 30' from the nearest residence property line. Compliance with this measure is subject to periodic City inspection. (P)

THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO OCCUPANCY OF THIS PROJECT:

- 122 The applicant shall comply with the provisions of Chapter 3.40 (Traffic Impact Fee Ordinance) of the Palmdale Municipal Code. The applicant shall pay the applicable traffic impact fees to the Building and Safety Department in the amount that is in effect at the time such fees are to be collected pursuant to the provisions of Chapter 3.40 of the Palmdale Municipal Code or as otherwise agreed with the City. (E)(TE)(B&S)
- 123 The applicant shall comply with the provisions of Chapter 3.42 (Fire Facility Impact Fee Ordinance) of the Palmdale Municipal Code. The applicant shall pay the applicable fire facility impact fees to the Building and Safety Department in the amount that is in effect at the time such fees are to be collected. (E)(B&S)
- 124 The applicant shall comply with the provisions of Chapter 3.45 (the General Public Facility Development Impact Fee) of the Palmdale Municipal Code. The applicant shall pay the applicable general public facility development impact fee to the Building and Safety Department in the amount that is in effect at the time such fees are to be collected. (E)(B&S)
- 125 Purchase and install street name signs in accordance with City of Palmdale standards. The number and location of signs shall be as directed by the Traffic/Transportation Engineer. (TE)
- 126 Access at the following location(s) shall be limited to right-turn in and right-turn out movements: The southerly driveway on Tierra Subida Avenue. A right-turn only sign for driveway exiting vehicles shall be installed and maintained by the property owner and comply with State standards. (TE)
- 127 The applicant shall develop, maintain, and implement a transportation demand management plan to reduce vehicle travel and minimize negative impacts on air quality. (TE)
- 128 This project is located within the Anaverde Natural Drainage Basin as defined by the City's Master Drainage Plan and approved by Resolution 89-75. The applicant shall comply with the provisions of Chapter 3.38 (Drainage Fee Ordinance) of the Palmdale Municipal Code. The applicant shall pay the

- applicable drainage fees to the Building and Safety Department in the amount that is in effect at the time such fees are to be collected or as otherwise agreed with the City. Payment of drainage fees for all areas which are disturbed by grading are due upon submittal of first rough grade certification. (E)(B&S)(PW)
- 129 All public improvements must be complete and accepted by the City. (E)(PW)
- 130 At completion of final grading, the applicant shall submit appropriate statements (Certifications) to the City Engineer prior to release of final grading. The City of Palmdale building codes require that these be submitted by the field or supervising grading engineer, and the landscape architect. (E)
- 131 Repair any broken or damaged curb, gutter, sidewalk, and pavement on streets within or along the frontage of the development. Any existing driveways that are not to be used shall be replaced with standard curb, gutter, and sidewalk. (E)
- 132 The applicant shall improve any private street(s) or access drives for this project according to the plans approved by the City Engineer. (E)
- 133 The project shall be constructed in accordance with all the approved plans, including but not limited to site plans, grading plans, wall plans, landscape/irrigation plans, lighting plans, and elevations. (P)(E)
- 134 Applicant shall record a covenant upon the property, binding upon all owners, future owners, heirs or assigns of the property, regarding the required private maintenance of all private drainage facilities, to the satisfaction of the City Engineer. (E)
- 135 A Lot Owner's Association (reciprocal use and maintenance entity) shall be created for the development to provide for reciprocal access and parking between the Hospital, MOB 1 and 2, and the Senior Housing component of the project. The entity shall be responsible for the maintenance of all common use areas, private streets, and parking areas. Applicant shall be solely responsible for maintenance of private drainage facilities and landscaping on the Hospital and MOB sites. All necessary documents shall be provided to the Director of Planning, the City Engineer, and the City Attorney for review and approval prior to its recordation. The applicant shall be responsible for all costs associated with this review. (P)(E)

- 136 The applicant shall contact the Planning Department a minimum of two (2) weeks prior to final inspection by the Building and Safety Department to make arrangements for a final walk-through inspection by the Planning Department. (P)
- 137 * To reduce cumulative intersection operation impacts to less than significant levels, prior to issuance of the Certificate of Occupancy for each building within the development, the project applicant shall pay Traffic Impact fees in accordance with the City Traffic Impact Fee ordinance to mitigate cumulative impacts towards the intersection improvements identified in table 4.1-15. (P)(TE)(PW)
- 138 * Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Tierra Subida Avenue/Date Palm Drive intersection. (TE)(PW)
- 139 * Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Trade Center Drive/Palmdale Boulevard intersection. (TE)(PW)
- 140 * Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Palmdale Boulevard in the vicinity of Trade Center Drive to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. (TE)(PW)
- 141 * Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall modify the existing raised median on Palmdale Blvd. to provide at least one westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; the final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer. (TE)(PW)
- 142 * Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall construct the southerly extension of Trade Center Drive from Palmdale Boulevard to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer. (TE)(PW)

- 143 * Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. (TE)(PW)
- 144 * Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall re-stripe the existing continuous left-turn lane on Tierra Subida Avenue to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. (TE)(PW)
- 145 * Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic / Transportation Engineer. (TE)(PW)
- 146 * The Palmdale Medical Center shall obtain a Hazardous Waste Generator Number from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy. (P)(B&S)
- 147 * The Palmdale Medical Center shall obtain a Hazardous Waste Facility Permit from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy. (P)(B&S)
- 148 * The Palmdale Medical Center shall prepare a Hazardous Materials and Disclosure Plan in accordance with the Los Angeles County Fire Department Health Haz Mat Division before issuance of the Certificate of Occupancy. (P)
- 149 * The Palmdale Medical Center shall obtain a joint permit for industrial waste discharge from the Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County before issuance of the Certificate of Occupancy. (B&S)(P)

THE FOLLOWING CONDITION(S) SHALL BE MET AT AN ON-GOING ELEMENT OF THE PROJECT:

- 150 All parking facilities shall be maintained in good condition in accordance with the provisions of Section 87 of the Zoning Ordinance. The maintenance thereof may include, but shall not be limited to the repaving, oiling, and striping of a parking area and the repair, restoration and/or replacement of any parking area design features when deemed necessary by the Director of Planning to insure the health, safety, and welfare of the general public. (P)(E)
- 151 The applicant shall be responsible for establishment, maintenance, and upkeep of the landscape area. (P)
- 152 All owners, future owners, heirs, or assigns of the property shall be required to maintain all private drainage facilities in good working condition, as determined by the City Engineer, and shall be responsible for any damages associated with the private drainage facilities and for any costs incurred by the City for emergency maintenance, repairs, and any other efforts to keep the private drainage facilities in good working condition and/or to insure the health, safety, and welfare of the general public. Developer shall record a covenant upon the property regarding said maintenance. (E)
- 153 The applicant shall fully cooperate with any adjacent property development in order to provide improved site access in the future. (TE)
- 154 Electric Meter Installations: Southern California Edison's rules and policies require that all metering equipment be located so as to provide 24-hour access to the Utility. Metering equipment may be installed inside a building when located in an illuminated meter room directly accessible from the outside and readily accessible 24-hours a day. The Edison Company requires their approval on all metering equipment prior to installation. (P)(SCE)(B&S)
- 155 * As a condition of approval of the proposed project, no truck deliveries shall occur between 9:00 p.m. and 6:30 a.m. the next day, subject to review by the Planning Department.
- 156 * Ambulance service to the hospital should turn off emergency sirens, if safety permits, when turning into the Palmdale Medical Center. This mitigation

measure would be implemented by coordination between the Palmdale Medical Center and local ambulance services.

- 157 Hazardous materials and waste shall be securely stored in the hospital so as to not be upset in the event of ground shaking related to movement along a regional fault.
- 158 The applicant shall post a placard which will list those conditions of approval, as determined by the reviewing authority, which regulate the on-going operation of the use. The placard shall be posted in a prominent location that is visible to the public. At a minimum, the placard shall contain the language provided below:

This business is subject to the Conditions of Approval for (case reference), approved by the City of Palmdale on (date). The following conditions have been applied to this business: (list of applicable conditions). For additional information concerning (case reference), please contact the City of Palmdale Planning Department at (661) 267-5200.

The location and text of the placard shall be reviewed and approved by the Planning Director prior to issuance of a Certificate of Occupancy. (P)

- 159 The applicant shall comply with the attached Mitigation Monitoring Program including all on-going mitigation measures. (P)

Key to Departmental Conditions:

- (P) Planning Department (267-5200)
- (E) Engineering Division (267-5272)
- (F) Fire Department (723-4455)
- (B&S) Building & Safety Department (267-5353)
- (Pk) Parks & Recreation Department (267-5611)
- (PS) Public Safety Division (267-5153)
- (PW) Public Works Program Management (267-5300)
- (SCE) Southern California Edison Company (945-9317)
- (TE) Traffic Engineering (267-5300)

- * Mitigation Measures

ATTACHMENT 1

Palmdale Medical Center SCH# 2003081136

MITIGATION MONITORING AND REPORTING CHECKLIST

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, the attached MITIGATION MONITORING AND REPORTING CHECKLIST has been prepared for 1 Carter Avenue Project. This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable Conditions of Approval relative to significant environmental impacts are monitored and reported. Monitoring will include 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Palmdale Medical Center Project file.

This Mitigation Monitoring Program delineates responsibilities for monitoring the project, but also allows the City of Palmdale flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City of Palmdale distributes reporting forms to the appropriate entities for verification of compliance.
- Department/agencies with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City of Palmdale as appropriate.
- Periodic meetings may be held during the project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City of Palmdale with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval program such as field inspection reports and plan review.
- The Palmdale or Applicant prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the Mitigation Monitoring Program, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the Palmdale. Such changes could include reassignment of monitoring and reporting responsibilities, program redesign to make any appropriate improvements, and/or modification, substitution or deletion of

mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

MITIGATION MEASURE
TRANSPORTATION/CONSTRUCTION

4.1-1	Prior to approval of a grading permit for the project, a traffic control plan including hours of operation, character and duration of any temporary lane closures and use of traffic control personnel shall be submitted to the City of Palmdale Traffic/ Transportation Engineer for review and approval.	Project Engineer	Prior to Approval of Grading Permit	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-2a	To reduce intersection operation impacts to less than significant levels, prior to issuance of the first building permit for the proposed project, the City of Palmdale shall identify a means of funding the intersection improvements identified in Table 4.1-14.	City of Palmdale Planning Department	Prior to Issuance of Building Permit	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-2b	To reduce cumulative intersection operation impacts to less than significant levels, prior to issuance of the Certificate of Occupancy for each building within the development, the project applicant shall pay Traffic Impact fees in accordance with the City Traffic Impact Fee ordinance to mitigate cumulative impacts towards the intersection improvements identified in table 4.1-15.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3a	Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Tierra Subida Avenue/Date Palm Drive intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3b	Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Trade Center Drive/Palmdale Boulevard intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE
4.1-3c Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Palmdale Boulevard along the project site frontage to include a eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3d Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall modify the existing raised median on Palmdale Blvd. to provide at least one westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; the final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3e Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall construct the southerly extension of Trade Center Drive from Palmdale Boulevard to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3f Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department

MITIGATION MEASURE	DESCRIPTION	APPLICANT	PRIORITY	DEPARTMENT	OFFICE
4.1-3g	Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall re-stripe the existing continuous left-turn lane on Tierra Subida Avenue to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.1-3h	Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.	Applicant	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works Department	City of Palmdale Planning Department
4.2-1a	In compliance with the City's Noise Ordinance, construction activity shall be limited between the hours of 6:30 A.M. and 8:00 P.M., Monday through Saturday only and excluding legal holidays.	Construction Contractor	During Construction	City of Palmdale Code Enforcement Division and Building and Safety Department	City of Palmdale Planning Department
4.2-1b	In conjunction with Grading Permit issuance and during grading and construction operations, the following mitigation measures shall be implemented for the project: <ul style="list-style-type: none"> All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Public Works or Building Inspector. 	Construction Contractor	During Construction	City of Palmdale Public Works and Building and Safety Department	City of Palmdale Planning Department

MITIGATION MEASURE

<ul style="list-style-type: none"> • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Public Works or Building Inspector. • During construction and to the satisfaction of the City's Public Works Inspector or Building Inspector, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities. 					
<p>4.2-1c Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, subject to review and approval by the Planning Department, City Engineer and Building Official.</p>	Construction Contractor	During Construction	City of Palmdale Planning and Public Works and Building and Safety Department	City of Palmdale Planning Department	
<p>4.2-2a As a condition of approval of the proposed project, no truck deliveries shall occur between 9:00 p.m. and 6:30 a.m. the next day, subject to review by the Planning Department.</p>	Project Manager	Prior to Project Approval	City of Palmdale Planning Department and Code Enforcement Division	City of Palmdale Planning Department	
<p>4.2-2b In conjunction with final building design and construction, the Applicant shall submit acoustical data information for all exterior mechanical equipment selected for the project for review and approval by the City. Acoustical information shall include sound rating and/or noise contour data for the final equipment selected for the project. Sufficient information shall be provided for verification that sound levels generated by the installed equipment will comply with General Plan</p>	Noise Consultant	Prior to Approval of Final Design	City of Palmdale Planning Department	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION	MONITORING	ENFORCEMENT	MONITORING	COMPLETION
<p>policies for the adjacent noise sensitive receptors.</p>					
<p>4.2-4 See Mitigation Measure 4.2-2b above.</p>	<p>Noise Consultant</p>	<p>Prior to Approval of Final Design</p>	<p>City of Palmdale Planning Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.2-5a Ambulance service to the hospital should turn off emergency sirens, if safety permits, when turning into the Palmdale Medical Center. This mitigation measure would be implemented by coordination between the Palmdale Medical Center and local ambulance services.</p>	<p>Palmdale Medical Center/local ambulance services</p>	<p>After facility opens for operations</p>	<p>City of Palmdale Planning Department and Code Enforcement Division</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-1 Refer to Section 4.5, Air Quality, for fugitive dust mitigation measures.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	
<p>4.3-2a To mitigate the potential for unacceptable settlement, remedial grading shall be performed to install at least three feet of properly compacted fill below footings. The upper five feet of the existing site soils (or three feet below the bottom of footings, whichever is deeper) shall be removed and replaced with properly compacted fill. The lateral extent of removal and replacement should equal the removal depth below footings. As an alternative to remedial grading, the proposed buildings may be supported on drilled cast-in-place concrete piles extending into the dense natural soils. These recommendations are to be reflected in approved grading plans and subject to review</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development.</p>	<p>City of Palmdale Planning Department</p>	

IMPLEMENTATION MEASURE	MONITORING	ENFORCEMENT	MONITORING	COMPLIANCE
<p>and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.</p>				
<p>4.3-2b Soils that are prone to hydroconsolidation, as identified in the project Geotechnical Investigations shall be removed down to approximately six feet below grade and backfilled with geotechnically compacted fill. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.</p>	<p>Construction Contractor</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development</p>	<p>During Construction</p>	<p>City of Palmdale Planning Department</p>
<p>4.3-3a Engineering design for all structures shall be based on the probability that the Project area will be subjected to strong ground motion during the lifetime of development. Construction plans shall be subject to the review by the City of Palmdale and/or OSHPD and shall include applicable standards, which address seismic design parameters.</p>	<p>Project Architect</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health Planning and Development</p>	<p>Plan Design</p>	<p>City of Palmdale Planning Department</p>
<p>4.3-3b Mitigation of earthquake ground shaking shall be incorporated into design and construction in accordance with the current California Building Code requirements and site-specific design. The Mojave Segment of the San Andreas Fault shall be considered the seismic source for the Project site and specified design parameters shall be used.</p>	<p>Project Architect</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>Plan Design</p>	<p>City of Palmdale Planning Department</p>
<p>4.3-3c The potential damaging effects of regional earthquake activity shall be considered in the design of each structure. The preliminary seismic evaluation shall be based on basic data including the California Building Code</p>	<p>Project Architect</p>	<p>City of Palmdale Public Works Engineering Division and Office of Statewide Health</p>	<p>Plan Design</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION AGENCY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE
<p>Seismic Parameters. Structural design criteria shall be determined in consideration of building types, occupancy category, seismic importance factors and possibly other factors.</p>			<p>Planning and Development</p>	
<p>4.4-1 Prior to Grading Permit issuance and as part of the Project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the Lahontan Regional Water Quality Control board providing notification and intent to comply with the State of California General Permit. Also, a Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable."</p>	<p>Project Hydrologist</p>	<p>Prior to Issuance of Grading Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.4-2 The Applicant shall submit a detailed hydrology study identifying any required on-site detention facilities and off-site facilities improvements. This hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.</p>	<p>Project Hydrologist</p>	<p>Prior to Project Approval</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-1a During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the Antelope Valley Air Quality Management</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Department and Code Enforcement Division</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE IMPLEMENTATION MONITORING ENFORCEMENT MONITORING COMPLIANCE

Districts Rules and Regulations.

During the course of project grading and construction, the Applicant shall post signs on-site limiting construction-related traffic to 15 miles per hour or less.

During the course of project grading and construction, the Applicant shall control fugitive dust produced during grading, excavation, and construction activities:

- a) All trucks exporting fill from the site shall use tarpaulins to cover the load, in compliance with State Vehicle Code 23114. Material transported in trucks off-site shall comply with the State Vehicle Code 23114, with special attention to Sections 23114(b)(2)(F), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust emissions.
- b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Watering

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MITIGATION MEASURE	IMPLEMENTATION AGENCY	MONITORING AGENCY	ENFORCEMENT AGENCY	MONITORING COMPLIANCE
<p>will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.</p> <p>c) Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.</p> <p>d) Streets adjacent to the project reach will be swept as needed to remove soil that may have accumulated from construction activities so as to prevent, to the extent feasible, amounts of dust. During the course of project grading and construction, the Applicant shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.</p> <p>e) During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties, generally wind speeds exceeding 20 miles per hour,</p>				

MITIGATION MEASURE	IMPLEMENTATION	MONITORING	ENFORCEMENT	MONITORING	COMPLIANCE
<p>averaged over one hour), the Applicant shall curtail all clearing, grading, earth moving, and excavation operations, as directed by the City Engineer, to the degree necessary to prevent fugitive dust from being a nuisance or hazard, either off-site or on-site.</p> <p>f) The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust.</p> <p>These control techniques will be indicated on project grading plans. Compliance with this measure will be subject to periodic site inspections by the City.</p>					
<p>4.5-1b Project grading plans will indicate that for the duration of construction, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>4.5-1c All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION	MONITORING	ENFORCEMENT	COMPLIANCE
<p>4.5-1d The contractor shall establish construction equipment and supply staging areas the furthest practical distance and no less than 30' from the nearest residence. Compliance with this measure is subject to periodic City inspection.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-1e A comprehensive Fugitive Dust Control Plan shall be developed and approved by the AVAQMD prior to commencement of grading and excavation operations. The Plan shall include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method shall be provided at the time the Fugitive Dust Control Plan is submitted to the AVAQMD. The Plan shall identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source.</p>	<p>Project Engineer</p>	<p>Prior to Commencement of Grading Operations</p>	<p>City of Palmdale Public Works Engineering Division and Planning Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.5-2a Prior to issuance of building permits, the site plan and related street improvement plans prepared for the project shall be reviewed and approved by the City for compliance with City standards related to pedestrian access and circulation. The plan shall include the following: a) All sidewalks along interior roads and public roads fronting the project site as required by the City of Palmdale in compliance with City standards.</p>	<p>Project Engineer</p>	<p>Prior to Issuance of Building Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION MONITORING	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLIANCE
<p>b) Streetlights shall be provided along all public streets, in accordance with City standards, adequately illuminating all public sidewalks.</p> <p>c) Shade trees shall be provided along all sidewalks in accordance with the City's Landscape Ordinance.</p> <p>d) Adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site, to be determined by the City Traffic Engineer.</p>				
<p>4.5-2b The project shall comply with all requirements of the Congestion Management Program for the County of Los Angeles and any related City of Palmdale requirements. These shall include, but are not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements.</p>	Applicant	City of Palmdale Public Works Department	City of Palmdale Planning Department	
<p>4.5-2c The proposed project shall comply with the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. UHS shall provide documentation, prepared by a licensed architect, of the project's compliance with Title 24, Part 6 standards, which shall be submitted to the City of Palmdale before the issuance of building permits.</p>	Project Architect	City of Palmdale Building and Safety Department	City of Palmdale Planning Department	
4.6 PUBLIC SERVICES AND UTILITIES				
<p>4.6-1a All proposed structures shall comply with the latest provisions of the Uniform Fire Code.</p>	Project Architect	City of Palmdale Building and Safety	City of Palmdale	City of Palmdale

MITIGATION MEASURE **IMPLEMENTATION MONITORING** **MONITORING RESPONSIBILITY**

<p>4.6-1b The applicant shall submit final site plans and floor plans showing all proposed fire protection facilities, including proposed fire hydrants, fire lanes, and any auxiliary fire protection devices, to the Los Angeles County Fire Department for approval before issuance of building permits.</p>	<p>Project Architect</p>	<p>Plan Review</p>	<p>Department and Los Angeles County Fire Department City of Palmdale Building and Safety Department and Los Angeles County Fire Department</p>	<p>Planning Department City of Palmdale Planning Department</p>
<p>4.6-1c The applicant shall pay fire impact fees in accordance with City of Palmdale Ordinance 3.42, Fire Facilities Impacts Fee Requirements, before the issuance of Certificates of Occupancy.</p>	<p>Applicant</p>	<p>Prior to Issuance of Certificate of Occupancy</p>	<p>City of Palmdale Building and Safety Department and Los Angeles County Fire Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.6-3 The applicant shall pay the prevailing school impact fees prior to the issuance of building permits.</p>	<p>Applicant</p>	<p>Prior to Issuance of Building Permit</p>	<p>City of Palmdale Building and Safety Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.6-5a Prior to building permit, the developer, upon completion of the on-site piping plan, shall conduct a revised water model and the water system shall be reevaluated and submitted to the City of Palmdale Public Works Department.</p>	<p>Project Engineer</p>	<p>Prior to Issuance of Building Permit</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.6-5b Prior to approval of a building permit for the project, the applicant shall prepare a Water Plan, showing both onsite and offsite proposed water transmission facilities, for the review and approval of the County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department.</p>	<p>Applicant</p>	<p>Prior to Approval of Building Permit</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.6-5c Once new water transmission lines have been constructed to the satisfaction of County of Los Angeles Department of Public Works</p>	<p>Applicant</p>	<p>Following Construction of New Water</p>	<p>City of Palmdale Public Works Department</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION	MONITORING	ENFORCEMENT	AGENCY	MONITORING	COMPLIANCE
		Transmission Lines			Department	
<p>District Number 40 and the City of Palmdale Public Works Department, the new facilities shall be dedicated gratis to the County of Los Angeles Department of Public Works District Number 40.</p>		Plan Review	City of Palmdale Public Works Department	Universal Health Services	City of Palmdale Planning Department	
<p>4.6-5d Universal Health Services, Inc., shall work with the City of Palmdale Public Works and the County of Los Angeles Department of Public Works District Number 40 to establish a program for the construction of adequate water transmission facilities to connect the proposed development to the existing system in accordance with the Districts' guidelines.</p>	Applicant	Prior to Approval of Building Permit	City of Palmdale Public Works Department	Applicant	City of Palmdale Planning Department	
<p>4.6-6a Prior to Building Permit approval, the applicant shall submit to the City of Palmdale Public Works Department and County Sanitation District Number 20 a re-evaluation of the sewer system and consult with the District Engineer regarding potential downstream sewer line capacity issues. The applicant shall participate in contributions through the development fee program. Off-site wastewater system improvements, if needed, shall be provided by the County.</p>	Applicant	Plan Review	City of Palmdale Public Works Department	Applicant	City of Palmdale Planning Department	
<p>4.6-6b The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the City of Palmdale or LADPW.</p>	Applicant	Plan Review	City of Palmdale Public Works Department	Applicant	City of Palmdale Planning Department	

MITIGATION MEASURE	IMPLEMENTATION PERIOD	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
<p>4.6-6c Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge prior to issuance of grading permits.</p>	<p>Universal Health Services</p>	<p>Plan Review</p>	<p>City of Palmdale Building and Safety Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.7-1a Prior to the approval of a Grading Permit for the project site, the Applicant shall establish construction equipment and supply staging areas at the greatest distance practical and no less than 30' from the nearest existing residence. At which time future staged development is proposed, the contractor shall establish construction equipment and supply a staging area at the greatest distance practical and no less than 30' from existing or new residential developments.</p>	<p>Construction Contractor</p>	<p>Prior to Approval of Grading Permit</p>	<p>City of Palmdale Public Works Department, Planning Department, and Building and Safety Department</p>	<p>City of Palmdale Planning Department</p>
<p>4.7-1b During construction and grading the Applicant shall keep the site clear of all trash and debris on a regular basis. Compliance with this measure is subject to City Code Enforcement inspections.</p>	<p>Construction Contractor</p>	<p>During Construction</p>	<p>City of Palmdale Public Works Building and Safety Code Enforcement Division</p>	<p>City of Palmdale Planning Department</p>
<p>4.7-3a As part of the application for the development plan the project site, the Applicant shall provide adequate landscape screening to minimize visual impacts, and shall submit a Preliminary Landscape Plan for the review and</p>	<p>Project Architect</p>	<p>Plan Review</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>

MITIGATION MEASURE	IMPLEMENTATION MONITORING	ENFORCEMENT	MONITORING	COMPLIANCE
<p>approval by the City Engineer. The Landscape Plan shall also indicate palette in accordance with the City's approved plant list and general placement of tree types as stated in Section 14.0 (Joshua Tree and Native Desert Vegetation Preservation) and Section 86.01 (Landscaping Requirements).</p>				
<p>4.7-3b As part of the affordable senior housing/assisted living facility Conditional Use Permit Process, the Applicant shall submit a Preliminary Landscape Plan which demonstrates compliance with the City's Landscape Ordinance.</p>	Project Architect	City of Palmdale Public Works Engineering Division	Plan Review	City of Palmdale Planning Department
<p>4.7-4a Prior to the stamp approval of a Final Site Plan for the project site, the Applicant shall prepare and submit a photometric plan for review and approval in accordance with Section 86.03 of the City of Palmdale Zoning Ordinance. The photometric plan shall demonstrate appropriate sensitive placement, orientation and design of exterior project lighting such that light and glare impacts are minimized for adjacent areas, and shall be fully consistent with Section 86.03 of the Zoning Ordinance.</p>	Light Consultant	City of Palmdale Planning Department	Prior to Approval of Final Site Plan	City of Palmdale Planning Department
<p>4.7-4b The project shall utilize minimally reflective glass and all other materials used on the exteriors of the buildings and structures shall be selected with attention to minimizing reflective glare. Conformance shall be assured through the City's design review procedures.</p>	Project Architect	City of Palmdale Planning Department	Plan Review	City of Palmdale Planning Department

MITIGATION MEASURE	DEFINITION	CONTRIBUTING PARTY	ENFORCEMENT AGENCY	MONITORING PERIOD	COMPLIANCE
<p>4.7-4c Prior to the approval of a Grading Permit for the project site, the Applicant shall prepare and submit a landscape plan in accordance with Section 87.05(H) of the City of Palmdale Zoning Ordinance. Conformance shall be assured through the City's design review procedures.</p>	<p>Applicant</p>	<p>Prior to Approval of Grading Permit</p>	<p>City of Palmdale Public Works Engineering Division</p>	<p>City of Palmdale Planning Department</p>	
<p>None Required</p>					
<p>4.9-1 Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).</p>	<p>Project Engineer</p>	<p>Prior to Vegetation Clearing, Grading or other Disturbances</p>	<p>City of Palmdale Planning Department</p>	<p>City of Palmdale Planning Department</p>	

MITIGATION MEASURE	IMPLEMENTATION	MONITORING PERIOD	MONITORING AGENCY	COMPLIANCE
<p>4.9-2a If construction begins between March 1 and August 31, seven days prior to the onset of construction activities, a qualified biologist shall survey within the limits of project disturbance and adjacent areas for the presence of any active burrowing owl burrows. Any active burrows found during survey efforts shall be mapped on the construction plans and the results of the surveys shall be provided to the CDFG. If no active burrowing owl burrows are found, no further mitigation would be required, however, if burrowing owls are found to be present on the project site, the project applicant shall consult with the CDFG.</p> <p>If nesting activity is observed at any burrowing owl burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the project site normally occurs from March 1 to August 31 with a peak in breeding activity generally occurring in April and May. To protect nest sites, the following restrictions on construction shall be required between March 1 and August 31 (or until nests are no longer active as determined by a qualified biologist):</p> <ol style="list-style-type: none"> 1) clearing limits shall be established with a minimum of 300 feet, or as otherwise determined by a qualified biologist, in any direction from any occupied burrow exhibiting nesting activity; and 	Project Biologist	Seven Days Prior to Construction	City of Palmdale Planning Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION AGENCY	MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING COMPLIANCE AGENCY
<p>2) access and surveying shall not be allowed within 100 feet of any burrow exhibiting nesting activity. Any encroachment into the 300/100 foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants.</p>				
<p>4.9-2b If construction begins between September 1 and January 31 (during the non-breeding season), at least three days prior to site preparation for construction, the project sponsor shall complete a survey within the project's impact areas. If owls are found within the project area during the non-nesting season, a qualified biologist, in consultation with and given authorization by CDFG, shall exclude burrowing owls from occupied burrows in the immediate impact zone and within a 150-foot buffer zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. Any eviction activities shall be dependant on a signed Mitigation Agreement (MA) between the project sponsor and CDFG</p>	Project Biologist	Three Days Prior to Construction	City of Palmdale Public Works Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION	DURING CONSTRUCTION	CITY OF PALMDALE PUBLIC WORKS AND PLANNING DEPARTMENT	CITY OF PALMDALE PLANNING DEPARTMENT
<p>4.10-1 A certified paleontologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said paleontologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to paleontological resources. The paleontological monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and should include, but not be limited to the following:</p> <p>The monitoring paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates.</p> <ul style="list-style-type: none"> • If necessary, the paleontologist shall halt or divert equipment during grading and/or excavation to allow removal of abundant or large specimens. • All collected material shall be curated at a local repository, which has the proper facilities for display, storage, and use by interested scholars. Prior to the initiation of mitigation activities, the paleontologist shall have a written repository agreement. • Any micro-vertebrates (extremely small 	Project Paleontologist	During Construction	City of Palmdale Public Works and Planning Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING AGENCY	COMPLETION DATE
<p>animals with backbones) and invertebrates recovered in samples shall be identified, stabilized, mapped on a USGS topographic map, and catalogued before being donated to a public, non-profit research institution and/or educational institution interested in the materials.</p> <ul style="list-style-type: none"> The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts to paleontological resources. 				
<p>4.10-2 A certified archeologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said archeologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to archeological resources. The archeological monitoring program shall be developed in accordance with the provisions of CEQA as well as the standards of the Society for California Archeology and should include, but not be limited to the following:</p> <p>In the event that archaeological traces are encountered, all construction within a 50-meter radius of the find would be halted, the City of Palmdale would be notified, and an archeologist would examine the find and make appropriate recommendations.</p>	Project Archeologist	City of Palmdale Planning Department	During Construction	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION	ENFORCEMENT	MONITORING	COMPLIANCE
<p>If human remains are discovered, the County Coroner shall be notified. The Coroner would determine whether or not the remains were Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission would be notified and the Commission would attempt to identify the most likely descendants of the deceased Native American(s).</p> <p>If the City of Palmdale determines that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program shall be prepared and submitted to the City of Palmdale for consideration and approval, in conformance with the protocol set forth in CEQA and the CEQA Guidelines.</p> <p>A final report would be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of those resources, any testing, other</p>				

MITIGATION MEASURE	IMPLEMENTATION	MONITORING	ENFORCEMENT	COMPLIANCE
recovered information, and conclusions.				
4.11-2a The Palmdale Medical Center shall obtain a Hazardous Waste Generator Number from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Planning and Building and Safety Department	City of Palmdale Planning Department
4.11-2b The Palmdale Medical Center shall obtain a Hazardous Waste Facility Permit from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Planning and Building and Safety Department	City of Palmdale Planning Department
4.11-2c The Palmdale Medical Center shall prepare a Hazardous Materials and Disclosure Plan in accordance with the Los Angeles County Fire Department Health Haz Mat Division before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works and Building and Safety Department and Los Angeles County Fire Department	City of Palmdale Planning Department
4.11-2d The Palmdale Medical Center shall obtain a joint permit for industrial waste discharge from the Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County before issuance of the Certificate of Occupancy.	Palmdale Medical Center	Prior to Issuance of Certificate of Occupancy	City of Palmdale Public Works and Building and Safety Department	City of Palmdale Planning Department
4.11-2e Hazardous materials and waste shall be securely stored in the hospital so as to not be upset in the event of ground shaking related to movement along a regional fault.	Palmdale Medical Center	During Operations	City of Palmdale Building and Safety Department	City of Palmdale Planning Department
4.11-3a Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the	Project Architect	Plan Review	City of Palmdale Public Works and Planning Department	City of Palmdale Planning Department

MITIGATION MEASURE	IMPLEMENTATION MONITORING PERIOD	ENFORCEMENT AGENCY	MONITORING PERIOD	ENFORCEMENT AGENCY
<p>requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration Form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the heliport.</p>				
<p>4.11-3b Helicopters serving the Palmdale Medical Center should avoid flying over nearby residential neighborhoods whenever possible. This mitigation measure will be implemented by coordination between the Palmdale Medical Center and EMS helicopter providers flying into the heliport.</p>	Palmdale Medical Center	City of Palmdale Public Works and Planning Department	During Operations	City of Palmdale Planning Department



COMMENTS AND RESPONSES
ON THE
PALMDALE MEDICAL CENTER EIR
SCH No. 2003081136

Lead Agency:

CITY OF PALMDALE
Planning Department
38250 Sierra Highway
Palmdale, CA 93550
Contact: Mr. Richard Kite
661.267.5200

Applicant:

UNIVERSAL HEALTH SERVICES, INC.
367 South Gulph Road
King of Prussia, PA 19406
Contact: Mr. Donald Pyskacek
Vice-President, Design and Construction
610.768-3300

Consultant:

RBF Consulting
3536 Concoors, Suite 220
Ontario, CA 91764
Contact: Mr. Kevin Thomas
Environmental Services Manager
909.941.5204

Mr. Matthew Burris
Planner
909.941.5206

September 24, 2004

JN 65-10102534



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1.0 INTRODUCTION

In accordance with Section 15095 and Section 15132 (Final EIR) of the California Environmental Quality Act, the City of Palmdale has prepared the Final Environmental Impact Report (EIR) for the proposed Palmdale Medical Center. The following is an excerpt from the State CEQA Guidelines Section 15132:

The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the lead Agency.

The Final EIR is comprised of the Comments and Responses sections, the revised Draft EIR text and the technical appendices. The staff reports, resolutions and minutes from the Planning Commission and City Council hearings are available for review under separate cover, at the City of Palmdale Planning Department, 38250 Sierra Highway, Palmdale, CA 93550.

No revisions have been issued for the Draft EIR. However, a small number of clarifications were made in response to comments received during the public comment period. However, none of these clarifications constitute "substantial changes" or "significant new information" requiring recirculation of the Draft EIR (CEQA Guidelines Section 15088.5). The clarifications are covered in Chapters 2 and 3, Comments and Responses/ERRATA.

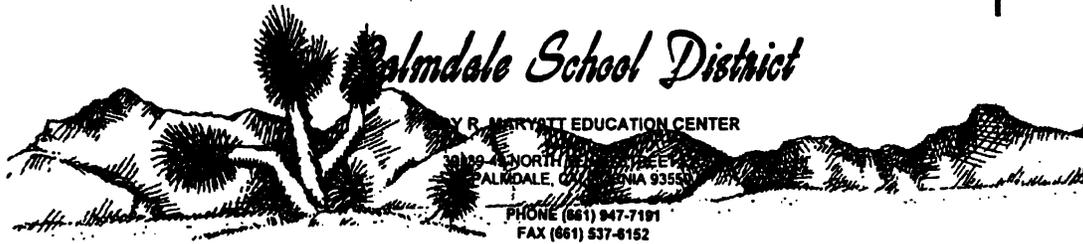


2.0 COMMENTS AND RESPONSE TO COMMENTS

In the following Comments section, each comment letter is followed by the corresponding responses. A response is provided by the City of Palmdale during the 45-day Draft EIR, public review period. Following the Responses section is Attachment A, ERRATA, where added or modified DRAFT EIR text is shown by underlining (example) and deleted text is shown by striking (~~example~~).



1



August 3, 2004

Mr. Richard Kite
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

1.1

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) Palmdale Medical Center

The Draft Environmental Impact Report noted above has been reviewed by the District. We understand the scope of the project and have no comment to submit on the subject. Pursuant to state law the District requests that the developer be required to pay all applicable impact fees.

Kathleen L. Duren
Demographics, Development and Planning

Neg Impact Letter 0400.doc

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AUG - 5 2004
PLANNING DEPT.

**Response No. 1
Palmdale School District
Kathleen L. Duren, Demographics, Development and Planning**

1.1 Mitigation Measure 4.6-3 addresses this comment. The measure requires the applicant to pay the prevailing school impact fees prior to the issuance of building permits.

2

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS MS 40
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531



Flex your power!
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AUG 2 0 2004

RBF CONSULTING

August 9, 2004

Mr. Richard Kite
City of Palmdale
38250 North Sierra Highway
Palmdale, CA 93550

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AUG 12 2004

PLANNING DEPT.

Dear Mr. Kite:

Re: Palmdale Medical Center
SCH# 2003081136

2.1

Thank you for including the California Department of Transportation, Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Draft Environmental Impact Report (EIR), dated July 2004, and offer the following comments with respect to the proposed heliport and airport land use compatibility planning.

1. The Palmdale Medical Center project proposes to include a general hospital, two medical office buildings, and an affordable senior housing / assisted living facility within a 37.19-acre site. The general hospital would include 171 beds within a 300,000-foot facility. The two medical office buildings would have three stories and 60,000 feet. The affordable senior housing / assisted living facility would include 80 units on 3 acres. A heliport would be constructed as a part of the medical center.
2. The Division of Aeronautics is a permitting agency for heliports. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at 916-654-5284 your application for a State heliport permit. Our web page at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/heliportpermit.php> provides technical and procedural information regarding this process, as well as heliport design specifications.
3. Since a State heliport permit will be required, we will be a Responsible Agency under the California Environmental Quality Act. We recommend that the flight paths for the heliport avoid noise-sensitive and people-intensive uses. The Final EIR should include diagrams showing the proposed landing site, and approach / departure paths. The diagrams should also depict the proximity of the proposed flight paths to noise-sensitive and people-intensive uses. Consideration given to the issue of compatible land uses in the vicinity of a heliport should help relieve future conflicts between the heliport and its neighbors.

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2

Mr. Richard Kite
August 9, 2004
Page 2

2.1

4. The applicant should file with the Federal Aviation Administration (FAA) a Form 7480-1 (Notice of Landing Area Proposal) for the heliport facility, and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings around the heliport. For further technical information about the filing of these forms, please refer to the FAA's Air Traffic and Airspace Management web page at <http://www.faa.gov/ats/ata/ATA400.ceaaa.html>. The FAA's airspace determination (Form 7480-1) for the heliport is one of the requirements of our State permit.
5. Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to the proposed heliport and its environs. We also advise you to contact our District 7 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,



DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Los Angeles County ALUC

"Caltrans improves mobility across California"

Response No. 2
Department of Transportation, Division of Aeronautics
David Cohen, Associate Environmental Planner

- 2.1 Mitigation Measure 4.11-3a addresses this comment. The measure requires the design of the heliport to comply with the Federal Aviation Administration *Heliport Design Advisory Circular 150/5390-2A*, Chapter 5 Hospital Heliports, and the requirements of the State of California Department of Transportation, Aeronautics Division. The

measure will be modified to include the following language. "The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction or Alteration) for the proposed buildings around the heliport."

21 August 2004 3

TO: City of Palmdale Planning Department
38250 N. Sierra Highway
Attn: Richard Kite
Palmdale, CA 93550

AUG 25 2004

SUBJECT: Proposed Hospital and Associated Developments Impact Report PLANNING DEPT

Specifically, I am responding to the Draft Environmental Impact Report for the proposed development of a general hospital, medical offices and senior housing to be located along Palmdale Blvd and Tierra Subida Ave.

My family lives in the Crown Ridge subdivision which will be adjacent to the planned developments. When the neighborhood first heard of the proposal, we and the neighbors protested this development to the Palmdale City Council, the developers and held an actual protest march. The fears we realize are now coming to bear upon us. It appears this development is continuing to go forward, regardless of neighborhood concerns.

Several of the issues we brought to the Council and developers are contained in the DIR. Safety, crime, noise, aesthetics, lights, traffic, and neighborhood culture are just a few. The proposed site sits surrounded on three sides by residential neighborhoods. Another development of storage and offices is already underway east of 5th Street West, which is located adjacent to a residential neighborhood. Further commercial developments will surely follow. Homes in this area are selling in the mid \$300,000 range now with expectations of increasing value, however the residential neighborhoods will fall into an island surrounded by commercial ventures that will be blighted by crime and other factors already mentioned, which will cause a decline in our standard of living and prosperity. If the proposed developments are allowed to continue home prices will plunge in this and the other close neighborhoods. The safety of children who play in the area will be hampered by the increased traffic and the influx of people to the site. Noise from emergency vehicles and helicopters will be a continuous nuisance. The aesthetics of the area will be ruined by the buildings and lighting from the site.

3.1

3.2

3.3

3.4

This development can be placed in a more convenient location than in the middle of existing residential neighborhoods. Acreage exists across from the Palmdale Holiday Inn that provides the same access as the proposed location, but is not as close to residential areas. There are other suitable locations in east Palmdale and in the Antelope Valley in general.

3.5

For the above reasons, we are against placing the development in the proposed location and recommend disapproval of the site.

Jim and Sandra Shehane
Jim and Sandra Shehane
38235 Hillcrest Dr
Palmdale, Ca 93551

Response No. 3
Palmdale Residents
Jim and Sandra Shehane

3.1 The project site is currently designated RC (Regional Commercial), and is zoned C-4 (Commercial Center). Typical uses in this zone could include a regional mall, major retail outlets, office complexes, hotels and convention facilities, entertainment centers, and supportive commercial and service uses. The project proposes to change the

zoning to C-2 (Office Commercial). The purpose of C-2 is to create, preserve and enhance areas for businesses and professions that provide services primarily from offices and maintain no stock of goods for retail trade. In addition, the district is intended to provide a transition or buffer between more intensive retail and service centers and residential land uses or between major arterials and adjacent residential neighborhoods. There is no indication that a change in the zoning from C-4 to C-2 and the subsequent development of the hospital would cause the price of houses in the area to decrease, or cause an increase in crime.

- 3.2 As the primary access to the project site will be from Palmdale Boulevard, traffic will not increase substantially in the residential neighborhoods, where children would be playing.
- 3.3 Noise generated from the hospital will be mitigated by the implementation of Mitigation Measures 4.2-2a through 4.2-5a. These measures will restrict truck deliveries between 9:30 pm and 6:30 am. Additionally, the measures require an acoustical plan be prepared to ensure the equipment used will comply with General Plan policies. With regards to ambulance noise, Mitigation Measure 4.2-5a suggests that ambulances approaching the hospital should turn off their sirens should safety permit them to do so. In the case of emergency helicopters, the project will be required to obtain a permit from the Federal Aviation Administration as well as the California Department of Transportation, Aeronautics Division. Both of these agencies suggest that flight paths avoid noise-sensitive and people intensive uses. This requirement, combined with the projected infrequency of helicopter landings, will keep the noise levels below a level of significance.
- 3.4 The EIR addresses aesthetics, light and glare in Section 4.7. The site consists of vacant land and is not considered a scenic resource. While development of the project will permanently alter the site, the proposed project would represent an infill development within the City's existing urbanized area. However, the project will have an unavoidable significant impact to the viewshed. This is due to the height of the main hospital exceeding the limits permitted by the Zoning Ordinance. Therefore, a variance has been requested. This unavoidable significant impact will be addressed in a Statement of Overriding Considerations, which will be prepared by the City for this project. Light and glare from the site will be minimized by the implementation of the City Zoning Ordinance Lighting Standards.
- 3.5 Chapter 6.0 of the DEIR examines alternatives to the proposed project. Included in these alternatives is a no project alternative, a reduced density alternative, and alternative site alternatives. Each alternative was examined, and evaluated in light of the purpose of the proposed project. The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints. The site across from the Palmdale Holliday Inn was not included for further consideration, as the size and shape of the property would not allow the development of a hospital, medical office buildings, and senior assisted living as well as provide adequate parking for the facilities. Additionally, the unavoidable significant impacts associated with the development of the selected site would still occur if the hospital were developed on the site across from the Palmdale Holiday Inn.



COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

4

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

August 24, 2004
File No: 20-00.04-00

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AUG 26 2004

PLANNING DEPT.

Mr. Richard Kite
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

Dear Mr. Kite:

Palmdale Medical Center

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on July 23, 2004. The proposed development is located within the jurisdictional boundaries of District No. 20. We offer the following comments and updated information regarding sewerage service:

1. Page 1.0-18, paragraph 4.6-6b and Page 4.6-10, paragraph 4.6-6b: The DEIR incorrectly states "Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the County Sanitation Districts of Los Angeles." The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector sewer lines are the responsibility of the jurisdiction in which they are located. Dedication of new facilities should be arranged with the City of Palmdale and the Los Angeles County Department of Public Works. 4.1
2. The Palmdale Water Reclamation Plant currently processes an average flow of 13.3 mgd. 4.2
3. The expected average wastewater flow from the project site is 106,149 gallons per day. 4.3

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf
387575.1



Response No. 4
County Sanitation Districts of Los Angeles County
Ruth I Frazen, Engineering Technician

- 4.1 Page 1.0-18, paragraph 4.6-6b and Page 4.6-10, paragraph 4.6-6b will be amended to read, "Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the City of Palmdale or LADPW".

-
- 4.2 Page 4.6-3, paragraph 2, the gallons of sewage per day processed by the Palmdale Reclamation Plant will be changed from 8.9 million gallons per day to 13.3 million gallons per day.
 - 4.3 Page 4.6-8, paragraph 1, the gallons per day increase on sewer demand will be changed from 105,000 to 106,149.

Aug-26-2004 11:32am From: LACSD INDUSTRIAL WASTE

562 808 4224

T-541 P 802/002 F-236

5



COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workmen Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

August 26, 2004

Mr. Richard Kite
Planning Department
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

Dear Mr. Kite:

Draft Environmental Impact Report
Palmdale Medical Center

On August 24, 2004, the Districts responded to the Draft Environmental Impact Report. As an addendum to that response, the following comment is offered:

5.1

- Section 4.6-6c indicates that if a permit for Industrial Wastewater Discharge is required, that Universal Health Services, Inc. will obtain the permit before issuance of a Certificate of Occupancy.

An Industrial Wastewater Discharge Permit will be required for construction of the hospital and per Section 401 of the Districts' Wastewater Ordinance, the permit "shall be obtained prior to commencement of any construction of new or modified facilities which will discharge industrial wastewater to the sewer." Hence, the permit must be obtained prior to construction which will occur prior to issuance of a Certificate of Occupancy.

If you have any questions concerning this letter, please contact the undersigned at extension 2921.

Very truly yours,

James F. Stahl

Suzanne S. Wienke
Supervising Civil Engineer

SSW:zb



Response No. 5
County Sanitation Districts of Los Angeles County
Suzanne S. Wienke

5.1 Page 1.0-18, paragraph 4.6-6c and 4.6-10, paragraph 2, will be changed to indicate "prior to issuance of grading permits".

Sep 10 04 01:34p

6 P.2

08-27-04

Re: Comment

Richard King

6.1

I was proud to see the
proposed development site
for the new Palmdale Hospital,
(A magazine August 2004)
It has been so many years
in the making, and the need
is of essence. Good luck
because something this important
take lots of planning

Palmdale Planning
Jacqueline Johnson
Jacqueline Johnson

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Response No. 6
Palmdale Resident
Jacquelay Johnson

6.1 Comment noted

Sep 07 04 04:22p

7 P. 2

STATE OF CALIFORNIA—BUSINESS TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE: (213) 897-3747
FAX: (213) 897-1337



Flex your power!
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IGR/CEQA No. 040759AL, DEIR
Palmdale Medical Center
Vic. LA-14 / PM R59.78
SCH#: 2003081136

September 1, 2004

Mr. Richard Kite, Case Planner
City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

RECEIVED
SEP - 7 2004
PLANNING DEPT.

Dear Mr. Kite:

7.1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a mixed-use medical facility that would be constructed in phases.

Many of the vehicle trips generated from the medical center will utilized both SR-14 and SR-138. The existing LOS (Level of Service) during the PM peak hour on EB Palmdale Blvd. from SR-14 to 6th Street East is E. If no effective mitigation is proposed, traffic congestion on State facilities will deteriorate further. This traffic study does not analyze cumulative traffic impact from the Palmdale Transportation Center.

Caltrans requests the project applicant to widen the SR-14 (NB) northbound and (SB) southbound off-ramps to Palmdale Blvd. (SR-138) in order to accommodate the project's increased traffic volumes. Caltrans also requests the project applicant to modify the existing Half-signal system at the two intersections (SB SR-14 off-ramp and Palmdale Blvd. and NB SR-14 off-ramp and Palmdale Blvd.) within the interchange to standard traffic signal system. The project's increase in traffic volumes will overload the Half-signal system.

Caltrans requests that the City require the applicant to pay equitable share responsibility traffic impact fees at the time of permit issuance. Please reference the Department's Traffic Impact Study Guide on the Internet at

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Apply the formula on page 2 of Appendix B (Methodology for Calculating Equitable Mitigation Measures) to set aside this Transportation Impact Fee for future State Highway improvement projects. The City may contact and work with this Department to calculate the traffic impact fees.

"Caltrans improves mobility across California"

Sep 07 04 04:22p

7 P.3

We would like to remind you that any work to be performed within the State Right-of-way will need an Encroachment Permit from the California Department of Transportation.

7.2

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water.

7.3

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project. Thank you for the opportunity to have reviewed this project.

7.4

7.5

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-4429 or Alan Lin the project coordinator at (213) 897-3747 and refer to IGR/CEQA No. 040759AL.

Sincerely,



Cheryl Powell
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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Response No. 7
Caltrans District 7, Regional Planning
Cheryl Powell, IGR/CEQA Branch Chief

7.1 The City of Palmdale follows the guidelines of the Congestion Management Program for Los Angeles County. The traffic study for the UHS Hospital followed such guidelines. Table 8 (page 34) of the Traffic Study shows the LOS of the various intersections that were included in the study. The intersections of Palmdale Blvd with SR 14 On and Off-

Ramps, and Avenue S with SR 14 On and Off-ramps were included in this table. Table 8 show that those intersections within Caltrans jurisdiction comply with the City of Palmdale and LA County CMP guidelines, and no mitigation measures are required. The City cannot ask developers to build roadway improvements when they comply with City and LA County CMP requirements.

The CMP guidelines state that " for the purposes of the CMP, significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater or equal to 0.02), causing LOS F (V/C greater than 1.0). If the Facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater or equal to 0.02) ". None of the facilities (intersections) mentioned in the letter sent by Caltrans meet this criterion. Therefore, no mitigation is required.

Also, as part of the Traffic Study, we use overall future growth factors to account for cumulative traffic growth (which includes the Palmdale Transportation Center and many other future developments). The traffic study used a 4% growth factor to obtain the future LOS on the studied intersections. The 4% growth factor is very conservative and it is much higher than what Caltrans uses on their projects within the City of Palmdale (Caltrans averages a 2% growth factor)

- 7.2 No work is anticipated to take place within State Right-of-way.
- 7.3 Mitigation Measure 4.4-1 requires the applicant to complete a SWPPP prior to construction activities.
- 7.4 Oversized vehicles used to transport materials or heavy equipment to the project site will obtain a Caltrans transportation permit.
- 7.5 Mitigation Measure 4.1-1 requires the applicant to submit a traffic control plan prior to the issuance of a grading permit. The plan will include hours of operation, character and duration of temporary lane closures, and use of traffic control personnel.

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8 P. 5



State of California - The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

ARNOLD SCHWARZENEGGER, Governor



RECEIVED
SEP - 7 2004
PLANNING DEPT.

August 31, 2004

Mr. Richard Kite
City of Palmdale Planning Department
38250 Sierra Highway
Palmdale, CA 913550



Draft Environmental Impact Report for
Palmdale Medical Center
SCH # 2003081136

Dear Mr. Kite:

8.1

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Environmental Impact Report (DEIR) for the above referenced proposed project relative to impacts to biological resources. The project proposal consists of the construction of a Medical Center on 37.19 acres of undeveloped land located south of the southeast corner of the intersection of Palmdale Boulevard and Tierra Subida Avenue, City of Palmdale. The site is surrounded by the Antelope Valley Freeway and urban uses to the east, undeveloped land to the immediate west and urban uses to the immediate north and south. The site supports sparse native desert scrub and exotic plant species.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

Impacts to Biological Resources

1. **Burrowing Owls** - The DEIR states that the project site supports habitat for the western burrowing owl (BUOW), considered a California Species of Special Concern by the Department. The DEIR proposes preconstruction surveys, avoidance of active nesting burrows during the breeding season and passive eviction of occupied burrows outside the breeding season to avoid take of BUOW.
 - a. The Department concurs that the mitigation measures proposed in the DEIR should avoid immediate take of BUOW when implemented following specific standards to reduce stress and predation threats to evicted owls as described in comment 1.c.2. below.
 - b. The DEIR does not discuss project impacts on the loss of BUOW habitat and

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Mr. Richard Kite
August 31, 2004
Page 2

8.1

quality. Habitat loss and degradation is a chief contributor to the decline of BUOW throughout its range in California. The Department considers project related losses of occupied BUOW habitat and quality a significant direct and cumulative impact under CEQA. The DEIR does not discuss measures to mitigate for the loss of habitat for BUOW below a level of significance.

- c. The Department recommends that mitigation measures conform to those specified by the Burrowing Owl Consortium. Mitigation measures may include preservation and protection of on-site habitat or off site acquisition and preservation of suitable habitat. Specific measures include:
1. **Avoidance** - No disturbance should occur within 50 m (approx. 160 feet.) of occupied burrows during the non-breeding season of September 1 thru January 31st or within at least 75 m (approx. 250 ft.) during the breeding season of February 1 through August 31st. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair or breeding owls (with or without dependent young) or single unpaired resident birds.
 2. **On-site Mitigation** - On-site passive relocation should be implemented if avoidance is not feasible. Passive relocation is defined as encouraging owls to move from occupied burrows to alternate natural or artificial burrows that are beyond 50m from the impact zone and that are within or contiguous to a minimum of 6.5 acres of foraging habitat for each pair of relocated owls. Relocation of owls should be implemented during the non-breeding season. On-site habitat should be preserved in a conservation easement and managed to promote burrowing owl use of the site.

Owls should be excluded from burrows in the immediate impact zone and within a 50 m buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to insure owls have left the burrow before excavation. One alternative natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The project should be monitored daily for one week to confirm owl use of alternative burrows before excavating burrows in the immediate impact zone. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Escape routes should be provided for owls during tunnel excavation by inserting flexible plastic pipe into the tunnel.
 3. **Off-site Mitigation** - If the project will reduce suitable habitat on-site below the threshold level of 6.5 acres per relocated pair or single bird, the habitat should be replaced off-site (a mitigation option the DEIR fails to discuss). Meaningful off-site habitat designation for mitigation purposes must occur on suitable burrowing owl habitat as defined in the Burrowing Owl Survey Protocol, and the site should be approved by the Department. Land should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable habitat. Off-site mitigation should use one of the following ratios:
 1. Replacement of occupied habitat with occupied habitat: 1:5 times 6.5 (9.75) acres per pair or single bird.

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Mr. Richard Kite
August 31, 2004
Page 3

8.1

2. Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 (13.0) acres per pair or single bird.
3. Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 (19.5) acres per pair or single bird.
- d. The success of mitigation program for BUOWs should be monitored as required in Assembly Bill 3180. A monitoring plan should include mitigation success criteria and an annual report should be submitted to the Department.

2. Native Nesting Birds – Based upon the DEIR the proposed project will remove/disturb vegetation and ground surfaces and therefore has the potential directly impact nesting native birds species. 8.2

- a. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918(50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- b. Proposed project activities (including disturbances to native and non-native vegetation, ground surfaces and man-made nesting substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- c. If the project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/ construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective

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Mr. Richard Kite
August 31, 2004
Page 4

measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Impacts to Botanical Resources

8.3

1. **Special Status Plants** - The DEIR states that the project site may support 18 listed plant species. The DEIR states that mitigation for impacts to special status plant species may include preservation in place, relocation to preserved open space and/or seed collection and storage and shall be based upon the size and extent of the populations discovered after further surveys and the judgment of the lead agency.
 - a. The Department recommends that the judgment of the lead agency regarding successful mitigation for adverse project impacts to special status plant species be based upon further consultation with the Department to devise measures to reduce impacts below a level of significance.

Project Grading Activities

8.4

1. **Biological Monitor** - The Department recommends that a biological monitor be on site during the initial grubbing/grading activities to salvage wildlife of low mobility. Species such as California legless lizards, a California Species of Special Concern have been observed by past monitoring activities within sites in the Antelope Valley supporting alluvial soils (Ponderosa and Ana Verde School sites) during grading and should be salvaged and relocated into adjacent offsite undisturbed suitable habitat. Any grading activities on the proposed project site should be done in a manner which allows mobile species to seek out adjacent habitat off site. It has come to the Department's attention that phased grading activities which leaves islands of habitat on the site creates a sanctuary for certain wildlife species such as jackrabbits and cottontail rabbits. Cottontail rabbits in particular have been observed to remain within these islands and rather than flee across previously graded areas will remain within the islands to be killed by the grading equipment as these last areas of habitat are removed. The biological monitor should assure that that needless take of wildlife does not occur on the site.

Impacts to Riparian Resources

8.5

1. Two drainages exist on adjacent land to the west of the proposed project which may continue onto the project site as observed by the Department from a site visit and the aerial photo provided with the DEIR.
 - a. The Department has jurisdiction over many types of drainages including ephemeral drainages. Ephemeral drainages are often overlooked during biological constraints analysis and so special efforts should be made to document the existence of such resources. All drainages should be avoided and provided with substantial setbacks which preserve their value to on-site and off-site wildlife populations.
 - b. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities) of a lake or

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Mr. Richard Kite
August 31, 2004
Page 5

8.5

streambed, bank or channel or associated riparian resources. The Department's issuance of a SAA is considered a project that is subject to CEQA. To facilitate our issuance of the Agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Please contact Ms. Betty Courtney, Environmental Specialists III, at (661) 263-8306 to discuss this further.

In conclusion, the Department has determined that the proposed project does not meet the criteria for de minimus under 711.2 of the Fish and Game Code. The Department recommends that the above concerns are addressed prior to lead agency approval of the proposed project.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist, at (626) 797-3170.

Sincerely,



C. F. Raysbrook
Regional Manager

cc: Department of Fish and Game
Ms. Morgan Wehje
Mr. Scott Harris
Ms. Mary Meyer
Ms. Betty Courtney
HCP-Chron
CFR-Chron

State Clearinghouse
Scott Morgan, Sacramento

SPH:sph
Sharia/DEIR Palmdale Medical Center_08-04

Response No. 8
Department of Fish and Game
C.F. Raysbrook, Regional Manager

8.1 As noted on page 4.9-6, paragraph 3, no burrowing owls were observed on the project site, nor was there any evidence of their use of the site. As indicated in Mitigation Measures 4.9-2a and 4.9-2b, should the pre-construction surveys reveal the presence of Burrowing Owls, the project applicant shall consult with the Department of Fish and

- Game to determine appropriate mitigation and methods of burrow eviction and/ or protection (depending on the season).
- 8.2 Although birds were observed on the project site during biological surveys, no suitable nesting habitat was observed. The presence of nesting birds on the project site is highly unlikely, due to the lack of trees on the site and the highly disturbed nature of the site.
- 8.3 Mitigation Measure 4.9-2c will be added to the final EIR. The measure will include the following language. "Prior to construction activities, a qualified botanist will survey the site for the presence of special status plant species. If special status plant species are located on the project site, the applicant will coordinate with the City of Palmdale and the California Department of Fish and Game to determine the appropriate mitigation. Mitigation measures could include preservation in place, relocation to preserved open space, and / or seed collection and storage."
- 8.4 The City of Palmdale Planning Department will inform the applicant of the Departments suggestion.
- 8.5 No jurisdictional drainages were observed on the project site during biological surveys. No Fish and Game permits are anticipated.

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PLANNING AND RESEARCH

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Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Acting Director

September 8, 2004

Richard Kite
City of Palmdale
38250 N. Sierra Highway
Palmdale, CA 93550

Subject: Palmdale Medical Center
SCH#: 2003081136

Dear Richard Kite:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 7, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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PLANNING AND RESEARCH

10 003

Document Details Report
State Clearinghouse Data Base

SCH# 2003081136
Project Title Palmdale Medical Center
Lead Agency Palmdale, City of

Type EIR Draft EIR

Description The Palmdale Medical Center project proposes to include a general hospital, two medical offices, and an affordable senior housing/ assisted living facility within a 37.19-acre site. The general hospital would contain a 171 bed hospital within 300,000 square foot facility. The hospital would include the following Clinical Departments: Critical Care unit, Surgical Suites, Newborn Nurseries, Obstetrical Facility, Emergency Services, Imaging Suites, Laboratory, Pharmacy, Dietary Services, Administration and public areas. A helipad for transport of patients will also be constructed within the hospital facility. Both medical office buildings would be three-story, 80,000 square-foot buildings. The affordable senior housing/ assisted living facility includes 80 units on approximately 3 acres of the site. The Universal Services, Inc. project would be constructed in several phases.

Lead Agency Contact

Name Richard Kite
Agency City of Palmdale
Phone 661-267.5200
email
Address 38250 N. Sierra Highway
City Palmdale
State CA **Zip** 93550
Fax

Project Location

County Los Angeles
City Palmdale
Region
Cross Streets Palmdale Blvd., Tierra Subida Ave.
Parcel No.
Township 6N **Range** 12W **Section** 27 **Base**

Proximity to:

Highways SR-14, SR-138
Airports
Railways Union Pacific Railroad
Waterways Amargosa Creek, California Aqueduct, Anaverda Creek
Schools Yes
Land Use Vacant Land / C-4 Commercial Center / RC (Regional Commercial)

Project Issues Aesthetic/Visual; Air Quality; Archeologic-Historic; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Health Services; Regional Water Quality Control Bd., Region 6 (Victorville); Native American Heritage Commission; Public Utilities Commission

Date Received 07/23/2004 **Start of Review** 07/23/2004 **End of Review** 09/07/2004

Response 10
State of California, Governors Office of Planning and Research, State Clearinghouse and Planning Unit
Terry Roberts, Director State Clearinghouse

10.1 Comment Noted

ATTACHMENT A ERRATA TO DRAFT EIR TEXT

Changes to the Draft EIR are noted below. Additions to the text are indicated by underlining, and deletions are indicated by ~~striking~~. Some changes are the result of comments received while others are minor edits or clarifications made by the City of Palmdale. The changes to the Draft EIR do not affect the overall conclusions of the environmental document. Changes are listed by page, and where appropriate, by paragraph and sentence.

EXECUTIVE SUMMARY

Page 1.0-1 Third Paragraph, Second Sentence:

The general hospital would include a 171-bed hospital, with expansion capacity to 250 beds, within a 300,000 square foot facility. The hospital would include the following Clinical Departments: Critical Care Unit, Surgical Suites, Newborn Nurseries, Obstetrical Facility, Emergency Services, Imaging Suites, Laboratory, Pharmacy, Dietary Services, Administration and public areas.

Page 1.0-17 Mitigation Measure 4.6-6b:

The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the ~~County Sanitation Districts of Los Angeles~~ City of Palmdale or LADPW.

Page 1.0-18 Mitigation Measure 4.6-6c:

Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge ~~before issuance of Certificate of Occupancy~~ prior to issuance of grading permits.

Page 1.0-21 Mitigation Measure 4.9-1:

Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).

Page 1.0-29 Mitigation Measure 4.11-3a:

Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.

Page 1.0-31 First Paragraph, First Sentence:

With the construction of fewer ~~homes~~ senior units and reduced commercial uses on the site, impacts associated with traffic, noise, air quality, aesthetics and service/utility demand would be reduced.

Page 1.0-31 First Paragraph, Second Sentence:

This alternative would potentially provide a larger landscape buffer area along the project's eastern southern boundary, allowing for ~~retention of the~~ planting of healthy more mature trees and reducing land use impacts to the existing residential uses.

Page 1.0-31 First Paragraph, Third Sentence:

However, even with a 50 percent ~~and 25 percent reduction~~, unavoidable significant impacts for ROC and NO_x emissions, as well as CO and PM₁₀ would remain due to the development of commercial uses.

Page 1.0-31 Second Paragraph, Second Sentence:

It should be noted that eliminating the commercial area would result in a loss of tax revenue or job creation to the City.

Page 1.0-31 Third Paragraph, Fourth Sentence:

~~Both~~ All of the alternative sites were determined to be infeasible due to the distance from major highways, increase traffic congestion, lack of infrastructure, parcel size, and increased noise to the surrounding area.

Page 1.0-31 Third Paragraph, Fifth Sentence:

~~The only~~ There are two project-related unavoidable significant impact identified, ~~is related to air quality.~~ One is air quality, and the other is visual impact.

Page 1.0-31 Third Paragraph, Seventh Sentence:

Unavoidable significant impacts as a result of an exceedance of ROC and NO_x emission thresholds, as well as CO and PM₁₀ thresholds would still occur with the development of the proposed project, regardless of the project site location.

Page 1.0-31 Third Paragraph, Eighth Sentence (new sentence):

Similarly, visual impacts would be significant and unavoidable as a result of the height of the hospital regardless of the location.

CHAPTER 4.6 PUBLIC SERVICES AND UTILITIES

Page 4.6-3 Third Paragraph, Fifth Sentence:

This facility processes ~~8.9~~ 13.3 million gallons of sewage per day through a surface aeration process, using oxidation ponds, and has a total capacity to treat 15 million gallons of sewage per day.

Page 4.6-8 Second Paragraph, First Sentence:

Based on the Sanitation Districts of Los Angeles estimates, the proposed project is expected to require ~~105,000~~ 106,149 gallons of water per day.

Page 4.6-10 Mitigation Measure 4.6-6b:

The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the ~~County Sanitation Districts of Los Angeles~~ City of Palmdale or LADPW.

Page 4.6-10 Mitigation Measure 4.6-6c:

Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge before issuance of Certificate of Occupancy prior to issuance of grading permits.

CHAPTER 4.9 BIOLOGICAL RESOURCES

Page 4.9-8, Mitigation Measure 4.9-1:

Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alkali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).

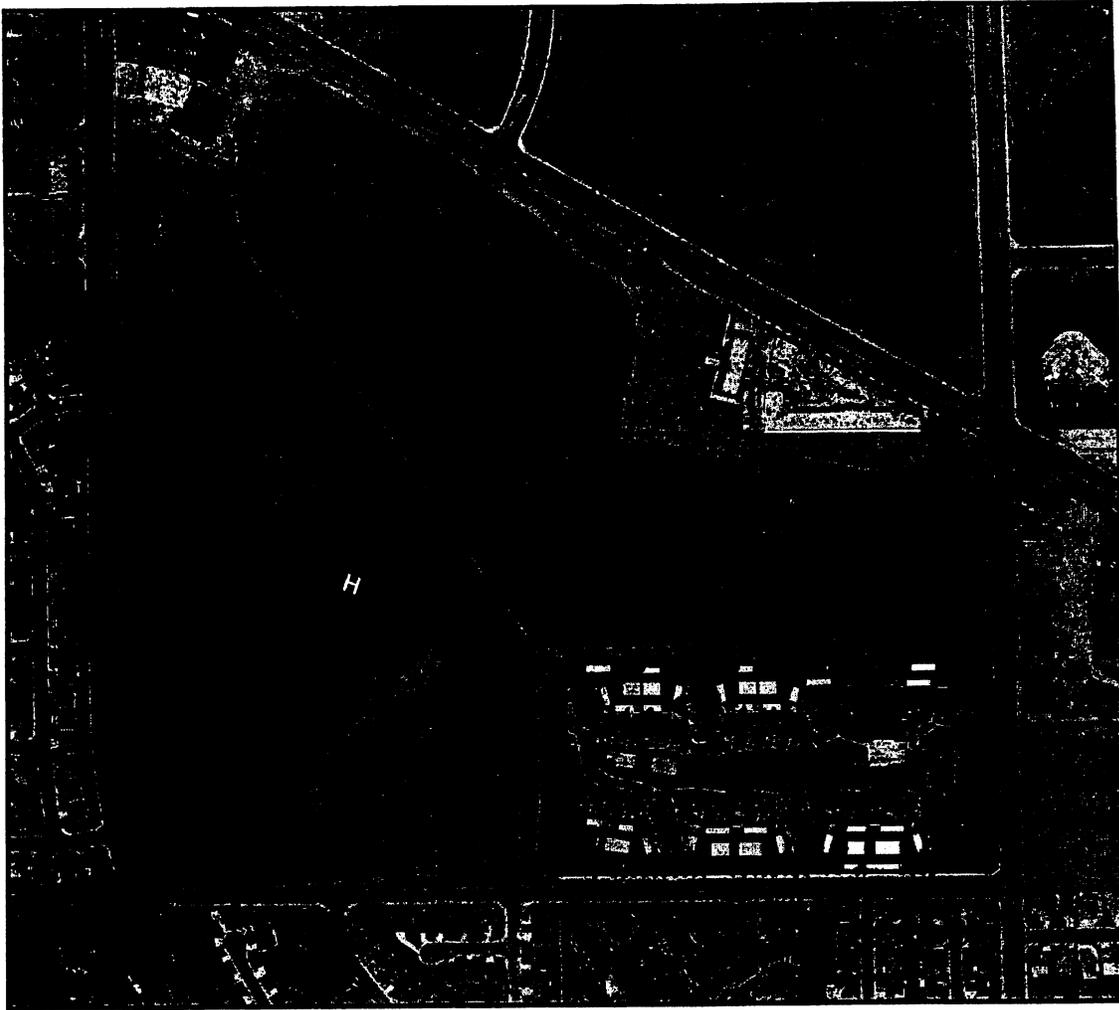
CHAPTER 4.11 PUBLIC SAFTEY

Page 4.11-8, Mitigation Measure 4.11-3a:

Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the heliport. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.

Page 4.11-8

Insert Exhibit 4.11-1 Proposed Helicopter Flight Path



H HELICOPTER LANDING PAD

□ PROPOSED HELICOPTER FLIGHT PATH

NOTE: Final Flight Path to be determined after
consultation with State of California Division of Aeronautics



NOT TO SCALE

PROPOSED HELICOPTER FLIGHT PATH

CHAPTER 5.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Page 5.0-12, Third Paragraph Fourth Sentence:

Cumulative development is subject to City standards and requirements of the City and reviewing agencies including the ~~City of Palmdale police, fire and public works departments~~ Los Angeles County Sheriffs Department, Los Angeles County Fire District, City of Palmdale Public Works Department, and utility providers and, as such, a less than significant impact would occur.

FINAL ENVIRONMENTAL IMPACT REPORT NO. 02-01
SCH # 2003081136

PALMDALE MEDICAL CENTER

- GENERAL PLAN AMENDMENT NO.03-05
 - ZONE CHANGE NO.03-05
 - PLANNED DEVELOPMENT 04-03
- CONDITIONAL USE PERMIT NO.03-09

Lead Agency:

City of Palmdale
Planning Department
38250 Sierra Highway
Palmdale, CA 93550
Contact: Mr. Richard Kite
(661) 267- 5200

Consultant:

RBF Consulting
3536 Concoors, Suite 220
Ontario, CA 91764
Contact: Mr. Kevin Thomas, Environmental Services Manager
909.581.0196

October 25, 2004

JN 10-102534.001



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Section 1

Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 PROJECT SUMMARY

EXISTING

The 37.19-acre project site is located south of the southeastern corner of the intersection of Palmdale Boulevard and Tierra Subida Avenue in the northwestern portion of the City of Palmdale, within northern Los Angeles County.

Regional access to the project site would be from the Antelope Valley Freeway (14) and Palmdale Boulevard. Palmdale Boulevard would provide primary access to the project site, with secondary access from Tierra Subida Avenue. The site has historically been vacant open space. Vegetation on-site is minimal as a result of previous disturbances. The subject site is currently designated by the City of Palmdale General Plan as Regional Commercial (RC) and zoned Commercial Center (C-4). The City of Palmdale Community Redevelopment Agency and Universal Health Services, Inc. currently owns the majority of the site, with a small parcel owned by a private landowner (proposed for access to the project from Palmdale Avenue) that would be acquired through "eminent domain" proceedings by the City of Palmdale.

PROPOSED

The Palmdale Medical Center project proposes to include a general hospital, two medical office buildings, and an affordable senior housing/assisted living facility within a 37.19-acre site. The general hospital would include a 171-bed hospital, with expansion capacity to 250 beds, within a 300,000 square foot facility. The hospital would include the following Clinical Departments: Critical Care Unit, Surgical Suites, Newborn Nurseries, Obstetrical Facility, Emergency Services, Imaging Suites, Laboratory, Pharmacy, Dietary Services, Administration and public areas. A helipad for transport of patients will also be constructed within the hospital facility. Both medical office buildings would be three-story, 60,000 square-foot buildings. The affordable senior housing/assisted living facility includes 80 units on approximately 3 acres of the site. The Universal Health Services, Inc. project would be constructed in several phases. The first phase of development would include mass grading of the entire site under a staged grading permit. The second phase would be to construct the general hospital and associated infrastructure. The third phase would be the construction of the first medical office building, with the second medical office building and affordable housing/assisted living facility constructed in subsequent phases. Phasing may vary depending on plan approvals and market conditions.

A General Plan Amendment (GPA 03-05) is required to change the General Plan land use designation from Regional Commercial (RC) to Office Commercial (OC). A Zone Change (ZC 03-05) would be required to revise the zoning designation of Commercial Center (C-4) to Office Commercial (C-2) and the addition of a Mixed Use Overlay (MX). The project would require a Planned Development (PD) permit for comprehensive land use entitlement, in addition to a Conditional Use Permit (CUP 03-09) for the development of the general hospital and senior housing/assisted living facility. A

variance would be required to allow for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.

1.2 ENVIRONMENTAL SUMMARY

Refer to the following summary of project impacts, mitigation measures, and unavoidable significant impacts.

IMPACT	MITIGATION MEASURE
4.1 TRANSPORTATION/CIRCULATION	
<p>4.1-1 Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. Significance: Less Than Significant With Mitigation.</p>	<p>4.1-1 Prior to approval of a grading permit for the project, a traffic control plan including hours of operation, character and duration of any temporary lane closures and use of traffic control personnel shall be submitted to the City of Palmdale Traffic/Transportation Engineer for review and approval.</p>
<p>4.1-2 Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. Significance: Less Than Significant With Mitigation.</p>	<p>4.1-2a To reduce intersection operation impacts to less than significant levels, prior to issuance of the first building permit for the proposed project, the City of Palmdale shall identify a means of funding the intersection improvements identified in Table 4.1-14.</p> <p>4.1-2b To reduce cumulative intersection operation impacts to less than significant levels, prior to issuance of the Certificate of Occupancy for each building within the development, the project applicant shall pay Traffic Impact fees in accordance with the City Traffic Impact Fee ordinance to mitigate cumulative impacts towards the intersection improvements identified in table 4.1-15.</p>
<p>4.1-3 Development of the project may adversely affect local access.</p>	<p>4.1-3a Prior to issuance of the Certificate of Occupancy for the hospital or</p>

IMPACT	MITIGATION MEASURE
<p>Significance: Less Than Significant Impact With Mitigation.</p>	<p>first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Tierra Subida Avenue/Date Palm Drive intersection.</p>
	<p>4.1-3b Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Trade Center Drive/Palmdale Boulevard intersection.</p>
	<p>4.1-3c Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Palmdale Boulevard along the project site frontage to include a eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection.</p>
	<p>4.1-3d Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall modify the existing raised median on Palmdale Blvd. to provide at least one westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; the final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.</p>
	<p>4.1-3e Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall construct the southerly extension of Trade Center Drive</p>

IMPACT	MITIGATION MEASURE
	<p>from Palmdale Boulevard to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.</p> <p>4.1-3f Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.</p> <p>4.1-3g Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall re-stripe the existing continuous left-turn lane on Tierra Subida Avenue to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.</p> <p>4.1-3h Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic / Transportation Engineer.</p>

IMPACT	MITIGATION MEASURE
<p>4.2 NOISE</p> <p>4.2-1 Project construction activities will temporarily increase local noise levels. Significance: Less Than Significant with Mitigation.</p>	<p>4.2-1a In compliance with the City's Noise Ordinance, construction activity shall be limited between the hours of 6:30 A.M. and 8:00 P.M., Monday through Saturday only and excluding legal holidays.</p> <p>4.2-1b In conjunction with Grading Permit issuance and during grading and construction operations, the following mitigation measures shall be implemented for the project:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Public Works or Building Inspector. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Public Works or Building Inspector • During construction and to the satisfaction of the City's Public Works Inspector or Building Inspector, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities. <p>4.2-1c Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, subject to review and approval by the Planning</p>

IMPACT	MITIGATION MEASURE
	Department, City Engineer and Building Official.
<p>4.2-2 Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. Significance: Less Than Significant With Mitigation.</p>	<p>4.2 -2a As a condition of approval of the proposed project, no truck deliveries shall occur between 9:00 p.m. and 6:30 a.m. the next day, subject to review by the Planning Department..</p> <p>4.2-2b In conjunction with final building design and construction, the Applicant shall submit acoustical data information for all exterior mechanical equipment selected for the project for review and approval by the City. Acoustical information shall include sound rating and/or noise contour data for the final equipment selected for the project. Sufficient information shall be provided for verification that sound levels generated by the installed equipment will comply with General Plan policies for the adjacent noise sensitive receptors.</p>
<p>4.2-3 Project traffic will cause increased noise levels on local roadways. Significance: Less Than Significant.</p>	<p>4.2-3 None required.</p>
<p>4.2-4 Proposed on-site land uses may be exposed to traffic and stationary noise sources. Significance: Less than Significant with Mitigation.</p>	<p>4.2-4 See Mitigation Measure 4.2-2b above.</p>
<p>4.2-5 Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. Significance: Less than significant with Mitigation</p>	<p>4.2-5a Ambulance service to the hospital should turn off emergency sirens, if safety permits, when turning into the Palmdale Medical Center. This mitigation measure would be implemented by coordination between the Palmdale Medical Center and local ambulance services.</p>

IMPACT	MITIGATION MEASURE
4.3 GEOLOGY AND SOILS	
4.3-1 Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. Significance: Less Than Significant With Mitigation.	4.3-1 Refer to Section 4.5, Air Quality, for fugitive dust mitigation measures.
4.3-2 Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. Significance: Less Than Significant With Mitigation.	4.3-2a To mitigate the potential for unacceptable settlement, remedial grading shall be performed to install at least three feet of properly compacted fill below footings. The upper five feet of the existing site soils (or three feet below the bottom of footings, whichever is deeper) shall be removed and replaced with properly compacted fill. The lateral extent of removal and replacement should equal the removal depth below footings. As an alternative to remedial grading, the proposed buildings may be supported on drilled cast-in-place concrete piles extending into the dense natural soils. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable. 4.3-2b Building structures should be placed as far up-gradient within the site as possible. Provisions for positive surface drainage away from the foundations shall be incorporated into the grading plans. Impoundment of stormwater run-off within the construction area shall not be

IMPACT	MITIGATION MEASURE
	<p>permitted within the immediate vicinity of the foundation construction area. Additionally, wherever possible, planters, underground water pipes, and any other source of additional water to the subsurface soils in the immediate vicinity of the foundations should be avoided. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.</p> <p>4.3-2b Soils that are prone to hydroconsolidation, as identified in the project Geotechnical Investigations shall be removed down to approximately six feet below grade and backfilled with geotechnically compacted fill. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.</p>
<p>4.3-3 Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. Significance: Less Than Significant Impact with Mitigation.</p>	<p>4.3-3a Engineering design for all structures shall be based on the probability that the Project area will be subjected to strong ground motion during the lifetime of development. Construction plans shall be subject to the review by the City of Palmdale and/or OSHPD and shall include applicable standards, which address seismic design parameters.</p>

IMPACT	MITIGATION MEASURE
	<p>4.3-3b Mitigation of earthquake ground shaking shall be incorporated into design and construction in accordance with the current California Building Code requirements and site-specific design. The Mojave Segment of the San Andreas Fault shall be considered the seismic source for the Project site and specified design parameters shall be used.</p> <p>4.3-3c The potential damaging effects of regional earthquake activity shall be considered in the design of each structure. The preliminary seismic evaluation shall be based on basic data including the California Building Code Seismic Parameters. Structural design criteria shall be determined in consideration of building types, occupancy category, seismic importance factors and possibly other factors.</p>
4.4 HYDROLOGY	
<p>4.4-1 Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. Significance: Less Than Significant Through Regulatory Compliance and With Mitigation.</p>	<p>4.4-1 Prior to Grading Permit issuance and as part of the Project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the Lahontan Regional Water Quality Control board providing notification and intent to comply with the State of California General Permit. Also, a Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment</p>

IMPACT	MITIGATION MEASURE
	control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable."
<p>4.4-2 Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. Significance: Less than Significant Impact With Mitigation.</p>	<p>4.4-2 The Applicant shall submit a detailed hydrology study identifying any required on-site detention facilities and off-site facilities improvements. This hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.</p>
<p>4.5 AIR QUALITY</p>	
<p>4.5-1 Short-term air quality impacts would occur during site preparation and project construction. Significance: Significant Unavoidable Impact for ROCs and NO_x.</p>	<p>4.5-1a During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the Antelope Valley Air Quality Management Districts Rules and Regulations.</p> <p>During the course of project grading and construction, the Applicant shall post signs on-site limiting construction-related traffic to 15 miles per hour or less.</p> <p>During the course of project grading and construction, the Applicant shall control fugitive dust produced during grading, excavation, and construction activities:</p> <p>a) All trucks exporting fill from the site shall use tarpaulins to cover the load, in compliance with State Vehicle Code 23114. Material transported in trucks</p>

IMPACT	MITIGATION MEASURE
	<p>off-site shall comply with the State Vehicle Code 23114, with special attention to Sections 23114(b)(2)(F), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust emissions.</p> <p>b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.</p> <p>c) Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further</p>

IMPACT	MITIGATION MEASURE
	<p>grading or excavation operations are planned for the area, the area shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.</p> <p>d) Streets adjacent to the project reach will be swept as needed to remove soil that may have accumulated from construction activities so as to prevent, to the extent feasible, amounts of dust. During the course of project grading and construction, the Applicant shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.</p> <p>e) During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties, generally wind speeds exceeding 20 miles per hour, averaged over one hour), the Applicant shall curtail all clearing, grading, earth moving, and excavation operations, as directed by the City Engineer, to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site.</p> <p>f) The area disturbed by clearing, grading, earth moving, or excavation</p>

IMPACT	MITIGATION MEASURE
	<p>operations will be minimized so as to prevent excessive amounts of dust.</p> <p>g) These control techniques will be indicated on project grading plans. Compliance with this measure will be subject to periodic site inspections by the City.</p> <p>4.5-1b Project grading plans will indicate that for the duration of construction, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.</p> <p>4.5-1c All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</p> <p>4.5-1d The contractor shall establish construction equipment and supply staging areas the furthest practical distance and no less than 30' from the nearest residence. Compliance with this measure is subject to periodic City inspection.</p> <p>4.5-1e A comprehensive Fugitive Dust Control Plan shall be developed</p>

IMPACT	MITIGATION MEASURE
	<p>and approved by the AVAQMD prior to commencement of grading and excavation operations. The Plan shall include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method shall be provided at the time the Fugitive Dust Control Plan is submitted to the AVAQMD. The Plan shall identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source.</p>
<p>4.5-2 Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. Significance: Significant Unavoidable for CO and PM₁₀ Emissions.</p>	<p>4.5-2a Prior to issuance of building permits, the site plan and related street improvement plans prepared for the project shall be reviewed and approved by the City for compliance with City standards related to pedestrian access and circulation. The plan shall include the following:</p> <ul style="list-style-type: none"> a) All sidewalks along interior roads and public roads fronting the project site as required by the City of Palmdale in compliance with City standards. b) Streetlights shall be provided along all public streets, in accordance with City standards, adequately illuminating all public sidewalks.

IMPACT	MITIGATION MEASURE
	<p>c) Shade trees shall be provided along all sidewalks in accordance with the City's Landscape Ordinance.</p> <p>d) Adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site, to be determined by the City Traffic Engineer.</p> <p>4.5-2b The project shall comply with all requirements of the Congestion Management Program for the County of Los Angeles and any related City of Palmdale requirements. These shall include, but are not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements.</p> <p>4.5-2c The proposed project shall comply with the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. UHS shall provide documentation, prepared by a licensed architect, of the project's compliance with Title 24, Part 6 standards, which shall be submitted to the City of Palmdale before the issuance of building permits.</p>
<p>4.5-3 The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's. Significance: Less than Significant.</p>	<p>4.5-3 None required.</p>

IMPACT	MITIGATION MEASURE
4.6 PUBLIC SERVICES AND UTILITIES	
4.6-1 The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. Significance: Less Than Significant Impact with Mitigation.	4.6-1a All proposed structures shall comply with the latest provisions of the Uniform Fire Code. 4.6-1b The applicant shall submit final site plans and floor plans showing all proposed fire protection facilities, including proposed fire hydrants, fire lanes, and any auxiliary fire protection devices, to the Los Angeles County Fire Department for approval before issuance of building permits. 4.6-1c The applicant shall pay fire impact fees in accordance with City of Palmdale Ordinance 3.42, Fire Facilities Impacts Fee Requirements, before the issuance of Certificates of Occupancy.
4.6-2 The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service. Significance: Less Than Significant Impact.	4.6-2 None required.
4.6-3 Development of the site would generate additional kindergarten through 12 th grade students. Significance: Less than Significant Impact With Mitigation.	4.6-3 The applicant shall pay the prevailing school impact fees prior to the issuance of building permits.
4.6-4 Development of the proposed site would generate additional solid waste. Significance: Less Than Significant Impact.	4.6-4 None required.
4.6-5 Development of the proposed project would require additional water service and water system modifications. Significance: Less Than Significant With Mitigation.	4.6-5a Prior to building permit, the developer, upon completion of the on-site piping plan, shall conduct a revised water model and the water system shall be reevaluated

IMPACT	MITIGATION MEASURE
	<p>and submitted to the City of Palmdale Public Works Department.</p> <p>4.6-5b Prior to approval of a building permit for the project, the applicant shall prepare a Water Plan, showing both onsite and offsite proposed water transmission facilities, for the review and approval of the County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department.</p> <p>4.6-5c Once new water transmission lines have been constructed to the satisfaction of County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department, the new facilities shall be dedicated gratis to the County of Los Angeles Department of Public Works District Number 40.</p> <p>4.6-5d Universal Health Services, Inc., shall work with the City of Palmdale Public Works and the County of Los Angeles Department of Public Works District Number 40 to establish a program for the construction of adequate water transmission facilities to connect the proposed development to the existing system in accordance with the Districts' guidelines.</p>
<p>4.6-6 The project would increase demand on sewer service. Significance: Less Than Significant With Mitigation.</p>	<p>4.6-6a Prior to Building Permit approval, the applicant shall submit to the City of Palmdale Public Works Department and</p>

IMPACT	MITIGATION MEASURE
	<p>County Sanitation District Number 20 a re-evaluation of the sewer system and consult with the District Engineer regarding potential downstream sewer line capacity issues. The applicant shall participate in contributions through the development fee program. Off-site wastewater system improvements, if needed, shall be provided by the County.</p> <p>4.6-6b The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the <u>City of Palmdale or LADPW.</u></p> <p>4.6-6c Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge <u>prior to issuance of grading permits.</u></p>

IMPACT	MITIGATION MEASURE
4.7 AESTHETICS/LIGHT AND GLARE	
<p>4.7-1 Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. Significance: Less Than Significant With Mitigation.</p>	<p>4.7-1a Prior to the approval of a Grading Permit for the project site, the Applicant shall establish construction equipment and supply staging areas at the greatest distance practical and no less than 30' from the nearest existing residence. At which time future staged development is proposed, the contractor shall establish construction equipment and supply a staging area at the greatest distance practical and no less than 30' from existing or new residential developments.</p> <p>4.7-1b During construction and grading the Applicant shall keep the site clear of all trash and debris on a regular basis. Compliance with this measure is subject to City Code Enforcement inspections.</p>
<p>4.7-2 The project would replace the existing vacant site with urban land uses. Significance: Less Than Significant Impact.</p>	<p>4.7-2 None required.</p>
<p>4.7-3 The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. Significance: Significant Unavoidable Impact.</p>	<p>4.7-3a As part of the application for the development plan the project site, the Applicant shall provide adequate landscape screening to minimize visual impacts, and shall submit a Preliminary Landscape Plan for the review and approval by the City Engineer. The Landscape Plan shall also indicate palette in accordance with the City's approved plant list and general placement of tree types as stated in Section 14.0 (Joshua Tree and Native Desert Vegetation Preservation) and Section 86.01 (Landscaping Requirements).</p>

IMPACT	MITIGATION MEASURE
	<p>4.7-3b As part of the affordable senior housing/assisted living facility Conditional Use Permit Process , the Applicant shall submit a Preliminary Landscape Plan which demonstrates compliance with the City's Landscape Ordinance.</p>
<p>4.7-4 Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. Significance: Less Than Significant With Mitigation.</p>	<p>4.7-4a Prior to the stamp approval of a Final Site Plan for the project site, the Applicant shall prepare and submit a photometric plan for review and approval in accordance with Section 86.03 of the City of Palmdale Zoning Ordinance. The photometric plan shall demonstrate appropriate sensitive placement, orientation and design of exterior project lighting such that light and glare impacts are minimized for adjacent areas, and shall be fully consistent with Section 86.03 of the Zoning Ordinance.</p> <p>4.7-4b The project shall utilize minimally reflective glass and all other materials used on the exteriors of the buildings and structures shall be selected with attention to minimizing reflective glare. Conformance shall be assured through the City's design review procedures.</p> <p>4.7-4c Prior to the approval of a Grading Permit for the project site, the Applicant shall prepare and submit a landscape plan in accordance with Section 87.05(H) of the City of Palmdale Zoning Ordinance. Conformance shall be assured through the City's design review procedures.</p>

IMPACT	MITIGATION MEASURE
<p>4.8 LAND USE AND REVELANT PLANNING</p>	
<p>No Mitigation Measures</p>	
<p>4.9 BIOLOGICAL RESOURCES</p>	
<p>4.9-1 Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. Significance: Less Than Significant Impact With Mitigation Incorporated.</p>	<p>4.9-1 Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alklali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, <u>in consultation with the California Department of Fish and Game</u>, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).</p>
<p>4.9-2 Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of</p>	<p>4.9-2a If construction begins between March 1 and August 31, seven days prior to the onset of construction activities, a qualified biologist shall survey within the limits of project disturbance and adjacent areas for the presence of</p>

IMPACT	MITIGATION MEASURE
<p>burrowing owls, nests, or occupied habitat constitutes a significant impact. Significance: Less Than Significant Impact With Mitigation Incorporated.</p>	<p>any active burrowing owl burrows. Any active burrows found during survey efforts shall be mapped on the construction plans and the results of the surveys shall be provided to the CDFG. If no active burrowing owl burrows are found, no further mitigation would be required, however, if burrowing owls are found to be present on the project site, the project applicant shall consult with the CDFG.</p> <p>If nesting activity is observed at any burrowing owl burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the project site normally occurs from March 1 to August 31 with a peak in breeding activity generally occurring in April and May. To protect nest sites, the following restrictions on construction shall be required between March 1 and August 31 (or until nests are no longer active as determined by a qualified biologist): 1) clearing limits shall be established with a minimum of 300 feet, or as otherwise determined by a qualified biologist, in any direction from any occupied burrow exhibiting nesting activity; and 2) access and surveying shall not be allowed within 100 feet of any burrow exhibiting nesting activity. Any encroachment into the 300/100 foot buffer area around the known nest shall only be allowed if it is determined by a qualified</p>

IMPACT	MITIGATION MEASURE
	<p>biologist that the proposed activity shall not disturb the nest occupants.</p> <p>4.9-2b If construction begins between September 1 and January 31 (during the non-breeding season), at least three days prior to site preparation for construction, the project sponsor shall complete a survey within the project's impact areas. If owls are found within the project area during the non-nesting season, a qualified biologist, in consultation with and given authorization by CDFG, shall exclude burrowing owls from occupied burrows in the immediate impact zone and within a 150-foot buffer zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. Any eviction activities shall be dependant on a signed Mitigation Agreement (MA) between the project sponsor and CDFG.</p>
4.10 CULTURAL RESOURCES	
<p>4.10-1 Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. Significance: Less Than Significant Impact With Mitigation Incorporated.</p>	<p>4.10-1 A certified paleontologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said paleontologist shall</p>

IMPACT	MITIGATION MEASURE
	<p>be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to paleontological resources. The paleontological monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and should include, but not be limited to the following:</p> <p>The monitoring paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates.</p> <ul style="list-style-type: none"> • If necessary, the paleontologist shall halt or divert equipment during grading and/or excavation to allow removal of abundant or large specimens. • All collected material shall be curated at a local repository, which has the proper facilities for display, storage, and use by interested scholars. Prior to the initiation of mitigation activities, the paleontologist shall have a written repository agreement. • Any micro-vertebrates (extremely small animals with backbones) and invertebrates recovered in samples shall be identified, stabilized, mapped on a USGS topographic map, and catalogued before being

IMPACT	MITIGATION MEASURE
	<p>donated to a public, non-profit research institution and/or educational institution interested in the materials.</p> <ul style="list-style-type: none"> The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts to paleontologic resources.
<p>4.10-2 Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. Significance: Less Than Significant Impact With Mitigation Incorporated.</p>	<p>4.10-2 A certified archeologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said archeologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to archeological resources. The archeological monitoring program shall be developed in accordance with the provisions of CEQA as well as the standards of the Society for California Archeology and should include, but not be limited to the following:</p> <p>In the event that archaeological traces are encountered, all construction within a 50-meter radius of the find would be halted, the City of Palmdale would be notified, and an archaeologist would examine the find and make appropriate recommendations.</p>

IMPACT	MITIGATION MEASURE
	<p>If human remains are discovered, the County Coroner shall be notified. The Coroner would determine whether or not the remains were Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission would be notified and the Commission would attempt to identify the most likely descendants of the deceased Native American(s).</p> <p>If the City of Palmdale determines that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program shall be prepared and submitted to the City of Palmdale for consideration and approval, in conformance with the protocol set forth in CEQA and the CEQA Guidelines.</p> <p>A final report would be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of those</p>

IMPACT	MITIGATION MEASURE
	resources, any testing, other recovered information, and conclusions.
4.10-3 Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result. Significance: Less Than Significant Impact.	4.10-3 None required.
4.11 PUBLIC SAFETY	
4.11-1 Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils. Significance: Less Than Significant Impact.	4.11-1 None required.
4.11-2 Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. Significance: Less Than Significant Impact With Mitigation.	<p>4.11-2a The Palmdale Medical Center shall obtain a Hazardous Waste Generator Number from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.</p> <p>4.11-2b The Palmdale Medical Center shall obtain a Hazardous Waste Facility Permit from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.</p> <p>4.11-2c The Palmdale Medical Center shall prepare a Hazardous Materials and Disclosure Plan in accordance with the Los Angeles County Fire Department Health Haz Mat Division before issuance of the Certificate of Occupancy.</p> <p>4.11-2d The Palmdale Medical Center shall obtain a joint permit for</p>

IMPACT	MITIGATION MEASURE
	<p>industrial waste discharge from the Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County before issuance of the Certificate of Occupancy.</p> <p>4.11-2e Hazardous materials and waste shall be securely stored in the hospital so as to not be upset in the event of ground shaking related to movement along a regional fault.</p>

IMPACT	MITIGATION MEASURE
<p>4.11-3 Development of the helipad could present a safety hazard for people residing or working in the project area. Significance: Less than Significant Impact With Mitigation.</p>	<p>4.11-3a Final design of the helipad must comply with the Federal Aviation Administration Heliport Design Advisory Circular 150/5390-2A, Chapter 5, Hospital Heliports and the requirements of the State of California Department of Transportation, Aeronautics Division. <u>The applicant must obtain a State heliport permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the heliport facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the heliport.</u> Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.</p> <p>4.11-3b Helicopters serving the Palmdale Medical Center should avoid flying over nearby residential neighborhoods whenever possible. This mitigation measure will be implemented by coordination between the Palmdale Medical Center and EMS helicopter providers flying into the helipad.</p>

1.3 UNAVOIDABLE SIGNIFICANT IMPACTS

Implementation of the proposed project would result in the short-term exceedance of AVAQMD's thresholds for ROC and NO_x during construction. Implementation of the proposed project would also result in long-term exceedance of AVAQMD's thresholds for CO and PM₁₀. Further, implementation of the proposed project would not be consistent with the AQMP. Each of these impacts are significant unavoidable impacts.

Views of the Sierra Pelona Mountains and Ritter Ridge, which are City Prominent Ridges, and views from Tierra Subida Avenue, a City Scenic Highway, would be impacted by the implementation of the proposed project. Although the proposed mitigation measures would reduce impacts, impacts cannot be mitigated to a less than significant level. Thus, a significant unavoidable impact would result.

1.4 SUMMARY OF PROJECT ALTERNATIVES

This is a summary of project alternatives described in Section 6.0, *Alternatives to the Proposed Project*, which contains a more detailed discussion. The primary project objective is to develop the site with residential and commercial uses.

"NO PROJECT" ALTERNATIVE

A "No Development" Alternative would maintain the site in its current state as vacant land. Implementation of this alternative would avoid any adverse physical or environmental impact associated with development. Existing land use conditions in the area would remain the same and impacts due to the construction of the hospital, office and senior housing/assisted living residential uses would not occur. This alternative would not result in an increased demand for public services and utilities. However, under the "No Project" Alternative, commercial and office projections would be inconsistent with the City of Palmdale General Plan, which specifically allows for development of the project site. Implementation of this alternative could lead to prolonged wind and water erosion, as well as an increased potential for exposure to particulate matter. This alternative would also conflict with the City's vision for the project area. Additionally, a "No Project" Alternative would not preclude development of the site at a later date. Nonetheless, the "No Project" Alternative would be environmentally preferable to the proposed project.

"EXISTING GENERAL PLAN/ZONING" ALTERNATIVE

An "Existing General Plan/Zoning" Alternative would only allow for development on-site according to the existing General Plan and zoning, would eliminate the proposed hospital and residential components, and provide for additional regional commercial uses. Impacts associated with traffic, noise, air emissions and service/utility demand would be increased under this alternative. Land use/relevant planning impacts would be reduced. Similar unavoidable significant impacts would likely still remain due to construction-related emissions. This alternative does not meet major project objectives of providing a mix-use facility to provide the public with hospital services and affordable senior housing/assisted living facility to the community. The "Existing General Plan/Zoning" Alternative would be environmentally preferable to the proposed project.

"REDUCED DENSITY" ALTERNATIVE

This alternative consists of a reduction in the density of the proposed project. For purposes of this analysis, this alternative consists of an overall reduction of uses onsite by 50 percent. Accordingly, the general hospital would be 150,000 square feet, the

medical office buildings would total 60,000 square feet, and the senior housing/assisted living facility would have only 40 units. Depending on specific site design, this alternative could likely avoid the project's significant viewshed impact, although the significant air quality impacts would likely remain.

With the construction of fewer senior units and reduced commercial uses on the site, impacts associated with traffic, noise, air quality, aesthetics and service/utility demand would be reduced. This alternative would potentially provide a larger landscape buffer area along the project's southern boundary, allowing for planting of more mature trees and reducing land use impacts to the existing residential uses. However, even with a 50 percent, unavoidable significant impacts for ROC and NO_x emissions, as well as CO and PM₁₀ would remain due to the development of commercial uses. With a similar development area, impacts related to geology and drainage would be similar.

As a variation to the "Reduced Density" Alternative, it may be possible to cluster the residential uses (slightly higher density) and/or replace the commercial area with other uses such as a park or public facilities in place of the commercial area. It should be noted that eliminating the commercial area would result in a loss of tax revenue or job creation to the City. Depending on the exact nature of the new land use(s), this variation would be expected to have slightly reduced impact from the "Reduced Density" alternative described above (due to replacing the commercial use with a lower intensity use), and slightly greater impacts than the Existing General Plan alternative (due to similar residential units with the addition of a new use).

"ALTERNATIVE SITE" ALTERNATIVE

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan. The Applicant already considered a total of four "Reasonable alternatives sites" for the proposed project. All of the alternative sites were determined to be infeasible due to the distance from major highways, increase traffic congestion, lack of infrastructure, parcel size, and increased noise to the surrounding area. There are two project-related unavoidable significant impact identified. One is air quality, and the other is visual impact. Relocation of the proposed project within the same air basin would not reduce air quality impacts to a less than significant level. Unavoidable significant impacts as a result of an exceedance of ROC and NO_x emission thresholds, as well as CO and PM₁₀ thresholds would still occur with the development of the proposed project, regardless of the project site location. Similarly, visual impacts would be significant and unavoidable as a result of the height of the hospital regardless of the location. Therefore, it is not considered necessary to investigate alternative sites for the subject project.

1.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

No areas of controversy or serious issues to be resolved have been identified at this time. Given the nature of project design and construction, it is likely that various project elements will be refined as the project proceeds through the design and construction

process. As this EIR has been prepared as a conservative, comprehensive evaluation of potential environmental impacts, no new environmental impacts are anticipated to be raised during the project refinement process.

Section 2

Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and suggest feasible mitigation measures to reduce potentially significant effects of the proposed Palmdale Medical Center project in the City of Palmdale. For the purposes of this EIR, "project" refers to all aspects and phases of the proposed project, including subsequent discretionary actions, construction, interim phases and ultimate buildout operations. As discussed further below under Section 2.2, *EIR Process*, this EIR is intended to be used by all applicable decision-makers and the general public in evaluating the project's potential environmental impacts. It is the intent of this EIR to avoid or minimize the need for future environmental documentation for the proposed project by utilizing the most current and detailed plans, technical studies and related information available.

Although the project application was submitted by Universal Health Services, Inc., (UHS) as a master developer, the proposed project consists of three separate contiguous development areas (general hospital and Medical Office Building Number 1, Medical Office Building Number 2, and the senior housing/assisted living facility), which will ultimately be implemented by two different developers (UHS and Southern California Housing Development Corporation), proceed under different timeframes, and may be modified in the future as engineering, marketing, and site design studies proceed. Because construction-level details are available, this EIR provides construction-level environmental impact evaluation for the general hospital, medical office buildings, and associated components. For future development proposals, City staff will determine the need, if any, for further environmental review and/or CEQA documents, and will tier off of this EIR in accordance with Section 15152 of the CEQA Guidelines. For more detailed information regarding the location and nature of the proposed development, refer to Section 3.0, *Project Description*.

Further, this EIR will be used by the City of Palmdale and other responsible agencies and interested parties to evaluate the environmental impacts of the proposed project (refer to Section 3.7, *Required Permits, Approvals, and Agreements* for a list of responsible agencies and project approvals).

2.2 EIR PROCESS

The City of Palmdale is the lead agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Environmental Impact Report (EIR) for the Palmdale Medical Center project (State Clearinghouse No. 2003081136). This EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), California CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Palmdale.

2.3 COMPLIANCE WITH CEQA

The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Content of an EIR). This EIR evaluates the issues and impacts identified as significant in the Initial Study, in addition to issues identified throughout the course of project research, including information provided through the Notice of Preparation comments and public scoping comments (see Appendix 10.1, *NOP/Initial Study* and Appendix 10.2, *Correspondence*, respectively).

2.4 SCOPE AND ORGANIZATION OF THE EIR

This EIR focuses on potentially significant changes in the environment that could result from implementation of the proposed project. The EIR also provides measures to mitigate potentially significant impacts of the project and identifies any impacts that cannot be mitigated to less than significant levels. This EIR addresses impacts in the following areas based on the Notice of Preparation responses and research conducted throughout the EIR process:

- Transportation and Circulation;
- Noise;
- Geology, Soils, and Seismicity;
- Hydrology;
- Air Quality;
- Public Services and Utilities;
- Aesthetics/Light and Glare;
- Land Use and Relevant Planning;
- Biological Resources;
- Cultural Resources;
- Public Safety;
- Additional mandated CEQA subjects, including Alternatives, Cumulative Impacts, and Growth-inducing Impacts.

Based on significance criteria, the effects of the proposed project have been categorized as either "Less Than Significant" or "Potentially significant." Mitigation measures are recommended for potentially significant impacts to reduce impacts to less than significant levels. In the event that the project would result in significant impacts with implementation of mitigation measures, the decision-makers are able to approve a project based on a Statement of Overriding Consideration. This determination would require the decision-makers to provide a discussion of how benefits of the project outweigh identified unavoidable impacts. The California Environmental Quality Act (CEQA) Guidelines provide in part the following:

- a) CEQA requires that the decision makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

- b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15901 (a)(2) or (a)(3) of the CEQA Guidelines.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15903 of the CEQA Guidelines).

The Draft EIR is organized into 10 sections:

- Section 1.0, EXECUTIVE SUMMARY, provides a brief project description and summary of the environmental impacts, and the mitigation measures and alternatives for each impact.
- Section 2.0, INTRODUCTION AND PURPOSE, provides CEQA compliance information.
- Section 3.0, PROJECT DESCRIPTION, provides a detailed project description and a description of the associated discretionary actions that are required.
- Section 4.0, DESCRIPTION OF SETTING, IMPACTS AND MITIGATION MEASURES, contains a detailed environmental analysis of the existing conditions, potential impacts, recommended mitigation measures, and unavoidable significant impacts.
- Section 5.0, LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT, discusses the potential significant environmental changes that would be involved in the proposed action, should it be implemented; growth-inducing impacts; and, cumulative impacts associated with General Plan build-out and concurrent surrounding projects.
- Section 6.0, ALTERNATIVES TO THE PROPOSED PROJECT, describes alternatives to the project, some of which may be considered during project deliberations.
- Section 7.0, EFFECTS FOUND NOT TO BE SIGNIFICANT, provides an explanation of potential impacts that have been determined not to be significant in the Initial Study checklist.
- Section 8.0, ORGANIZATIONS AND PERSONS CONSULTED, identifies the lead agency, preparers of the EIR, all federal, state and local agencies, and other organizations and individuals consulted during the preparation of the EIR.
- Section 9.0, BIBLIOGRAPHY, identifies reference sources utilized for the EIR.

- Section 10.0, APPENDICES, provides relevant portions of project-specific technical studies, reports and correspondence.

2.5 ENVIRONMENTAL REVIEW PROCESS

Pursuant to state and local CEQA Guidelines, the City of Palmdale initiated the project environmental review process, and distributed a Notice of Preparation (NOP) on August 18, 2003 for a 30-day public review period (refer to Appendix 10.1, *NOP/Initial Study*). A public scoping meeting was held on September 9, 2003 at the City of Palmdale Development Services Conference Room. No members of the public or representatives of any public agencies attended the meeting. However, several public agencies including the California Department of Transportation, the County of Los Angeles Department of Public Works, and the Antelope Valley Air Quality Management District sent comment letters to the City. Issues identified in the comment letters included:

- Traffic impacts and the parameters used to evaluate them,
- Water demand of the proposed project,
- Wastewater treatment demands of the proposed project, and
- Impacts to air quality.

The City determined that the project may result in significant adverse effects and therefore, requires an EIR. This Draft EIR includes pertinent NOP response data and other information obtained throughout the EIR preparation process. As part of the review process, the Draft EIR is subject to a 45-day review period by the State Clearinghouse, Responsible and Trustee agencies, and other interested parties. Following the review period of this Draft EIR, written responses to comments will be prepared, a copy of which is required to be provided to any Responsible or Trustee agency commenting on the Draft EIR, at least 10 days prior to EIR certification. The Final EIR will consist of the Draft EIR, any revisions to the Draft, responses to comments addressing any additional concerns of responsible agencies or reviewing parties, as well as additional environmental review documents as determined appropriate by the City, such as staff reports, resolutions, and public meeting minutes.

As stated in Section 15121 of the California Environmental Quality Act (CEQA) guidelines, an EIR is an informational document that will inform public agency decision-makers and the public of potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The City of Palmdale will consider the information in the Draft EIR, along with other information that may be presented during the review of the proposed project.

As the Lead Agency, the City of Palmdale must respond to each significant impact identified in this Draft EIR by adopting mitigation measures or by making findings and, if necessary, by issuing a Statement of Overriding Considerations for any significant effect which cannot be mitigated to a less than significant level if the project is approved. The Findings and Statement of Overriding Considerations will be attached to the Resolution for project approval, separate from and following EIR certification.

2.6 DOCUMENTS INCORPORATED BY REFERENCE

Pertinent documents relating to this EIR have been cited and incorporated by reference, in accordance with Section 15150 of the CEQA Guidelines, as a means of reducing the redundancy and length of environmental reports.

The following documents are available for public review at the City of Palmdale Planning Department, 38250 Sierra Highway, Palmdale, California 93550, and are hereby incorporated by reference into this Draft EIR. Information contained within these documents has been utilized for sections throughout this Draft EIR.

2.6.1 City of Palmdale General Plan and EIR, January 25, 1993

The City of Palmdale General Plan serves as the major tool for directing growth within the City and presents a comprehensive plan to accommodate the City's growing needs. The General Plan provides an analysis of existing conditions in the City, including physical, social, cultural, and environmental resources and opportunities. The Plan looks at trends, issues, and concerns that affect the region, includes City goals and objectives, and provides policies to guide development and change. The City of Palmdale General Plan and EIR were used primarily to analyze issues regarding earth resources, natural resources, and traffic and land use impacts associated with the proposed project.

2.6.2 Project Design Documents

In addition to the City of Palmdale General Plan, this Draft EIR is based upon review of available project design documents and various technical studies prepared by the applicant and City's consultants (see Section 9.0, *Bibliography*).

2.6.3 Referenced Technical Documents

Technical documents related to this EIR have been cited in accordance with Section 15148 of CEQA Guidelines; to assist in reducing the length of environmental reports. The following documents, located within Appendices 10.3-10.10, are available in their entirety at the City of Palmdale Planning Department, located at 38250 Sierra Highway, Palmdale, California 93550. Additional copies may also be obtained at the City Library, located adjacent to the City Hall. Information contained within the following technical documents has been used throughout this EIR:

- Traffic Study (Section 4.1 and Appendix 10.3);
- Noise Data (Section 4.2 and Appendix 10.4);
- Geological Report (Section 4.3 and Appendix 10.5);
- Hydrology Analysis (Section 4.4 and Appendix 10.6)
- Air Quality (Section 4.5 and Appendix 10.7);
- Biological Report (Section 4.6 and Appendix 10.8);
- Cultural Resources Report (Section 4.7 and Appendix 10.9);
- Phase I Environmental Site Assessment (Section 4.8 and Appendix 10.10)

Section 3

Project Description

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed project site is located within the southwestern portion of the City of Palmdale within the County of Los Angeles. The City of Palmdale is located within the Antelope Valley; a high desert plain bounded by the San Gabriel Mountains to the south, the Tehachapi Mountains to the north, and the Mojave Desert to the east. The project site is located southwest of US Air Force Plant 42, and 0.5 miles northwest of the junction of State Route 14 and State Route 138. (Refer to Exhibit 3-1, *Regional Vicinity Map*). The site can be accessed from the north by Palmdale Boulevard and from the west by Tierra Subida Avenue, which runs along the western property boundary. No access is proposed from the south from the potential extension of Bonino Drive or 7th Street West. Regional access would be provided by way of the Antelope Valley Freeway (State Highway 14), that includes an interchange at Palmdale Boulevard, approximately 0.5 miles east of the project site. The project site is situated adjacent to the eastern side of Tierra Subida Avenue, between the future roadway extension of Avenue Q-5 and Avenue Q-7. (Refer to Exhibit 3-2, *Site Vicinity Map*).

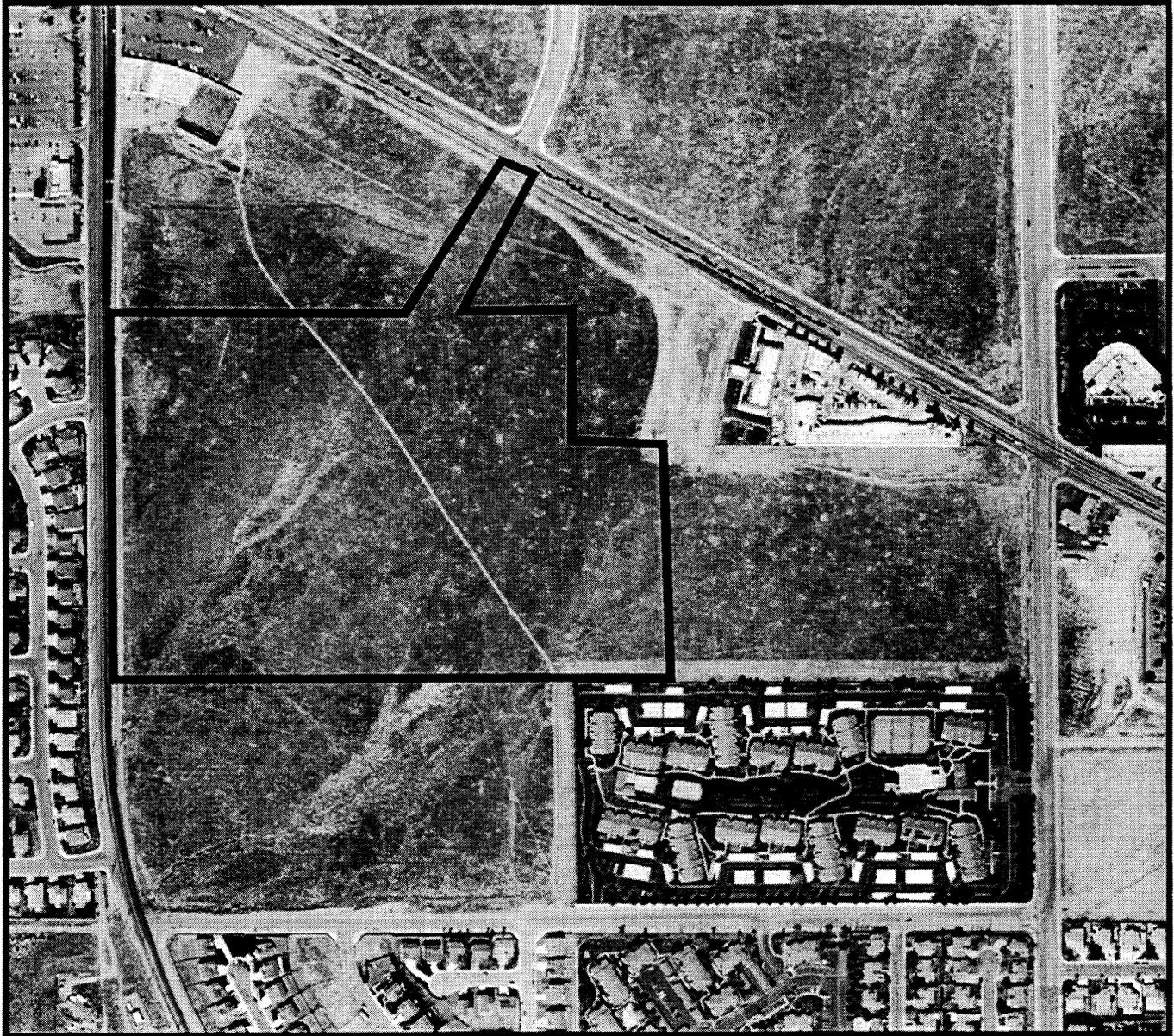
3.2 ENVIRONMENTAL SETTING

The project site is located east of the Sierra Pelona Mountains and south of the City of Lancaster at an elevation of approximately 2,700 feet above mean sea level. The site vicinity is moderately steep, with a 7% to 8% southwest-to-northeast slope. The site was used for agricultural operations in the early 1950's. Since that time, the project site has been vacant, but shows some disturbances as a result of trespassing. Existing land uses surrounding the project site include vacant commercial property and an older shopping center to the north, vacant commercial property and multi-family housing to the east and southeast, and single-family homes across Tierra Subida to the west. The property adjacent to the southern boundary of the project site is vacant, undeveloped property with a current development entitlement for 68 single-family residential units, which were approved on November 7, 2002. Existing single-family homes are further south across Avenue Q-8 (refer to Exhibit 3-3, *Aerial Photo*).

3.3 BACKGROUND AND HISTORY

The proposed project site has historically been vacant, with the exception of some agricultural operations in the early 1950's. Aside from a privately owned parcel near Palmdale Boulevard, which is expected to be acquired by the City through eminent domain proceedings, the majority of the site is owned by the City of Palmdale and Universal Health Services Incorporated owns approximately 7 acres. Ultimately, this project will have two applicants. The primary project applicant, Universal Health Services, Inc. (UHS), filed a Conditional Use Permit application with the City of Palmdale on May 12, 2003. The Southern California Housing Development Corporation, the likely second developer, would be responsible for submitting a separate application for the senior housing/assisted living facility component of the project. The City of Palmdale prepared the Initial Study and Notice of Preparation that was distributed on August 18, 2003 for a 30-day review period ending on September 23, 2003.





— Project Boundary

Source: City of Palmdale

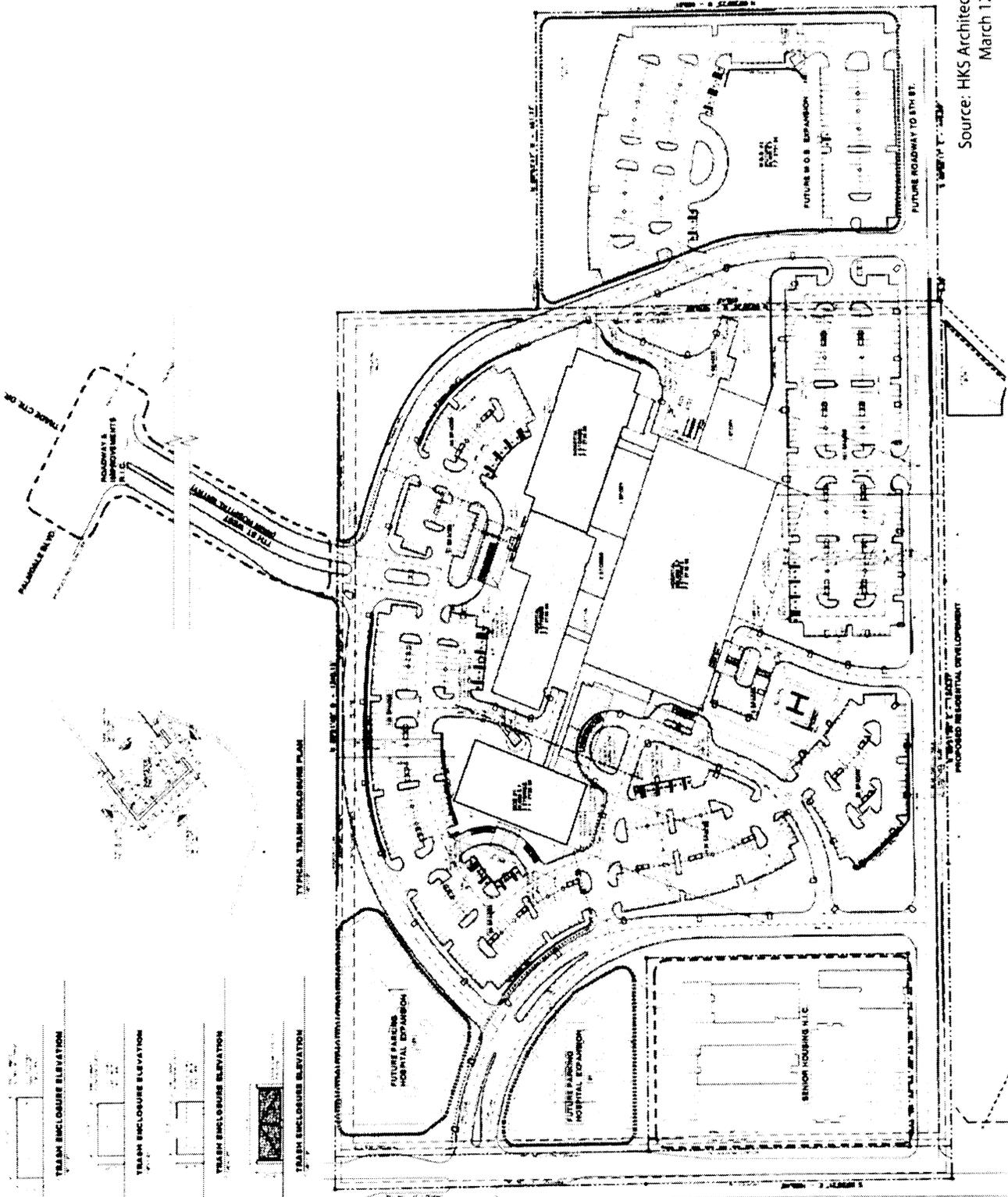
The impetus for the proposed project is the compelling demographic profile of the hospital's service area, known as the Antelope Valley which includes four incorporated cities: Lancaster, Palmdale, Tehachapi, and California City. Also included in the service area are the unincorporated areas of Los Angeles County and unincorporated portions of southeastern Kern County located at the north end of the Antelope Valley. Universal Health Services, Inc. currently owns and operates the Lancaster Community Hospital within the Antelope Valley. Palmdale is one of the largest cities in California without an acute care hospital. As a result, the Southern Antelope Valley is void of much needed medical, surgical, and emergency services. Further, the only other two hospitals in the Antelope Valley, Lancaster Community Hospital and Antelope Valley Hospital, operate at near capacity for both inpatient and emergency services. Patients residing in Palmdale requiring emergency services must travel to Lancaster to be treated. The emergency departments at both existing hospitals are saturated requiring patients to wait for lengthy periods in order to obtain medical treatment.

As a result, the most recent data from the State of California for discharges in 2002 indicate 33% of the patient population is out-migrating to Los Angeles and other markets for healthcare. This 33% represents 13,525 hospital inpatient admissions in 2002; 11,113 in 2001; and 9,050 in 2000. Projections by the Office of Statewide Health Planning and Development demonstrate there will be a need for 460 beds in the Antelope Valley by year 2010. The City of Palmdale alone anticipates bed need of 263 by year 2010. This is based upon a conservative annual Palmdale growth rate of 5%. Capacity issues for beds and specialty service lines and a shortage of physicians are contributing factors to patients leaving the Antelope Valley. Access to health care is a historical problem and will only be solved with additional hospital beds. Additional hospital beds will also assist in the recruitment of physicians to the Antelope Valley. The proposed hospital would address significant needs in an area of remarkable population growth.

3.4 PROJECT CHARACTERISTICS

The proposed project involves the development of a general hospital, two medical office buildings, and an affordable senior housing/assisted living facility on a 37.2-acre parcel of land, the development of ultimate road right-of-way of Tierra Subida Avenue, and the acquisition of land on the north side of the site through eminent domain to facilitate access to Palmdale Boulevard. The project proposes to implement approximately 300,000 square feet of general hospital, two 60,000 square foot medical office buildings, and an 80-unit affordable senior housing/assisted living facility within 3-acres of the site (see Exhibit 3-4, *Site Plan*). Additional site improvements would include parking areas, internal roadways, landscaping, and utilities infrastructure. The subject site is currently designated Regional Commercial (RC) by the City of Palmdale General Plan and zoned Commercial Center (C-4). The following project description is based upon available information provided by the applicant.





Source: HKS Architects, Inc.
 March 12, 2004

PALMDALE MEDICAL CENTER
 SITE PLAN

Exhibit 3-4

- TRASH ENCLOSURE ELEVATION
- TRASH ENCLOSURE ELEVATION
- TRASH ENCLOSURE ELEVATION
- TRASH ENCLOSURE ELEVATION

No Scale



RBF
 CONSULTING

41904 JN 10-102334



GENERAL HOSPITAL

Universal Health Services, Inc. proposes to construct a general hospital on an approximately 34-acre portion of the subject site. This facility would include a complex of buildings ranging from one- to five- stories totaling 300,000 square feet of medical uses. The hospital would include a women's center, a neo-natal intensive care unit, a well baby nursery, labor rooms, labor delivery/recovery rooms, an emergency room, a post anesthetics care unit, a pre/post operation recovery area, an intensive care unit, and several medical/surgical units. Initially, the facility would be licensed for 171 beds. Future licensing would bring the facility's capacity up to 239 beds, total. Additionally, the hospital would include emergency access facilities for ambulances as well as a helipad for the transport of patients. The proposed general hospital has been designed to incorporate terrace grading of the first and second floor utilizing the natural grade of the site providing for a split grade of the building up the slope reducing the overall visual height appearance from the south and west.

ACCESS AND PARKING

Primary access for this portion of the project site would be provided via the extension of Trade Center Drive across Palmdale Boulevard. Implementation of this segment of roadway would require the acquisition of privately owned land, located between Palmdale Boulevard and the project site, by the City through eminent domain. This new road, tentatively called 7th Street West, would be publicly owned and would connect to a perimeter roadway around the complex. Two secondary access roads would connect the perimeter road to Tierra Subida Avenue. The perimeter roadway would provide access to separate administration, emergency room, outpatient, ambulance entrances, and approximately 768 parking spaces. The first would extend from Date Palm Drive across Tierra Subida Avenue and the second would run east west from Tierra Subida Avenue along the entire length of the southern property line. Additionally, right-of-way along a portion of the eastern side of Tierra Subida Avenue would be required to allow for widening of the street.

MEDICAL OFFICE BUILDINGS

In addition to the general hospital, the proposed project would include the construction of two 60,000 square-foot, 3-story medical office buildings (MOB). MOB #1 would be located directly west of the general hospital. MOB #2 would be located east of the general hospital on the opposite side of the perimeter road. The medical office buildings would provide for additional support services to general hospital including doctor's offices, laboratories, and other support services. (See Exhibit 3-4, *Site Plan*).

AFFORDABLE SENIOR HOUSING/ASSISTED LIVING FACILITY

The proposed project would include an affordable senior housing/assisted living facility with a total of 80 units on 3.0 acres located in the southwestern corner of the project site, adjacent to Tierra Subida Avenue and the southern secondary access road. The senior residential apartments would be set back approximately 140 feet from the existing

residential area across Tierra Subida Avenue. Access to this portion of the site would be via the perimeter road. Additionally, the affordable senior housing would likely result in Southern California Housing and the City of Palmdale signing an Affordable Housing Agreement to address the City's goals of incorporating affordable housing into residential projects. As discussed in Section 2.0, *Introduction and Purpose*, the final details of this portion of the proposed project have not been decided upon. Subsequently, this EIR will analyze the senior housing/assisted living portion of the proposed project as comprehensively as possible. However, because this portion of the proposed project may change depending on market conditions or other factors, the environmental impact evaluation of the senior housing/assisted living component is considered to be conceptual.

REQUESTED ENTITLEMENTS

Requested entitlements for the project include the following:

- General Plan Amendment (GPA) 03-05: Required to change the General Plan land use designation(s) from Regional Commercial (RC) to Office Commercial (OC).
- Zone Change (ZC) 03-05: Required to revise the zoning designation of Commercial Center (C-4) to Office Commercial (C-2) and the addition of a Mixed Use Overlay designation to permit the senior housing component of the project.
- Planned Development (PD) 04-03: The Planned Development (PD) entitlement would provide for a comprehensive land use plan covering the entire project and is required for development of the senior housing component of the project.
- Conditional Use Permit (CUP) 03-09: Required for the development of the general hospital, medical office buildings, and senior housing/assisted living facility.
- Tentative Parcel Map (TPM): Required to create a Tentative Parcel Map consisting of 2 parcels to consolidate the existing parcels and to dedicate easements for roads and utilities. Subsequent tentative tract maps would be required for any future subdivision.
- Variance: Required to allow for the 74-foot high hospital building in the C-2 zone, which has a maximum building height limitation of 45 feet.
- Disposition and Development Agreement: The project does include a Disposition and Development Agreement to address the City's objectives related to the hospital project and senior housing component of the project.

3.5 PROJECT OBJECTIVES

The primary objective of the proposed project is to develop the Project with a suitable mix of medical facilities and a senior residential use to provide the region with emergency and hospital facilities and additional housing opportunities. Included in this

concept are a number of goals to guide the development of this mixed-use project consistent with the standards of land use, circulation, aesthetics, noise, and community character. The primary objectives of the project are as follows:

- Development of a medical facility to provide effective medical care and emergency services to the area.
- Provide senior housing and/or assisted living residential uses within the City of Palmdale with immediate access to medical facilities.
- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.

3.6 PROJECT PHASING

The Palmdale Medical Center would be constructed in several phases. The first phase of development would likely include mass grading of the entire site under a staged grading permit. The second phase would be to construct the first medical office building, with the second medical office building and affordable housing/assisted living facility constructed in subsequent phases. The third phase would be construction of the general hospital and associated infrastructure. However, the senior housing/assisted living component could be constructed at the same time as the general hospital, at the same time as the second medical office building, or at some later date, depending on market conditions.

3.7 REQUIRED PERMITS, APPROVALS, AND AGREEMENTS

Several agreements, permits and approvals would be necessary for project implementation, as identified in the Table 3-1, *Permits, Approvals, and Agencies Involved*. In addition to the permits listed below, miscellaneous permits and approvals would be necessary from affected public service and utility agencies, including final subdivision map documents, grading plans, building permits, and occupancy permits from the City of Palmdale and/or California Office of Statewide Health Planning and Development (OSHPD) as applicable.

**TABLE 3.0-1
 PERMITS, APPROVALS AND AGENCIES INVOLVED**

PERMIT/APPROVALS	APPROVAL AGENCY
Final EIR Certification	City of Palmdale Planning Commission and City Council
Planned Development 04-03	City of Palmdale Planning Commission
General Plan Amendment No. 03-05	City of Palmdale Planning Commission and City Council
Zone Change No. 03-05	City of Palmdale Planning Commission and City Council
Conditional Use Permit No. 03-09	City of Palmdale Planning Commission
Tentative Parcel Map	City of Palmdale Planning Commission
Variance (For building height)	City of Palmdale Planning Commission
National Pollutant Discharge Elimination Systems -NOI (NPDES)	Lahontan Regional Water Quality Control Board
Storm Drain Facility Approval	City of Palmdale
Disposition and Development Agreement	City of Palmdale City Council
Building Permits	California Office of Statewide Health Planning and Development and/or City of Palmdale Building and Safety Department
Joint Industrial Waste Disposal Permit	Los Angeles County Department of Public Works Environmental Programs Division and Sanitation Districts of Los Angeles County
Hazardous Waste Generator Number	California Environmental Protection Agency
Hazardous Waste Facility Permit	California Environmental Protection Agency
Operating Permits	Antelope Valley Air Quality Management District

Section 4

**Description of Setting, Impacts
And Mitigation Measures**

Section 4.0

Overview of EIR Methodology and Significance Determination

4.0 OVERVIEW OF EIR METHODOLOGY AND SIGNIFICANCE DETERMINATION

The EIR includes as much detail as possible to maximize information available for public review and thus avoid and/or minimize the need for future environmental documentation (see Section 2.0, *Introduction and Purpose*, of this EIR for further explanation of the EIR process). The EIR includes information gathered throughout the EIR process, including Notice of Preparation (NOP) response letters, correspondence from utility/service providers (Appendix 10.2, *Correspondence*), available literature/reference documents, and consultation with potentially affected agencies (also see Section 2.6, *Documents Incorporated by Reference*). In addition, several technical studies were prepared for review and incorporation into this EIR. Technical studies completed for the proposed project include:

- Geotechnical Investigation
- Conceptual Hydrology Study
- Air Quality Modeling
- Traffic Impact Study
- Biological Resources
- Cultural Resources Report
- Noise Modeling
- Phase I Environmental Site Assessment

The analysis of the project's impacts, as contained in this EIR, is presented to clearly indicate the significance determination for each of the impacts by numbering each impact, with a correspondingly numbered impact discussion, and, if necessary, mitigation measure(s). The significance determinations are based on a number of factors as explained in each impact section. Primarily, these factors include the State CEQA Guidelines, General Plan policies, ordinances, generally accepted professional standards, and established quantified thresholds by the City of Palmdale or other agencies.

The following is an explanation of the different significance determinations made in this EIR:

4.1 Not Significant

This determination is made when any of the three following cases apply:

- 1) *No Impact*: Due to the nature or location of the project, this impact will not occur. For example, underground facilities do not have the potential for long-term visual impacts.
- 2) *Less Than Significant*: Although an impact may occur, it will not be at a significant level based on the above-described standards. For example, construction-related air emissions that fall below the adopted air quality standards are less than significant.
- 3) *Potentially Significant Impact Mitigated Through Existing Requirements (No EIR mitigation required)*: In this case, there is an impact, which, although it is potentially significant, will be reduced to less than significant levels through adherence to and/or implementation of various existing requirements. These

existing requirements include the City of Palmdale Ordinances, engineering and design requirements (through the California Building Code and other regulations), and from regional, state, and federal agencies.

4.2 *Less Than Significant With Mitigation*

This determination is made when a potentially significant impact can be reduced to less than significant levels by incorporating EIR mitigation measures.

4.3 *Significant With Mitigation*

This determination is made for a potentially significant impact where there is either no feasible mitigation available, or the recommended mitigation measures are not sufficient to reduce the impact to less than significant levels. This determination requires a Statement of Overriding Considerations, pursuant to CEQA Guidelines Section 15093 (this would be adopted by the City of Palmdale as part of the resolution, prior to approving the project).

Section 4.1

Transportation/Circulation

4.1 TRANSPORTATION/CIRCULATION

Information in this section is based on the *Traffic Impact Study*, (May 14, 2003) prepared by RBF Consulting, (refer to Appendix 10.3), the *City of Palmdale General Plan, Circulation Element* and related technical appendices. The purpose of the following discussion is to identify the existing circulation system in the project vicinity, analyze the project's potential impacts upon the system, and make recommendations to reduce the significance of potential impacts.

EXISTING CONDITIONS

STUDY AREA STREET SYSTEM

Existing roadways within the project vicinity include State Route 14, 10th Street West, Tierra Subida Avenue, Palmdale Boulevard, Elizabeth Lake Road, AV Mall - K Mart Plaza Road, Rancho Vista Boulevard (Avenue P) (Note throughout this section that Rancho Vista Boulevard is Avenue P west of 15th Street East), Marketplace Drive, Beechdale Drive, Technology Drive, Date Palm Drive, Avenue Q-8, Rayburn Road, City Ranch Road, Avenue S, Lowes Drive, 25th Street West, Trade Center Drive, and 5th Street West. The designations of the majority of these roadways are cited in the Circulation Element of the City of Palmdale General Plan. A brief description of each roadway is provided below.

State Route 14. State Route 14 is located approximately ½ mile east of the project site. State Route 14 provides regional access for the project site as a five-lane freeway facility with two northbound lanes and three southbound lanes. There are four interchanges along SR-14 within the study area.

10th Street West. 10th Street West is located north of Palmdale Boulevard, approximately 1,000 feet north of the project site's northwestern boundary. 10th Street West is a four- to six-lane roadway, oriented in a north-south direction. South of Palmdale Boulevard, 10th Street West changes its name to Tierra Subida Avenue.

Tierra Subida Avenue. Tierra Subida Avenue is located immediately west of the project site adjacent to the western site boundary. Tierra Subida Avenue is a two- to four-lane roadway, oriented in a north-south direction. North of Palmdale Boulevard, Tierra Subida Avenue changes its name to 10th Street West. Adjacent to the project site, Tierra Subida Avenue is a three-lane divided roadway, consisting of one northbound lane, two southbound lanes, and a continuous left-turn lane.

Palmdale Boulevard. Palmdale Boulevard is located adjacent to a section of the project site's northern boundary. Palmdale Boulevard is a four- to six-lane roadway, oriented in an east-west direction. West of 10th Street West, Palmdale Boulevard changes its name to Elizabeth Lake Road.

Elizabeth Lake Road. Elizabeth Lake Road is located approximately 1,000 feet north of the project site's northwestern boundary. Elizabeth Lake Road is a two- to four-lane roadway, oriented in an east-west direction. East of 10th Street West, Elizabeth Lake Road changes its name to Palmdale Boulevard.

AV Mall - K Mart Plaza Road. AV Mall - K Mart Plaza Road is located approximately 1¼ miles north of the project site. AV Mall - K Mart Plaza Road is a five-lane divided roadway, oriented in an east-west direction that provides access to commercial sites located on either side of 10th Street West. AV Mall consists of two westbound lanes and three eastbound lanes. K Mart Plaza Road consists of three westbound lanes and two eastbound lanes.

Rancho Vista Boulevard (Avenue P). Rancho Vista Boulevard (Avenue P) is located approximately 1¼ miles north of the project site. Rancho Vista Boulevard is a six-lane divided roadway with a raised median, oriented in an east-west direction. East of 15th Street East, Rancho Vista Boulevard changes its name to Avenue P.

Marketplace Drive. Marketplace Drive is located approximately 1 mile north of the project site. Marketplace Drive is a five-lane divided roadway with a raised median, oriented in an east-west direction. Marketplace Drive consists of three westbound lanes and two eastbound lanes.

Beechdale Drive. Beechdale Drive is located approximately ¾ mile north of the project site. Beechdale Drive is a two-lane undivided roadway, oriented in an east-west direction.

Technology Drive. Technology Drive (formerly Avenue P-8) is located approximately ¾ mile north of the project site. Technology Drive is a four-lane divided roadway with a continuous left-turn lane, oriented in an east-west direction.

Date Palm Drive. Date Palm Drive is located across from the project site's western boundary to the west of Tierra Subida Avenue. Date Palm Drive is a two-lane undivided roadway, oriented in an east-west direction.

Avenue Q-8. Avenue Q-8 is located approximately 500 feet south of the project site. Avenue Q-8 is a two-lane undivided roadway, oriented in an east-west direction.

Rayburn Road. Rayburn Road is located approximately ¾ mile southeast of the project site. Rayburn Road is a two-lane undivided roadway, oriented in an east-west direction.

City Ranch Road. City Ranch Road is located approximately 1 mile south of the project site. City Ranch Road is a two-lane undivided roadway, oriented in an east-west direction and provides access west of Tierra Subida to the Palmdale Landfill only.

Avenue S. Avenue S is located approximately 1¾ miles south of the project site. Avenue S is a two-lane undivided roadway, oriented in an east-west direction. Avenue S widens to a four-lane divided roadway with raised median in the vicinity of the SR-14/Avenue S Ramps.

Lowes Drive. Lowes Drive is located approximately 1¼ miles north of the project site. Lowes Drive is a north-south oriented roadway that provides access to commercial sites located south of Rancho Vista Boulevard (Avenue P). On the north side of Rancho Vista Boulevard, Lowes Drive provides access to a single shopping center. Lowes Drive is a five-lane divided roadway with a raised median consisting of three northbound lanes, and two southbound lanes.

25th Street West. 25th Street West is located approximately 1¼ miles west of the project site. 25th Street West is a three-lane divided roadway with a continuous left-turn lane, oriented in a north-south direction. 25th Street West consists of one northbound lane, and two southbound lanes.

Trade Center Drive. Trade Center Drive is located north of Palmdale Boulevard, across from a section of the project site's northern boundary. Trade Center Drive is a two-lane divided roadway with a continuous left-turn lane, oriented in a north-south direction.

5th Street West. 5th Street West is located approximately ¼ mile east of the project site. 5th Street West is a four-lane divided roadway with a continuous left-turn lane, oriented in a north-south direction.

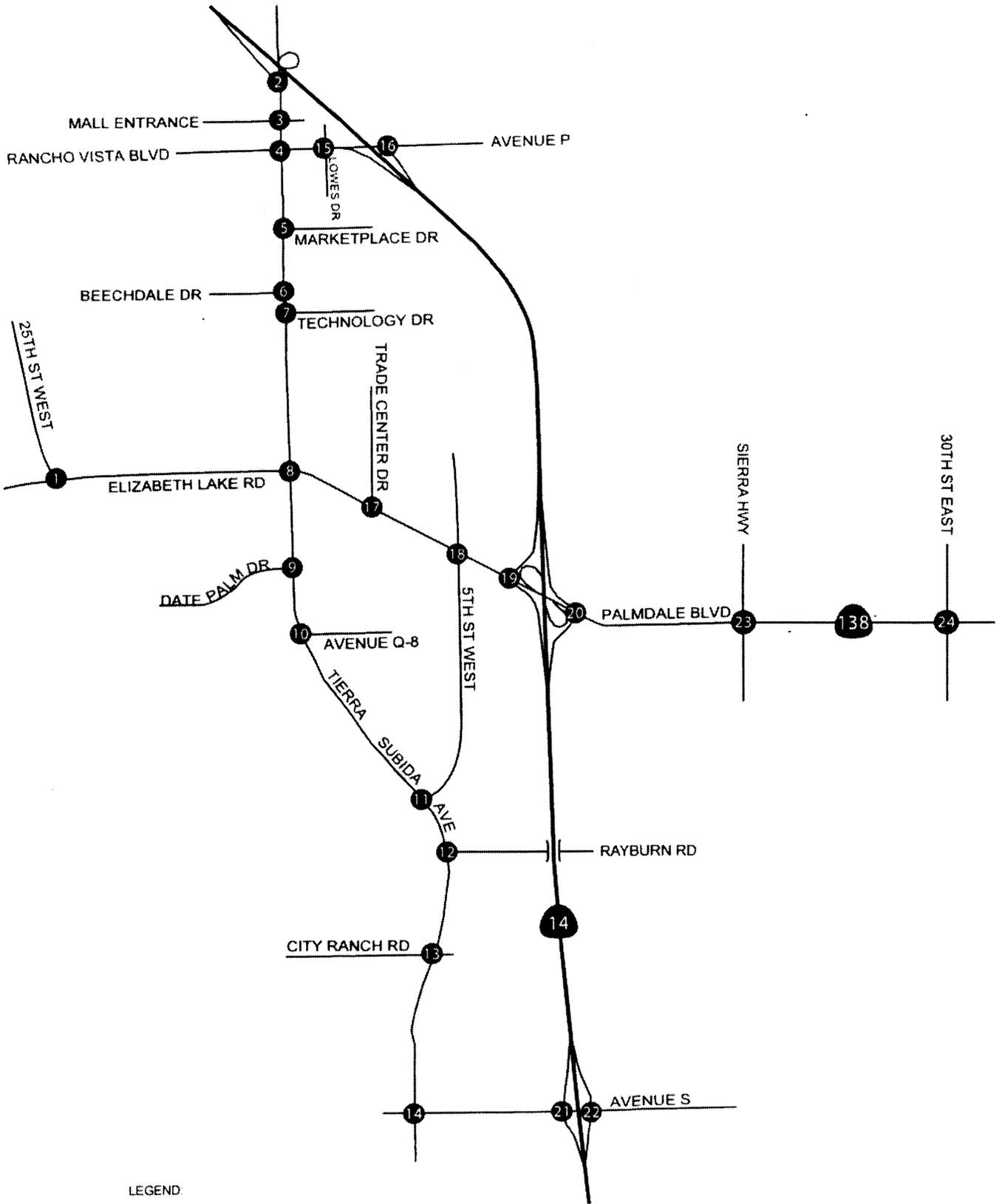
STUDY AREA INTERSECTIONS

The City of Palmdale staff identified the following 24 intersections for analysis:

- 25th Street West/Elizabeth Lake Road (signalized);
- 10th Street West/SR-14 SB Off-Ramp (signalized);
- 10th Street West/ AV Mall - K Mart Plaza (signalized);
- 10th Street West/Rancho Vista Boulevard (signalized);
- 10th Street West/Market Place Drive (signalized);
- 10th Street West/Beechdale Drive (signalized);
- 10th Street West/Technology Drive (signalized);
- 10th Street West/Elizabeth Lake Road (signalized);
- Tierra Subida Avenue/Date Palm Drive (one-way stop-controlled);
- Tierra Subida Avenue/Avenue Q-8 (one-way stop-controlled);
- Tierra Subida Avenue/5th Street West (one-way stop-controlled);
- Tierra Subida Avenue/Rayburn Road (one-way stop-controlled);
- Tierra Subida Avenue/City Ranch Road (one-way stop-controlled);
- Tierra Subida Avenue/Avenue S (four-way stop-controlled);
- Lowes Drive/Rancho Vista Boulevard (signalized);
- SR-14 NB Off-Ramp/Ranch Vista Boulevard (Avenue P) (signalized);
- Trade Center Drive/Palmdale Boulevard (one-way stop-controlled);
- 5th Street West/Palmdale Boulevard (signalized);
- SR-14 SB Off-Ramp/Palmdale Boulevard (signalized);
- SR-14 NB Off-Ramp/Palmdale Boulevard (signalized);
- SR-14 SB Ramps/Avenue S (signalized);
- SR-14 NB Ramps/Avenue S (signalized);
- Sierra Highway/Palmdale Boulevard (signalized); and
- 30th Street East/Palmdale Boulevard (signalized).

Exhibit 4.1-1 shows the locations of the study intersections. The study area was divided into two areas for illustration of peak hour intersection volumes.





LEGEND:



Study Intersection



Not to Scale

4/19/04 JN 10-102534

PALMDALE MEDICAL CENTER
STUDY INTERSECTION LOCATIONS

Exhibit 4.1-1



Study Area Scenarios

To determine the forecast impacts of traffic generated by the proposed project on the surrounding roadway system, the study intersections identified above were analyzed under the following five scenarios:

- Existing Conditions;
- Forecast Year 2006 Without Project Conditions;
- Forecast Year 2006 With Project Conditions;
- Forecast Year 2020 Without Project Conditions; and
- Forecast Year 2020 With Project Conditions.

LEVEL OF SERVICE CONCEPT

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and experienced delay at the intersection. LOS ranges from LOS A (free-flow conditions) to LOS F (severely congested conditions). The 1997 Highway Capacity Manual (HCM) analysis methodology for *Signalized Intersections* and *Unsignalized Intersections* was utilized to determine the operating LOS of the 24 intersections identified for analysis by City of Palmdale staff. The existing delay and LOS for signalized and unsignalized intersections in the project vicinity are indicated in Table 4.1-1, *Existing Delay and LOS for Signalized and Unsignalized Intersections*.

The City of Palmdale target for peak hour intersection operation is LOS D or better. According to City of Palmdale criteria, all project study intersections are currently operating at an acceptable LOS (LOS D or better) during peak hours (Table 4.1-1).

Performance Criteria

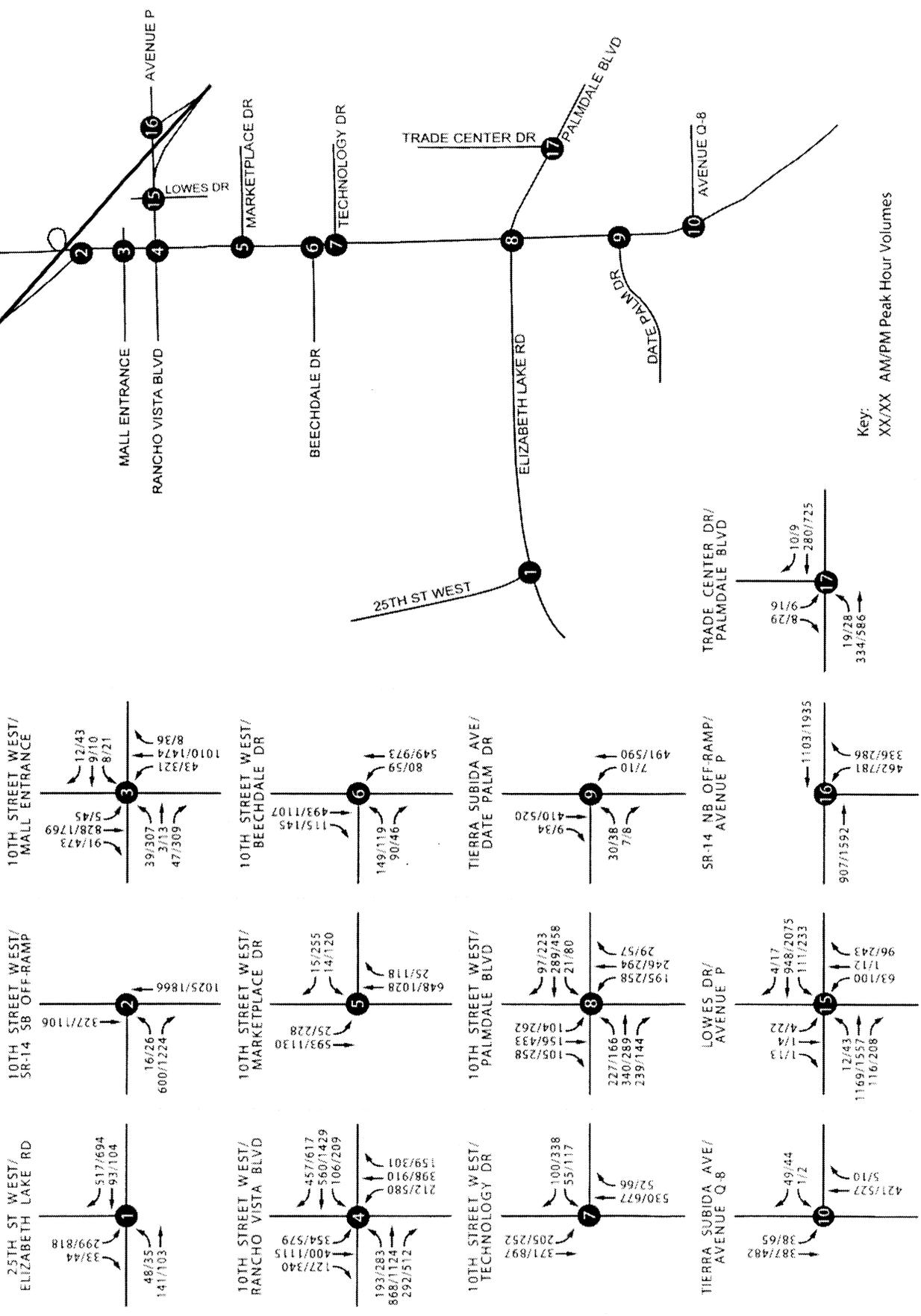
The City of Palmdale utilizes the following threshold of significance to determine whether the addition of project-generated trips results in a significant impact at a study intersection:

- A significant project impact occurs when a proposed project increases traffic demand at a study intersection by 2-percent of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).

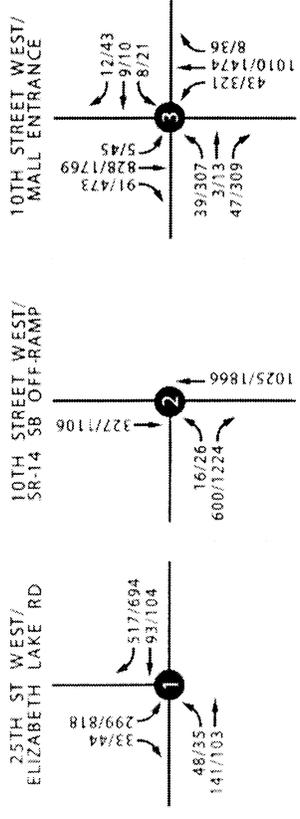
Existing Intersection Operating Conditions

To determine the existing operation of the study intersections, intersection movement counts were taken in the a.m. and p.m. peak hour periods in November 2002. Exhibits 4.1-2 and 4.1-3 show existing a.m. and p.m. peak hour volumes at the study intersections for study area 1 and study area 2 respectively. Detailed peak hour count data is also included in Appendix 10.0 B of this EIR.





Key:
XX/XX AM/PM Peak Hour Volumes



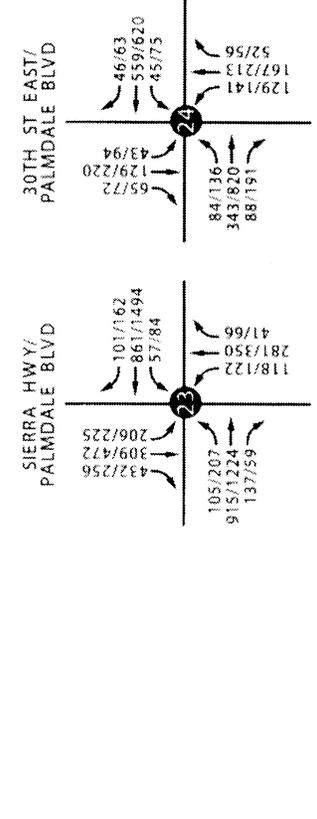
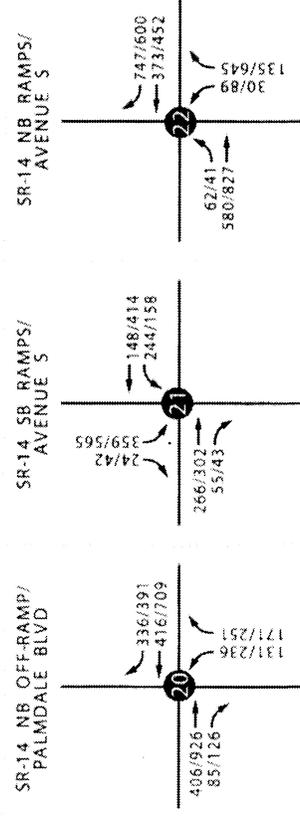
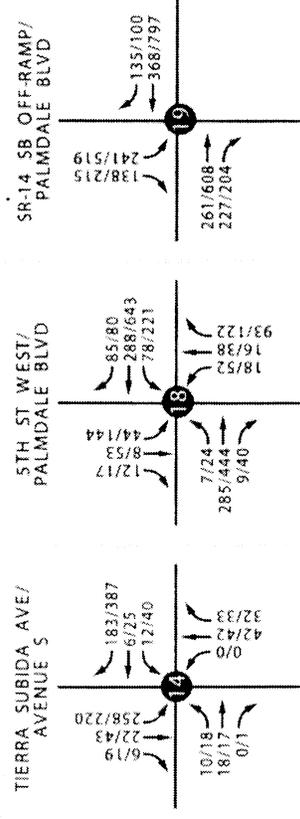
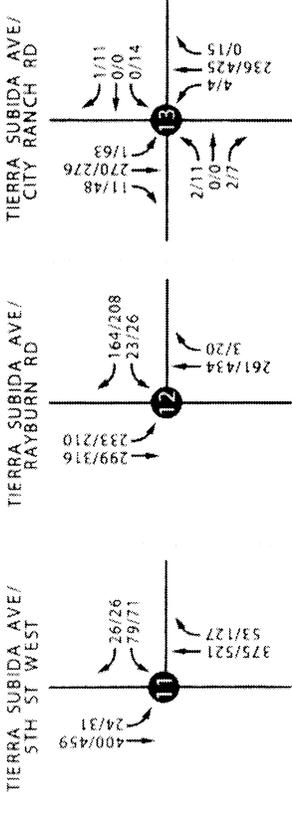
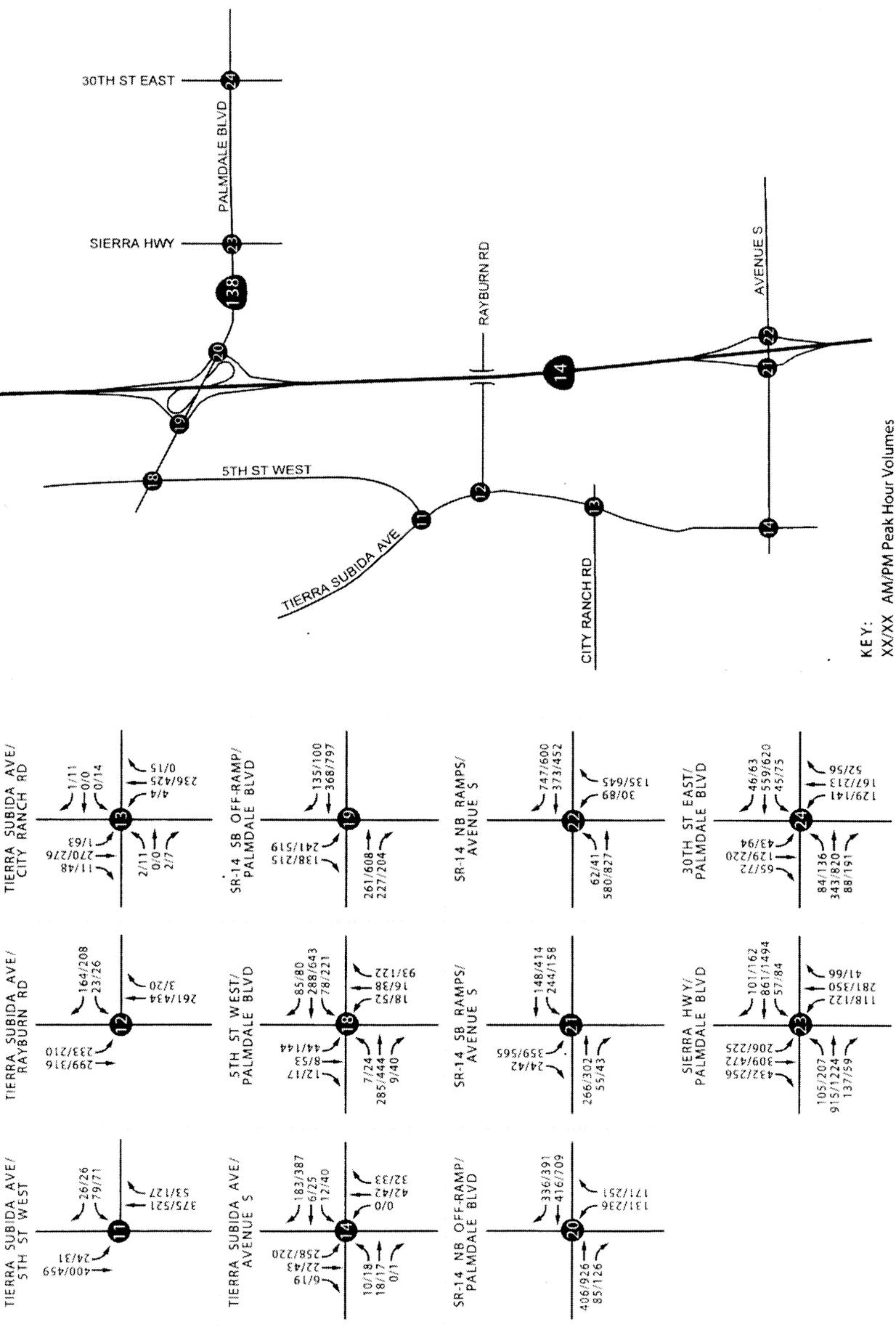




Table 4.1-1 summarizes the existing a.m. and p.m. peak hour average stopped delay per vehicle and corresponding LOS of the study intersections based on the existing peak hour intersection volumes shown in Exhibits 4.1-2 and 4.1-3. Detailed HCM analysis sheets are provided in Appendix 10.0 B. As shown in Table 4.1-1, under existing conditions, all study intersections are operating at acceptable LOS according to City of Palmdale performance criteria.

**TABLE 4.1-1
EXISTING DELAY AND LOS FOR
SIGNALIZED and UNSIGNALIZED INTERSECTIONS**

Study Intersection	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS
25 th St West/Elizabeth Lake Rd	18.8 - B	12.2 - B
10 th St West/SB SR-14 Off-Ramp	19.0 - B	28.5 - C
10 th St West/AV Mall-K Mart Plaza	6.6 - A	23.1 - C
10 th St West/Rancho Vista Blvd	26.4 - C	37.8 - D
10 th St West/Market Place Dr	4.1 - A	20.3 - C
10 th St West/Beechdale Dr	15.5 - B	8.8 - A
10 th St West/Technology Dr	14.8 - B	14.1 - B
10 th St West/Elizabeth Lake Rd	29.3 - C	33.7 - C
Tierra Subida Ave/Date Palm Dr	16.5 - C	21.6 - C
Tierra Subida Ave/Ave Q-8	11.3 - B	12.6 - B
Tierra Subida Ave/5 th St West	16.7 - C	21.4 - C
Tierra Subida Ave/Rayburn Rd	22.7 - C	27.7 - D
Tierra Subida Ave/City Ranch Rd	11.2 - B	16.0 - C
Tierra Subida Ave/Ave S	9.3 - A	11.8 - B
Lowes Dr/Rancho Vista Blvd	9.8 - A	17.6 - B
NB SR-14 Off-Ramp/Rancho Vista Blvd (Avenue P)	22.9 - C	25.2 - C
Trade Center Dr/Palmdale Blvd.	10.7 - B	15.3 - C
5 th St West/Palmdale Blvd	14.1 - B	13.4 - B
SB SR-14 Off-Ramp/Palmdale Blvd	18.0 - B	21.2 - C
NB SR-14 Off-Ramp/Palmdale Blvd	15.5 - B	14.9 - B
SB SR-14 Ramps/Ave S	26.7 - C	26.2 - C
NB SR-14 Ramps/Ave S	3.2 - A	6.3 - A
Sierra Hwy/Palmdale Blvd	31.0 - C	36.6 - D
30 th St East/Palmdale Blvd	21.1 - C	21.7 - C

City of Palmdale 2004-2014 Capital Improvement Program

The City of Palmdale has a 10 year Capital Improvement Project from 2004 to 2014 (10-year CIP Program) to improve various street segments and intersections throughout the City. Included in this 10-year CIP Program are plans to widen Tierra Subida between Palmdale Boulevard and Avenue S from two lanes to four lanes and plans to widen Palmdale Boulevard from four lanes to six lanes between State Route 14 and 30th Street East.

LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM

The Los Angeles County Metropolitan Transportation Authority implements the Congestion Management Program (CMP) for Los Angeles County. The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The CMP requires review of significant individual projects that on their own might impact the CMP transportation system. The following eight intersections were included for CMP analysis:

- 10th Street West/SR-14 SB Off-Ramp (signalized);
- SR-14 NB Off-Ramp/ Avenue P (signalized);
- SR-14 SB Off-Ramp/Palmdale Boulevard (signalized);
- SR-14 NB Off-Ramp/Palmdale Boulevard (signalized);
- SR-14 SB Ramps/ Avenue S (signalized);
- SR-14 NB Ramps/ Avenue S (signalized);
- Sierra Highway/Palmdale Boulevard (signalized); and
- 30th Street East/Palmdale Boulevard (signalized).

The eight CMP study intersections are identified on Exhibit 4.1-1.

CMP Study Area Scenarios

The following scenarios were analyzed in order to determine the traffic impacts that would be generated by the proposed project on the CMP study intersections identified above:

- Forecast Year 2006 Without Project Conditions;
- Forecast Year 2006 With Project Conditions;

Los Angeles County CMP Analysis Methodology

The Los Angeles County CMP uses LOS as the qualitative description of intersection operation. As previously mentioned, LOS ranges from LOS A (free-flow conditions) to LOS F (severely congested conditions). The *Intersection Capacity Utilization (ICU)* analysis method was used in order to determine the operating LOS of the CMP study intersections (Table 4.1-2, *Intersection Capacity Utilization LOS and Volume Capacity (V/C) Ranges*).

**TABLE 4.1-2
 INTERSECTION CAPACITY UTILIZATION LOS
 AND VOLUME CAPACITY (V/C) RANGES**

V/C Ratio	LOS
< 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E
> 1.00	F

Los Angeles County CMP Performance Criteria

To determine whether the addition of project-generated trips results in a significant impact at a CMP study facility, and thus requires mitigation, the Los Angeles County CMP utilizes the following threshold of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).

CMP Existing Intersection Operating Conditions

To determine the existing operation of the CMP study intersections, existing intersection counts were taken in the a.m. and p.m. peak hour periods in November 2002. Exhibits 4.1-2 and 4.1-3 also show existing a.m. and p.m. peak hour volumes at the CMP study intersections. Detailed peak hour count data is included in Appendix 10.3 of this EIR.

Table 4.1-3, *Existing Peak Hour Delay for CMP Study Intersections*, summarizes the existing a.m. and p.m. peak hour average delay and corresponding LOS of the CMP study intersections based on the existing peak hour intersection volumes shown in Exhibits 4.1-2 and 4.1-3. Detailed ICU analysis sheets are provided in Appendix 10.3.

- As shown in Table 4.1-3, all CMP study intersections are currently operating at an acceptable LOS.

TABLE 4.1-3
 EXISTING PEAK HOUR DELAY FOR CMP STUDY INTERSECTIONS

Study Intersection	Existing Peak Hour LOS	
	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
10 th St West/SR-14 SB Off-Ramp	19.0 - B	28.5 - C
SR-14 NB Off-Ramp/Ave P	22.9 - C	25.2 - C
SR-14 SB Off-Ramp/Palmdale Blvd	18.0 - B	21.2 - C
SR-14 NB Off-Ramp/Palmdale Blvd	15.5 - B	14.9 - B
SR-14 SB Ramps/Ave S	26.7 - C	26.2 - C
SR-14 NB Ramps/Ave S	3.2 - A	6.3 - A
Sierra Hwy/Palmdale Blvd	31.0 - C	36.6 - D
30 th St East/Palmdale Blvd	21.1 - C	21.7 - C

IMPACT ANALYSIS

Significant impacts related to transportation and circulation were determined from criteria stated in the City of Palmdale Environmental Checklist and from applicable agencies.

THRESHOLDS OF SIGNIFICANCE

City of Palmdale

- Will the traffic generated by the proposed project cause a reduction of Level of Service at an intersection or on a street segment?
- Does circulation within the project prevent the safe and orderly flow of people and vehicles, including emergency vehicles?
- Will the project create or experience access problems as designed, or create any obstruction to the safe flow of traffic?
- Could the project result in a significant alteration to rail or air traffic (refer to Section 7.0, *Effects Found Not To Be Significant*)?
- Will the project create a significant shortage of parking (refer to Section 7.0, *Effects Found Not To Be Significant*)?

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).

Los Angeles County Metropolitan Transportation Authority

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).

SHORT-TERM CONSTRUCTION RELATED IMPACTS

- 4.1-1 *Construction of the various phases of the proposed project may lead to temporary traffic congestion on local streets. Significance: Less Than Significant With Mitigation.*

During construction, Palmdale Boulevard, Elizabeth Lake Road, Tierra Subida Avenue, and 10th Street West would be utilized as access roadways to the project site. These roadways would be used for the transport of grading equipment, construction equipment, building supplies, and for worker trips. The traffic generated by the project may contribute to temporary minor delays during construction. However, the project's construction-related impacts would be temporary and would not continue after the completion of construction. Additionally, the implementation of standard traffic management practices including maintaining access to adjacent businesses and residences and the use of flag personnel would further reduce delays. Based on the above, impacts with respect to construction traffic would be less than significant with mitigation.

INTERSECTION OPERATION

- 4.1-2 *Development of the proposed project would increase traffic volumes at several intersections in the project vicinity. Significance: Less Than Significant With Mitigation.*

Trip Generation

Future traffic volumes for the proposed project's hospital, residential, and office land uses were estimated using the rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 6th Edition.¹ (Table 4.1-4, *Forecast Trip Generation Rates for Hospital, Elderly Residential, and Medical Office Building*).

¹ Trip Generation, 6th Edition. 1997. Institute of Transportation Engineers.

**TABLE 4.1-4
 FORECAST TRIP GENERATION RATES FOR HOSPITAL,
 ELDERLY RESIDENTIAL, AND MEDICAL OFFICE BUILDING**

Land Use (ITE Code)	Rates	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Hospital (610)	tsf	0.83	0.37	1.20	0.50	0.97	1.47	16.78
Elderly Housing-Attached (253)	du	0.04	0.03	0.07	0.06	0.04	0.10	3.48
Medical Office Building (720)	tsf	1.94	0.49	2.43	0.99	2.67	3.66	36.13

Table 4.1-5, *Forecast Trips for Hospital, Elderly Residential, and Medical Office Building*, summarizes the trips forecast to be generated by the proposed project by applying the trip generation rates shown in Table 4.1-4.

**TABLE 4.1-5
 FORECAST TRIPS FOR HOSPITAL, ELDERLY RESIDENTIAL,
 AND MEDICAL OFFICE BUILDING**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
300 tsf Hospital	248	111	359	150	292	442	5,034
80 du Elderly Housing-Attached	3	2	5	5	3	8	278
120 tsf Medical Office Building	233	59	292	119	320	439	4,336
Total	484	172	656	274	615	889	9,648

As shown in Table 4.1-5, the proposed project is forecast to generate approximately 9,648 daily trips, which includes approximately 656 a.m. peak hour trips and approximately 889 p.m. peak hour trips.

Forecast Year 2006 Without Project Conditions

To forecast the operation of the study intersections in the year 2006, existing traffic volumes were increased utilizing an annual growth rate factor of four-percent as directed by City of Palmdale staff.

Exhibits 4.1-4, *Forecast Trip Generation Rates for Hospital Elderly Residential, and Medical Office Building* and 4.1-5, *Forecast Trips for Hospital, Elderly Residential, and Medical Office Building*, show the forecast year 2006 without project conditions peak hour intersection traffic volumes for study areas 1 and 2 respectively. Table 4.1-6 summarizes the a.m. and p.m. peak hour delay and corresponding LOS of the study intersections for forecast year 2006 without project conditions. Detailed HCM analysis sheets are provided in Appendix 10.0 B.

As shown in Table 4.1-6, *Forecast Year 2006 Without Project Peak Hour LOS*, with an additional growth rate factor, the following three study intersections are forecast to operate at an unacceptable LOS (LOS E or worse) during forecast year 2006:

- 10th Street West/Rancho Vista Boulevard (p.m. peak hour only);
- Tierra Subida Avenue/Rayburn Road (p.m. peak hour only); and
- Sierra Highway/Palmdale Boulevard (p.m. peak hour only).

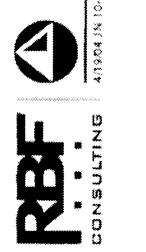
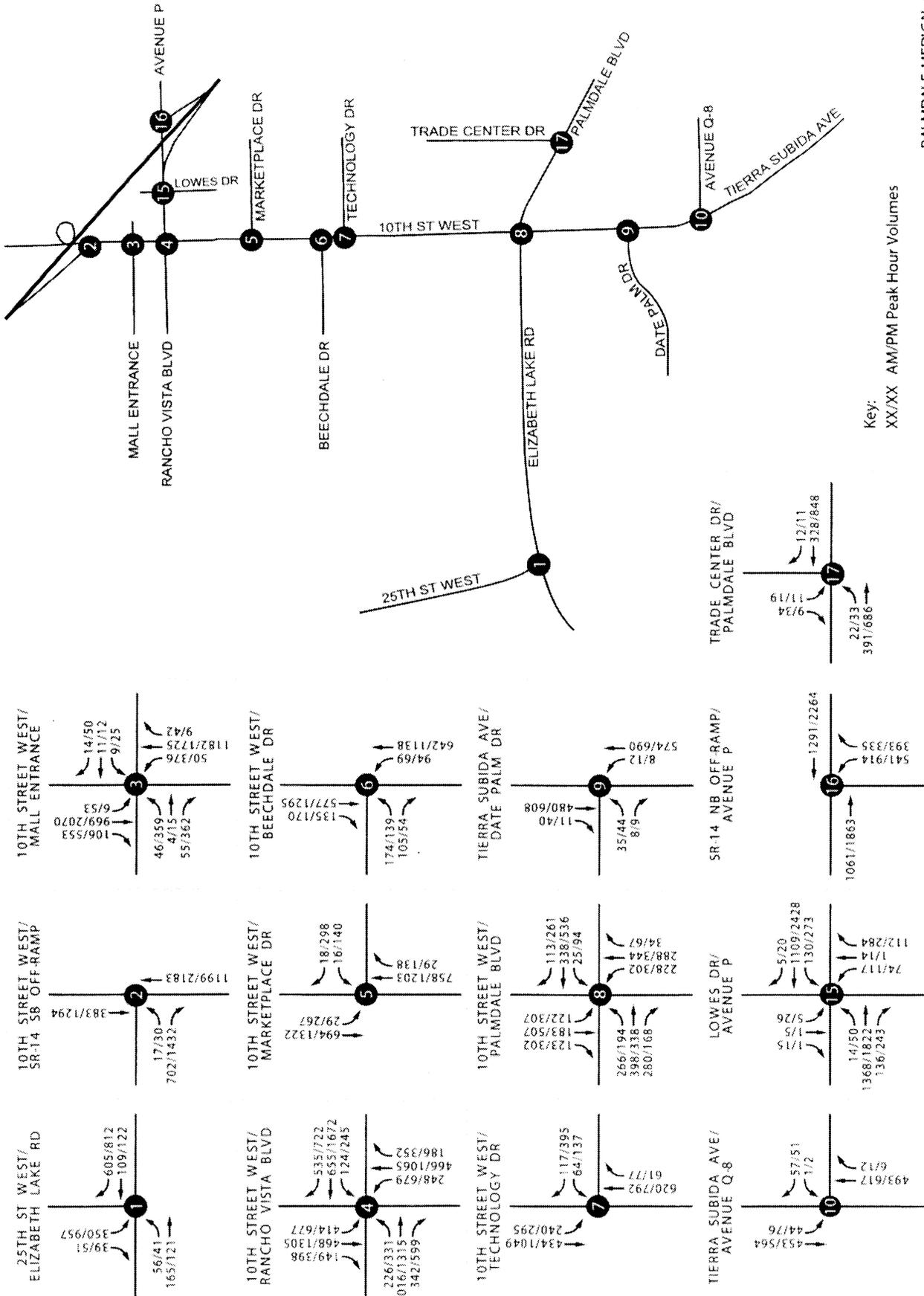
Based on a signal warrant analysis prepared for the Tierra Subida Avenue/Rayburn Road intersection using *Caltrans Traffic Manual* analysis methodology, it was determined that the deficiently operating intersection warrants signalization. Detailed traffic signal warrant calculation sheets are contained in Appendix 10.3.

Forecast Year 2006 Without Project Conditions

To eliminate the forecast year 2006 without project conditions deficiencies at the three study intersections, the following improvements are recommended:

- 10th Street West/Rancho Vista Boulevard - Widen southbound 10th Street West approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- Tierra Subida Avenue/Rayburn Road - Signalize intersection.
- Sierra Highway/Palmdale Boulevard - Re-stripe westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.





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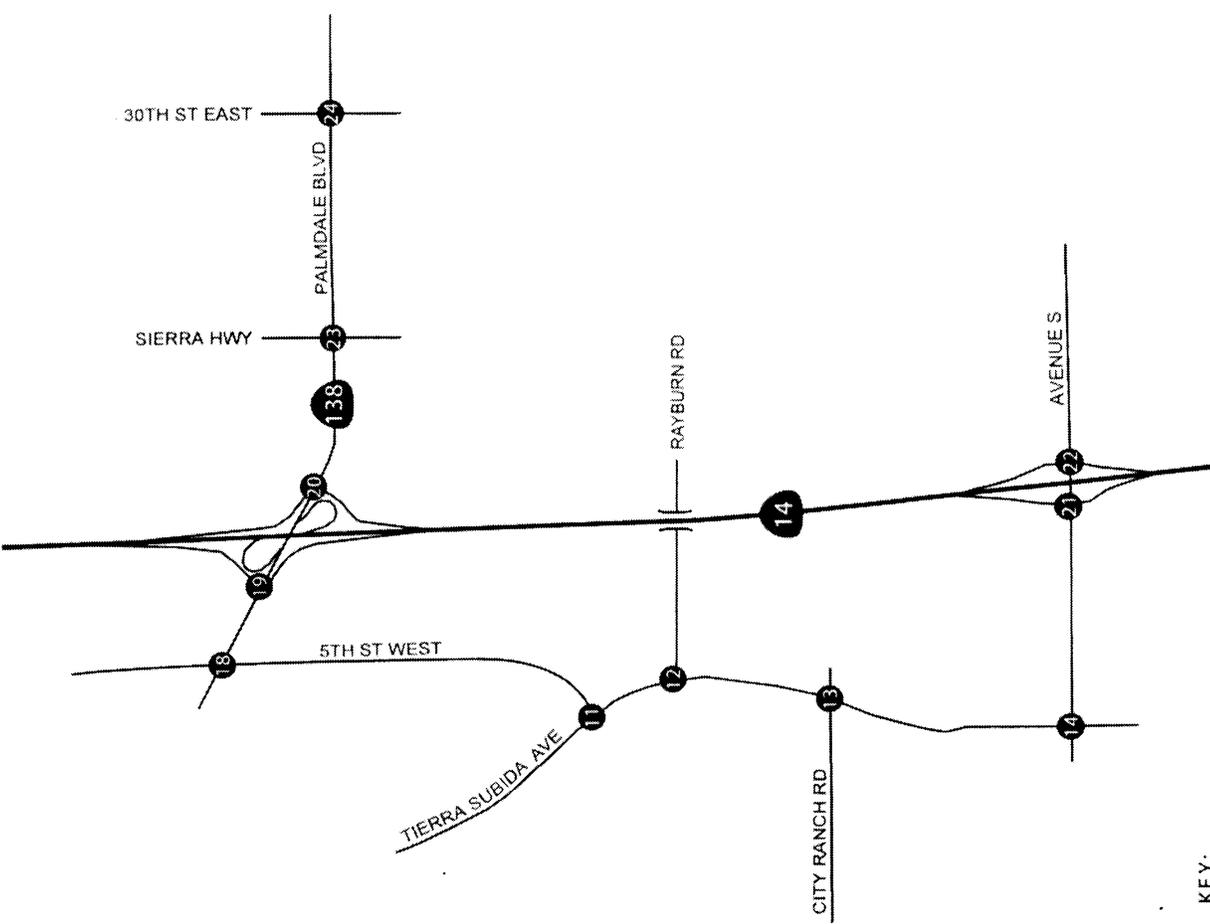
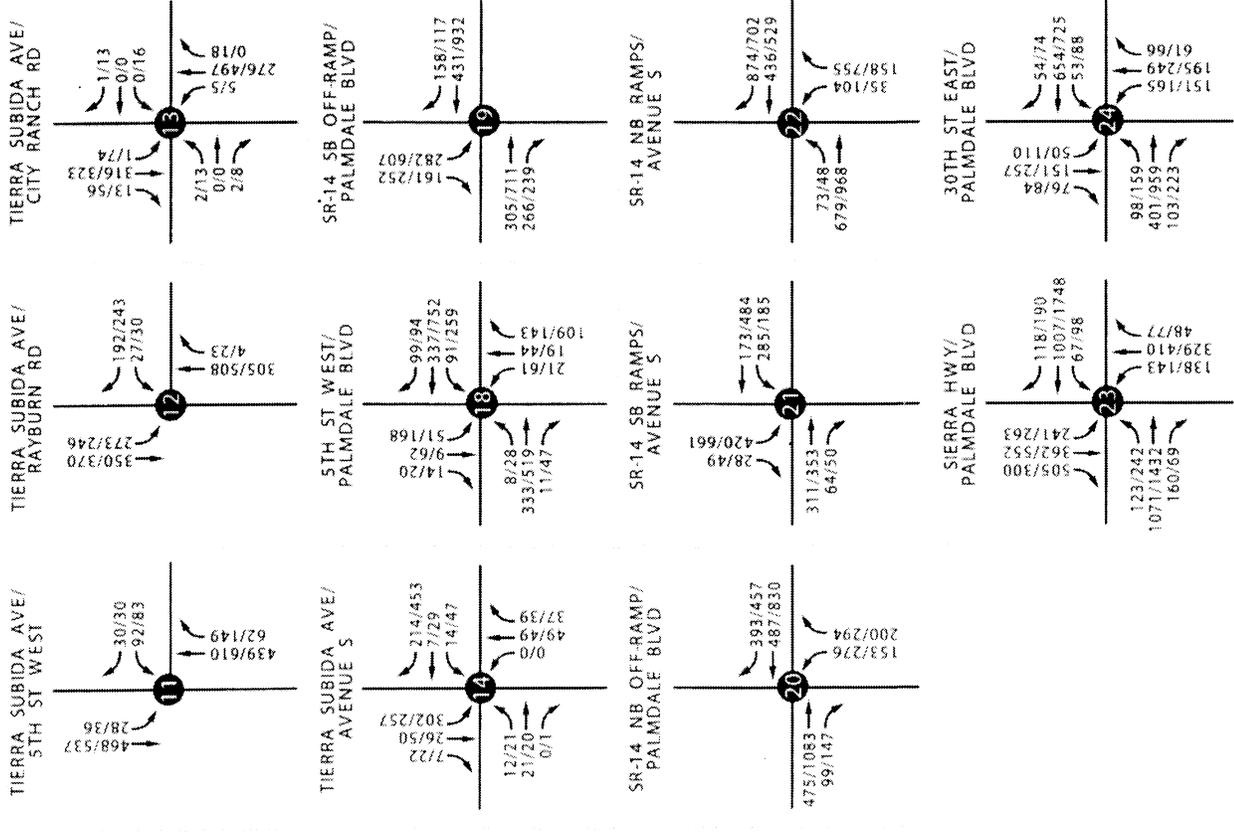
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STUDY AREA 1 FORECAST YEAR 2006 WITHOUT PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

Key:
XX/XX AM/PM Peak Hour Volumes

PALMDALE MEDICAL CENTER





KEY:
 XXXX AM/PM Peak Hour Volumes

PALMDALE MEDICAL CENTER
 STUDY AREA 2 FORECAST YEAR 2006 WITHOUT
 PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES
 Exhibit 4.1-5



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**TABLE 4.1-6
 FORECAST YEAR 2006 WITHOUT PROJECT PEAK HOUR LOS**

Study Intersection	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS
25 th St West/Elizabeth Lake Rd	18.9 - B	12.5 - B
10 th St West/SB SR-14 Off-Ramp	19.8 - B	47.7 - D
10 th St West/AV Mall-K Mart Plaza	6.8 - A	26.8 - C
10 th St West/Rancho Vista Blvd	27.3 - C	56.1 - E
10 th St West/Market Place Dr	4.2 - A	21.5 - C
10 th St West/Beechdale Dr	15.9 - B	9.6 - A
10 th St West/Technology Dr	15.1 - B	14.5 - B
10 th St West/Elizabeth Lake Rd	29.9 - C	35.7 - D
Tierra Subida Ave/Date Palm Dr	19.7 - C	28.9 - D
Tierra Subida Ave/Ave Q-8	12.1 - B	14.0 - B
Tierra Subida Ave/5 th St West	20.8 - C	30.2 - D
Tierra Subida Ave/Rayburn Rd	29.8 - D	39.5 - E
Tierra Subida Ave/City Ranch Rd	12.0 - B	19.1 - C
Tierra Subida Ave/Ave S	10.2 - B	14.8 - B
Lowes Dr/Rancho Vista Blvd	10.3 - B	20.5 - C
NB SR-14 Off-Ramp/Ave P	24.4 - C	34.2 - C
Trade Center Dr/Palmdale Blvd.	11.3 - B	18.2 - C
5 th St West/Palmdale Blvd	14.3 - B	13.7 - B
SB SR-14 Off-Ramp/Palmdale Blvd	18.3 - B	22.7 - C
NB SR-14 Off-Ramp/Palmdale Blvd	15.7 - B	15.4 - B
SB SR-14 Ramps/Ave S	27.9 - C	28.4 - C
NB SR-14 Ramps/Ave S	3.2 - A	6.5 - A
Sierra Hwy/Palmdale Blvd	34.9 - C	57.3 - E
30 th St East/Palmdale Blvd	22.1 - C	23.6 - C

Forecast Year 2006 With Project Conditions

Forecast year 2006 with proposed project traffic volumes were derived by adding forecast year 2006 project-generated trips to forecast year 2006 without project traffic volumes. In addition to project-planned circulation improvements, forecast year 2006 with project conditions assumes implementation of improvements recommended to eliminate forecast year 2006 without project conditions deficiencies.

As part of the proposed Palmdale Hospital project, the following project-related circulation improvements are planned:

- The Tierra Subida Avenue/Date Palm Drive intersection and the Trade Center Drive/Palmdale Boulevard intersection would be signalized.
- Palmdale Boulevard would be widened along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. The existing raised median on Palmdale Boulevard would be modified to provide at least one westbound left-turn lane at the Trade Center Drive / Palmdale Boulevard intersection. The final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.
- The southerly extension of Trade Center Drive from Palmdale Boulevard would be constructed to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic / Transportation Engineer.
- Tierra Subida Avenue would be widened along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The existing continuous left-turn lane on Tierra Subida Avenue would be re-stripped to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.
- The northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic / Transportation Engineer.
- The southerly project site driveway on Tierra Subida Avenue would be constructed to provide access to the southern portion of the proposed project site.

Exhibits 4.1-6, *Study Area 1 Forecast Year 2006 With Project AM/PM Peak Hour Intersection Volumes*, and 4.1-7, *Study Area 2 Forecast Year 2006 With Project AM/PM Peak Hour Intersection Volumes* show forecast year 2006 with project conditions peak hour intersection traffic volumes for study areas 1 and 2 respectively. Table 4.1-8, *Forecast Year 2006 With Project Peak Hour Los*, summarizes the a.m. and p.m. peak hour delay and corresponding LOS of the study intersections for forecast year 2006 with project conditions. Detailed HCM analysis sheets are provided in Appendix 10.0 B.

As shown in Table 4.1-8, with the addition of project-generated trips, one intersection is forecast to operate at an unacceptable LOS in the forecast year 2006 according to City of Palmdale performance criteria:

- Tierra Subida Avenue/5th Street West (p.m. peak hour only).

However, it should be noted that based on City of Palmdale thresholds of significance, the addition of project generated trips is forecast to not result in any significant impacts at the study intersections for forecast year 2006 with project conditions. Additionally, this report's recommendations to improve the Tierra Subida Avenue-5th Street and the Palmdale Boulevard-Sierra Highway intersections have already been planned and will be implemented within the next ten years. However, if these improvements are not made by 2006, when this project will be complete, then significant impacts may occur as described herein.

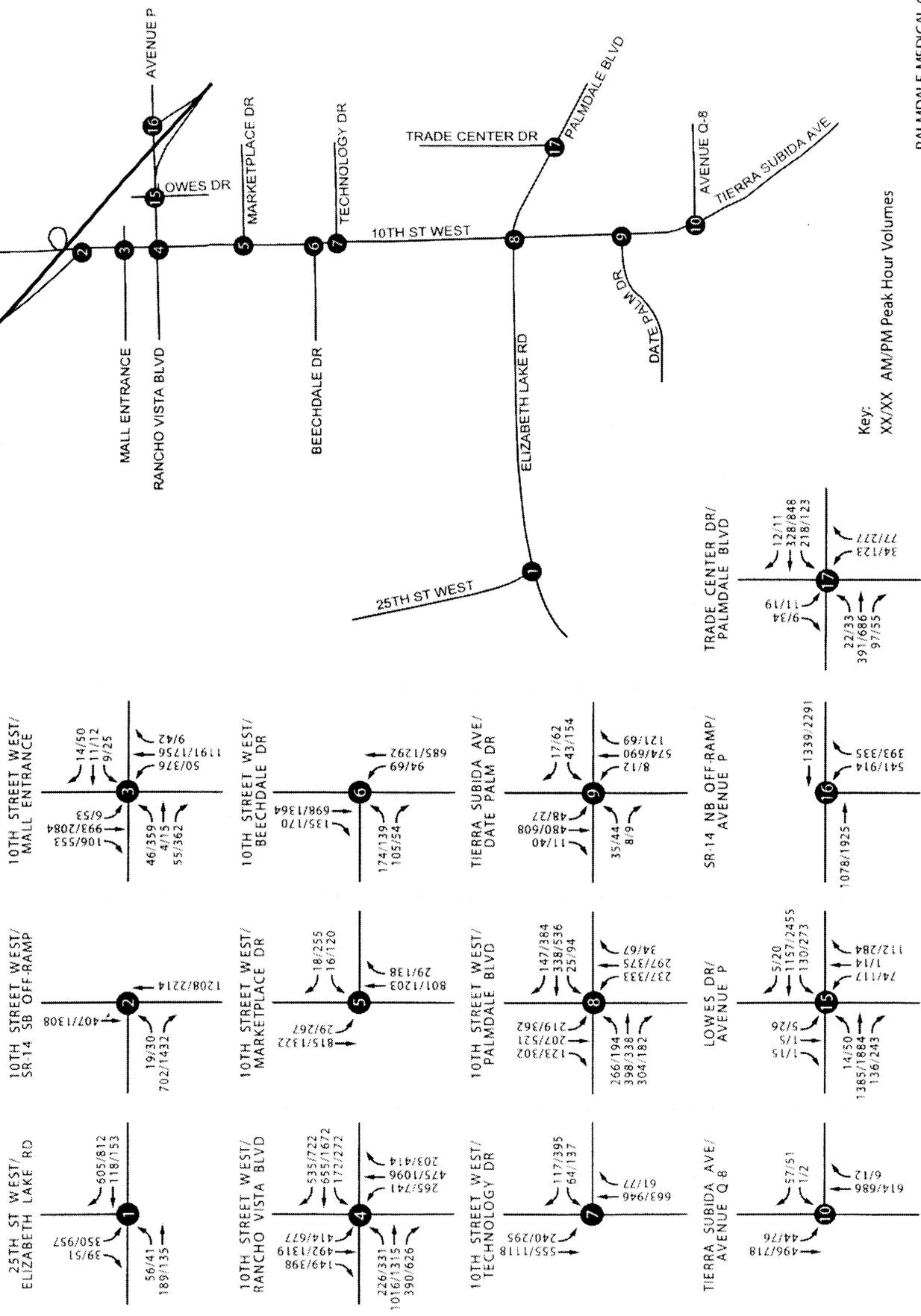
Forecast Year 2006 With Project Conditions

To eliminate the forecast year 2006 with project conditions deficiencies at the Tierra Subida Avenue/5th Street West intersection, the following mitigation measure is recommended:

- Tierra Subida Avenue/5th Street West - Widen southbound Tierra Subida Avenue approach from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

As shown in Table 4.1-9, *Forecast Improved Year 2006 With Project Peak Hour LOS*, assuming implementation of the recommended mitigation measure, the deficient Tierra Subida Avenue/5th Street West intersection is forecast to operate at an acceptable LOS (LOS D or better) during the a.m. and p.m. peak hour for forecast year 2006 with project conditions. Detailed HCM analysis sheets are provided in Appendix 10.3.





PALMDALE MEDICAL CENTER
STUDY AREA 1 FORECAST YEAR 2006 WITH
PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

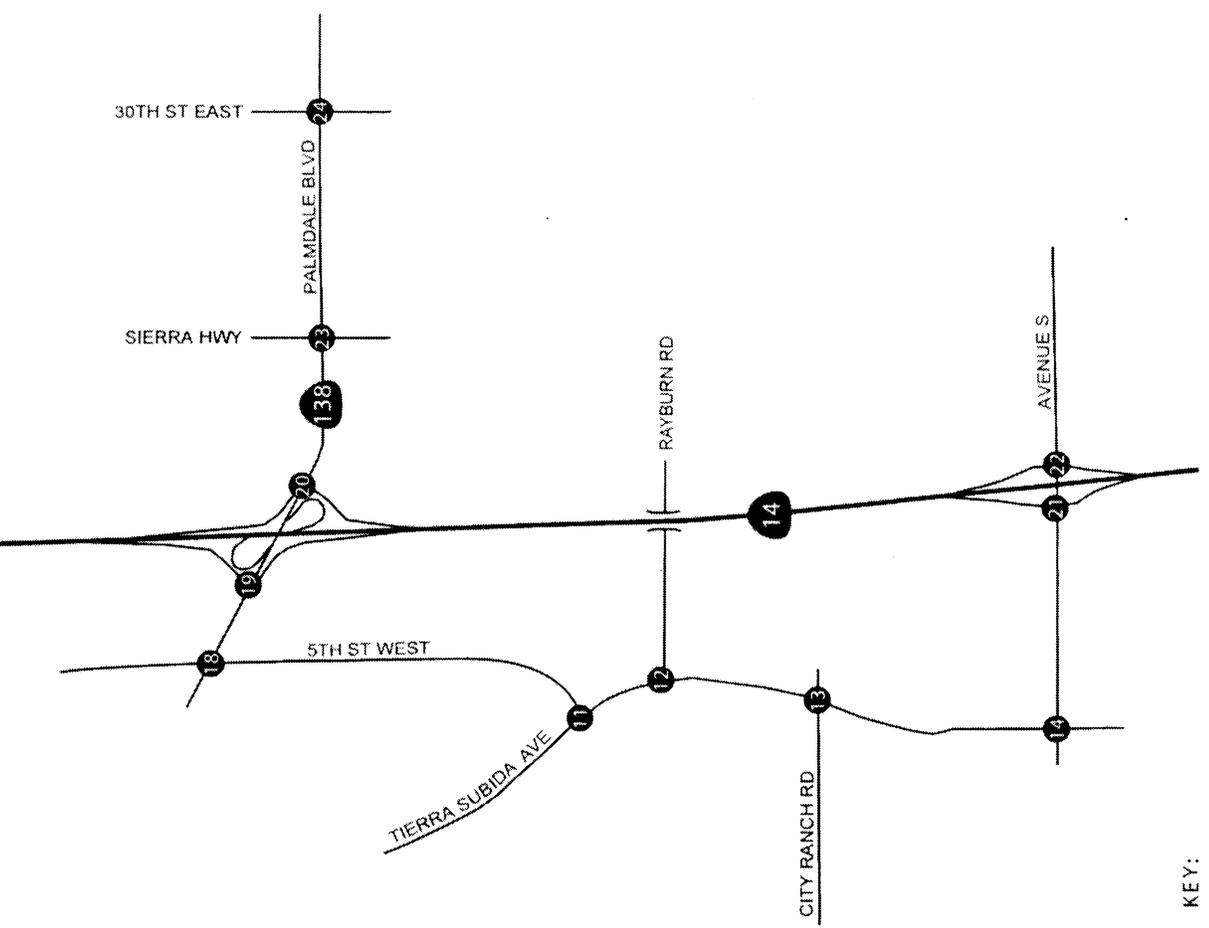
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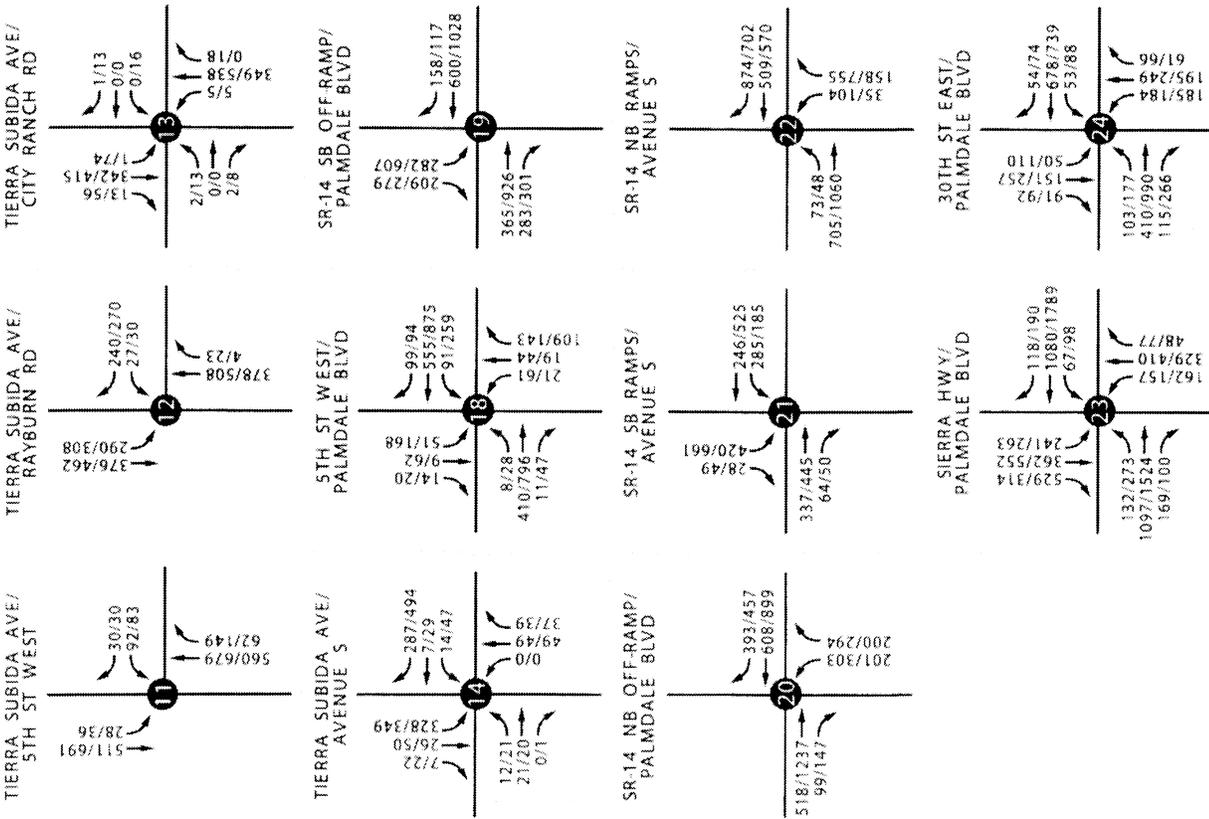




KEY:
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PALMDALE MEDICAL CENTER
 STUDY AREA 2 FORECAST YEAR 2006 WITH
 PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

Exhibit 4.1-7



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TABLE 4.1- 8
FORECAST YEAR 2006 WITH PROJECT PEAK HOUR LOS

Study Intersection	Forecast Year 2006 Without Project		Forecast Year 2006 With Project		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - V/C - LOS	Delay - V/C - LOS	Delay - V/C - LOS	Delay - V/C - LOS	
25 th St West/Elizabeth Lake Rd	18.9 - 0.18 - B	12.5 - 0.37 - B	19.2 - 0.18 - B	13.6 - 0.38 - B	NO
10 th St West/SB SR-14 Off-Ramp	19.8 - 0.53 - B	47.7 - 1.03 - D	19.8 - 0.53 - B	49.1 - 1.03 - D	NO
10 th St West/AV Mall-K Mart Plaza	6.8 - 0.29 - A	26.8 - 0.84 - C	6.7 - 0.30 - A	26.8 - 0.84 - C	NO
10 th St West/Rancho Vista Blvd	27.2 - 0.57 - C	44.7 - 0.96 - D	27.9 - 0.58 - C	48.4 - 0.98 - D	NO
10 th St West/Market Place Dr	4.2 - 0.19 - A	21.5 - 0.63 - C	3.9 - 0.20 - A	21.2 - 0.66 - C	NO
10 th St West/Beechdale Dr	15.9 - 0.39 - B	9.6 - 0.59 - A	15.1 - 0.43 - B	9.3 - 0.61 - A	NO
10 th St West/Technology Dr	15.1 - 0.32 - B	14.5 - 0.41 - B	14.1 - 0.33 - B	14.4 - 0.45 - B	NO
10 th St West/Elizabeth Lake Rd	29.9 - 0.49 - C	35.7 - 0.69 - D	30.9 - 0.50 - C	38.2 - 0.80 - D	NO
Tierra Subida Ave/Date Palm Dr	19.7 - N/A - C	28.9 - N/A - D	8.5 - 0.40 - A	13.0 - 0.54 - B	NO
Tierra Subida Ave/Ave Q-8	12.1 - N/A - B	14.0 - N/A - B	13.5 - N/A - B	15.3 - N/A - C	NO
Tierra Subida Ave/5th St West	20.8 - N/A - C	30.2 - N/A - D	27.1 - N/A - D	48.1 - N/A - E	NO
Tierra Subida Ave/Rayburn Rd	13.7 - 0.36 - B	13.7 - 0.47 - B	14.0 - 0.42 - B	14.3 - 0.53 - B	NO
Tierra Subida Ave/City Ranch Rd	12.0 - N/A - B	19.1 - N/A - C	12.8 - N/A - B	22.5 - N/A - C	NO
Tierra Subida Ave/Ave S	10.2 - 0.46 - B	14.8 - 0.70 - B	11.2 - 0.52 - B	20.1 - 0.80 - C	NO
Lowes Dr/Rancho Vista Blvd	10.3 - 0.41 - B	20.5 - 0.63 - C	10.2 - 0.41 - B	20.7 - 0.64 - C	NO
NB SR-14 Off-Ramp/Ave P	24.4 - 0.70 - C	34.2 - 0.99 - C	24.4 - 0.71 - C	35.0 - 0.99 - D	NO
Trade Center Dr/Palmdale Blvd.	11.3 - N/A - B	18.2 - N/A - C	20.1 - 0.31 - C	21.9 - 0.48 - C	NO
5 th St West/Palmdale Blvd	14.3 - 0.18 - B	13.7 - 0.50 - B	11.3 - 0.25 - B	12.7 - 0.63 - B	NO
SB SR-14 Off-Ramp/Palmdale Blvd	18.3 - 0.31 - B	22.7 - 0.66 - C	17.5 - 0.36 - B	23.4 - 0.69 - C	NO
NB SR-14 Off-Ramp/Palmdale Blvd	15.7 - 0.20 - B	15.4 - 0.40 - B	16.6 - 0.25 - B	15.5 - 0.45 - B	NO
SB SR-14 Ramps/Ave S	27.9 - 0.55 - C	28.4 - 0.69 - C	27.5 - 0.56 - C	29.4 - 0.71 - C	NO
NB SR-14 Ramps/Ave S	3.2 - 0.23 - A	6.5 - 0.36 - A	3.1 - 0.24 - A	6.2 - 0.39 - A	NO
Sierra Hwy/Palmdale Blvd	33.8 - 0.80 - C	41.8 - 0.94 - D	36.0 - 0.84 - D	47.3 - 0.98 - D	NO
30 th St East/Palmdale Blvd	22.1 - 0.58 - C	23.6 - 0.71 - C	22.8 - 0.63 - C	24.4 - 0.75 - C	NO

**TABLE 4.1-9
 FORECAST IMPROVED YEAR 2006 WITH PROJECT
 PEAK HOUR LOS**

Study Intersection	Non-Mitigated		Mitigated	
	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS
Tierra Subida Ave/5 th Street West	27.1 - N/A - D	48.1 - N/A - E	18.8 - N/A - C	25.0 - N/A - D

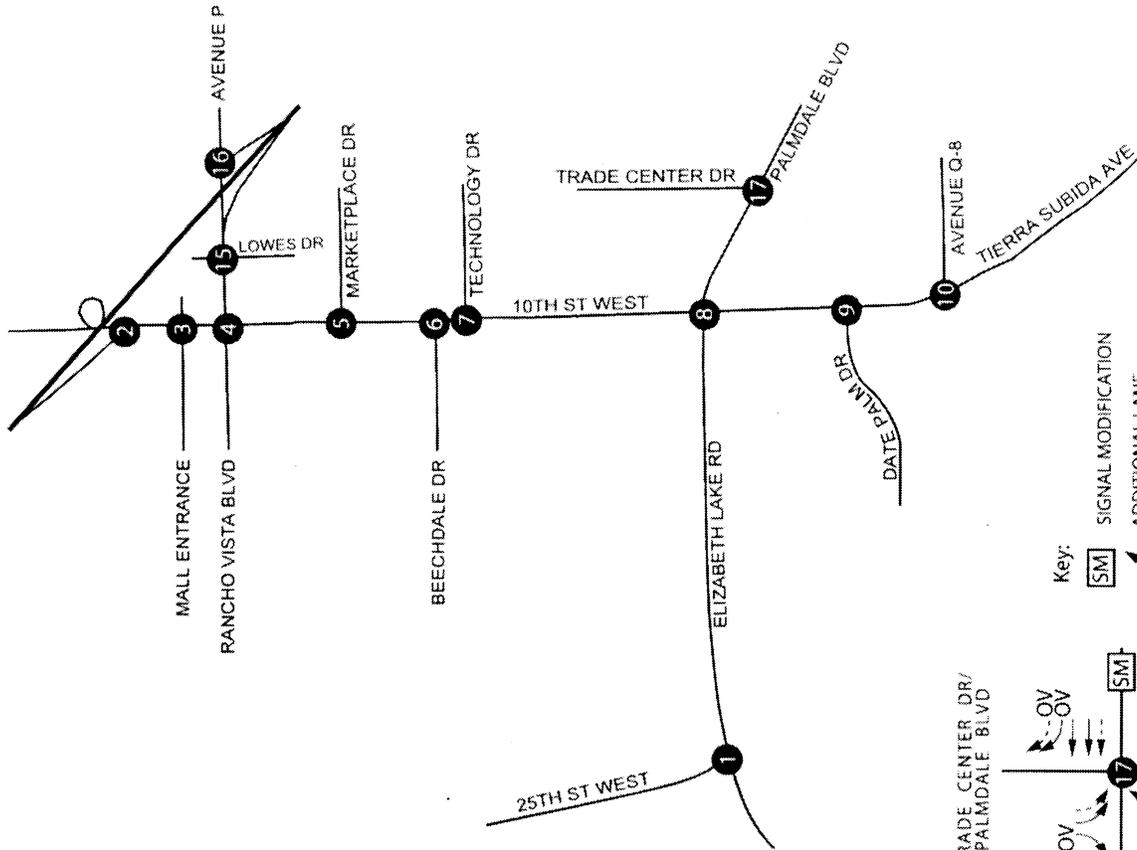
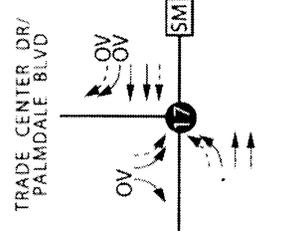
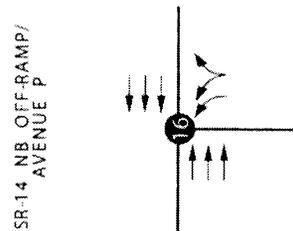
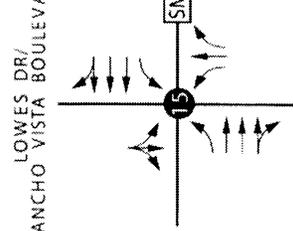
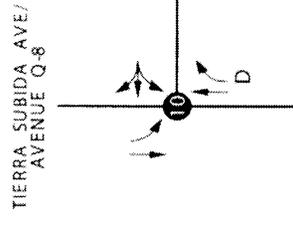
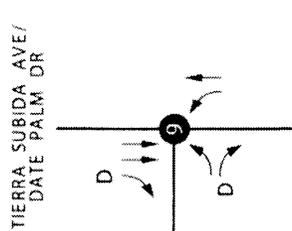
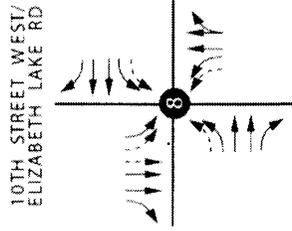
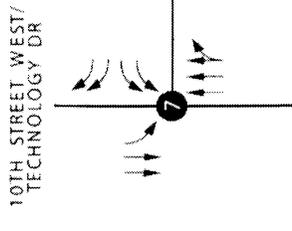
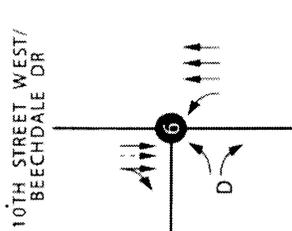
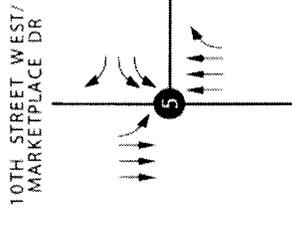
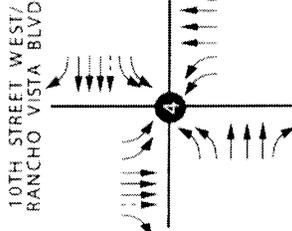
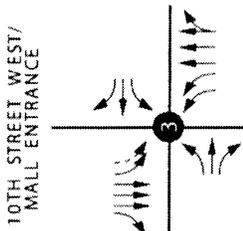
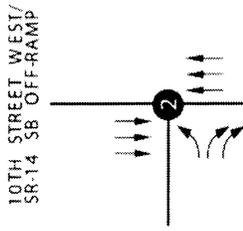
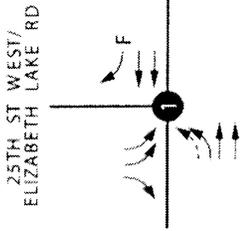
Forecast Year 2020 Without Project Conditions

The City of Palmdale has a traffic model to forecast long-range horizon year traffic volumes. Forecast year 2020 traffic volumes (without proposed project) were provided by City of Palmdale staff for use in this analysis.

Exhibits 4.1-8, *Study Area 1 Forecast Year 2020 Without Project AM/PM Peak Hour Intersection Volumes*, and 4.1-9, *Study Area 2 Forecast Year 2020 Without Project AM/PM Peak Hour Intersection Volumes*, show forecast year 2020 without project conditions peak hour intersection traffic volumes for study areas 1 and 2 accordingly. Table 4.1-10 summarizes the a.m. and p.m. peak hour delay and corresponding LOS of the study intersections for forecast year 2020 without project conditions. Detailed HCM analysis sheets are provided in Appendix 10.3.

As shown in Table 4.1-10, *Forecast Year 202 Without Project Peak Hour LOS*, the study intersections are forecast to operate at a deficient LOS (LOS E or worse) according to City of Palmdale performance criteria for forecast year 2020 without project conditions, with the exception of the following eight intersections:

- 10th Street West/SR-14 SB Off-Ramp (signalized);
- 10th Street West/Market Place Drive (signalized);
- 10th Street West/Technology Drive (signalized);
- Tierra Subida Avenue/Date Palm Drive (one-way stop-controlled);
- Tierra Subida Avenue/Avenue Q-8 (one-way stop-controlled);
- SR-14 NB Off-Ramp/Avenue P (signalized);
- Sierra Highway/Palmdale Boulevard (signalized); and
- 30th Street East/Palmdale Boulevard (signalized).



- Key:
- SM SIGNAL MODIFICATION
 - F ADDITIONAL LANE
 - D FREE RIGHT TURN LANE
 - OV DEFAC TO RIGHT TURN LANE
 - OV OVERLAP RIGHT TURN LANE

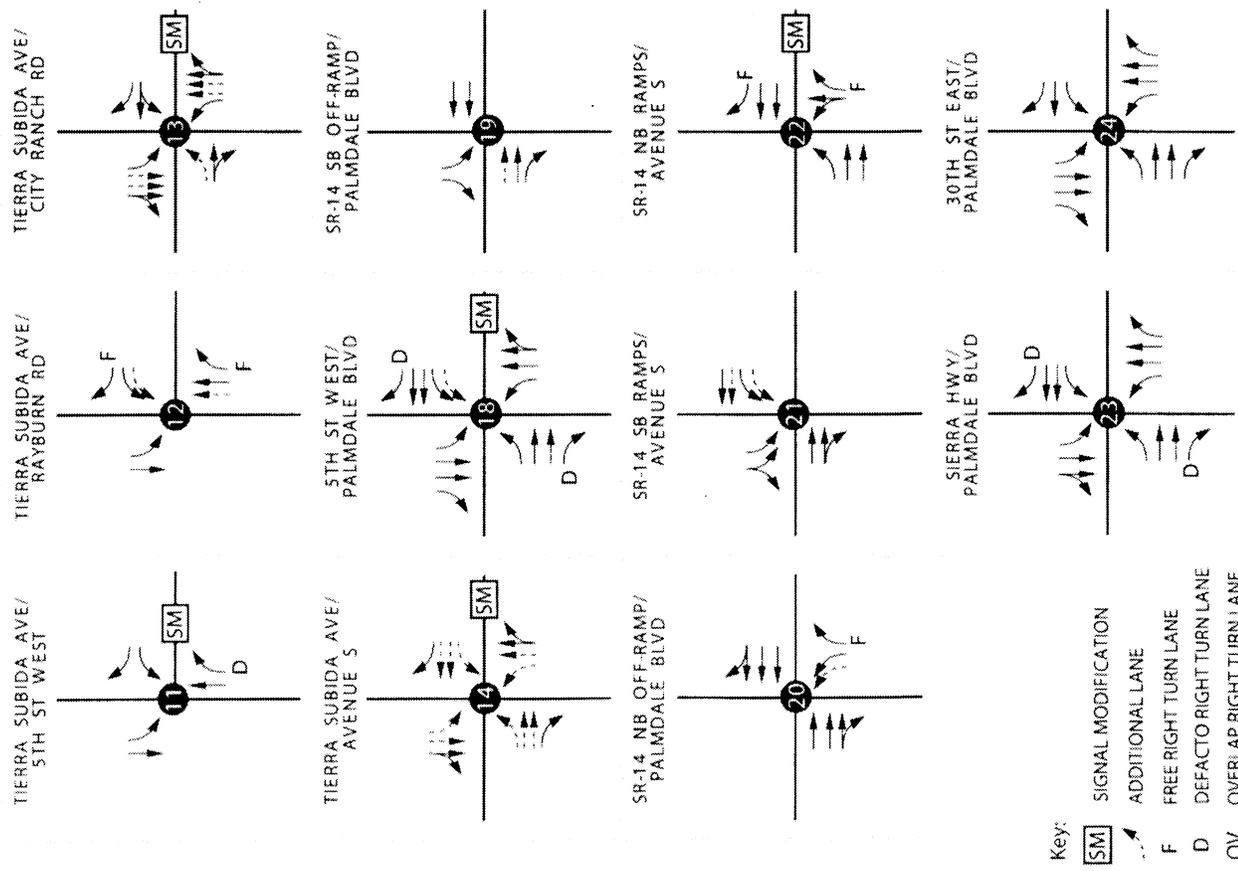
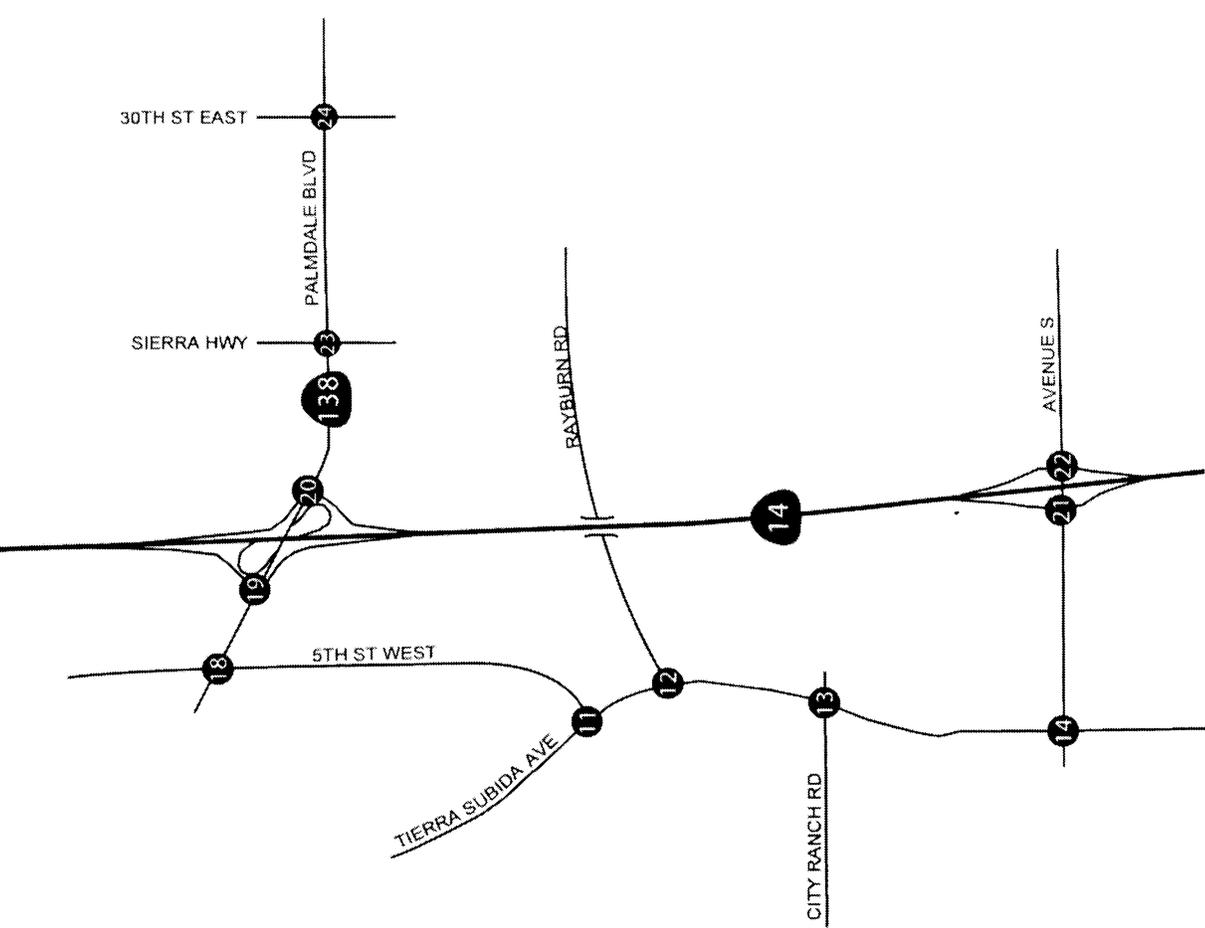


Not to Scale

41904 JN 10-102334

PALMDALE MEDICAL CENTER
STUDY AREA 1 FORECAST YEAR 2020 WITHOUT
PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES





- Key:
- SIGNAL MODIFICATION
 - ADDITIONAL LANE
 - FREE RIGHT TURN LANE
 - DEFAC TO RIGHT TURN LANE
 - OVERLAP RIGHT TURN LANE

PALMDALE MEDICAL CENTER
STUDY AREA 2 FORECAST YEAR 2020 WITHOUT PROJECT
 AM/PM PEAK HOUR INTERSECTION VOLUMES

Not to Scale



43964 IN 10-102554



TABLE 4.1-10
FORECAST YEAR 2020 WITHOUT PROJECT PEAK HOUR LOS

Study Intersection	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS
25 th St West/Elizabeth Lake Rd	28.4 - C	66.1 - E
10 th St West/SB SR-14 Off-Ramp	11.2 - B	19.3 - B
10 th St West/AV Mall-K Mart Plaza	19.5 - B	76.7 - E
10 th St West/Rancho Vista Blvd	33.5 - C	86.8 - F
10 th St West/Market Place Dr	12.9 - B	46.7 - D
10 th St West/Beechdale Dr	21.0 - C	137.7 - F
10 th St West/Technology Dr	19.2 - B	54.0 - D
10 th St West/Elizabeth Lake Rd	66.2 - E	161.7 - F
Tierra Subida Ave/Date Palm Dr	11.9 - B	10.8 - B
Tierra Subida Ave/Ave Q-8	16.0 - C	23.9 - C
Tierra Subida Ave/5th St West	58.5 - F	827.7 - F
Tierra Subida Ave/Rayburn Rd	148.6 - F	235.6 - F
Tierra Subida Ave/City Ranch Rd	OVRFL - F	OVRFL - F
Tierra Subida Ave/Ave S	941.2 - F	OVRFL - F
Lowe's Dr/Rancho Vista Blvd	21.5 - C	55.7 - E
NB SR-14 Off-Ramp/Ave P	28.7 - C	33.7 - C
Trade Center Dr/Palmdale Blvd	197.2 - F	326.1 - F
5 th St West/Palmdale Blvd	16.4 - B	270.3 - F
SB SR-14 Off-Ramp/Palmdale Blvd	10.7 - B	105.7 - F
NB SR-14 Off-Ramp/Palmdale Blvd	25.5 - C	130.3 - F
SB SR-14 Ramps/Ave S	79.6 - E	180.2 - F
NB SR-14 Ramps/Ave S	32.8 - C	84.0 - F
Sierra Hwy/Palmdale Blvd	30.3 - C	40.2 - D
30 th St East/Palmdale Blvd	25.0 - C	27.4 - C

Forecast Year 2020 Without Project Conditions

To eliminate the forecast year 2020 without project conditions deficiencies at the sixteen study intersections, the following improvements are recommended:

- 25th Street West/Elizabeth Lake Road - Re-stripe the eastbound Elizabeth Lake Road approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes.
- 10th Street West/Mall Entrance - Widen the southbound 10th Street West approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- 10th Street West/Rancho Vista Boulevard - Widen the southbound 10th Street West approach from two left-turn lanes, three through lanes, and one right-turn lane to consist of two left-turn lanes, four through lanes, and one right-turn lane. Widen the westbound Rancho Vista Boulevard approach from two left-turn lanes, three through lanes, and one right-turn lane to consist of two left-turn lanes, four through lanes, and one right-turn lane.
- 10th Street West/Beechdale Drive - Widen the southbound 10th Street West approach from one through lane and one shared through/right-turn lane to consist of two through lanes and one shared through/right-turn lane.
- 10th Street West/Elizabeth Lake Road - Widen the northbound 10th Street West approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound 10th Street West approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the eastbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
- Tierra Subida Avenue/5th Street West - Signalize intersection.
- Tierra Subida Avenue/Rayburn Road - Widen the northbound Tierra Subida approach from one through lane and one right-turn lane to consist of two through lanes and one right-turn lane. Restripe the westbound Rayburn Road approach from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane.
- Tierra Subida Avenue/City Ranch Road - Signalize intersection. Widen the northbound Tierra Subida approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the southbound Tierra Subida

approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound City Ranch Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.

- Tierra Subida Avenue/Avenue S - Signalize Intersection. Widen the northbound Tierra Subida Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the southbound Tierra Subida Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound Avenue S approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the westbound Avenue S approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.
- Lowes Drive/Rancho Vista Boulevard - Modify the eastbound and westbound Avenue P approach phasing from protected plus permitted to permitted plus protected.
- Trade Center Drive/Palmdale Boulevard - Widen the southbound Trade Center Drive approach from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane. Modify signal phasing at the southbound Trade Center Drive approach from permitted left-turn phasing to consist of protected left-turn phasing. Modify the Trade Center Drive/Palmdale Boulevard intersection traffic signal to include southbound Trade Center Drive overlap, which will preclude u-turn movement on eastbound to westbound Palmdale Boulevard. Widen the eastbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and two right-turn lanes. Modify Trade Center Drive/Palmdale Boulevard intersection traffic signal to include westbound Palmdale Boulevard right-turn overlap, which will preclude u-turn movement on southbound to northbound Trade Center Drive.
- 5th Street West/Palmdale Boulevard - Widen westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Modify signal phasing at the 5th Street West/Palmdale Boulevard intersection to include of protected left-turns for the eastbound and westbound approaches.
- Southbound SR-14 Off-Ramp/Palmdale Boulevard - Widen the eastbound Palmdale Boulevard approach from one through lane and one shared through/right-turn lane to consist of two through lanes and one right-turn lane.

- Northbound SR-14 Off-Ramp/Palmdale Boulevard - Widen the SR-14 northbound Off-Ramp from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane.
- Southbound SR-14 Ramps/Avenue S - Re-stripe the SR-14 southbound Off-Ramp from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane and one shared left-turn/right-turn lane. Widen the westbound Palmdale Boulevard approach from one left-turn lane and one through lane to consist of two left-turn lanes and two through lanes.
- Northbound SR-14 Ramps/Avenue S - Modify the eastbound approach from a permitted left-turn phasing to protected left-turn phasing.

As shown in Table 4.1-11, *Forecast Improved Year 202 Without Project Peak Hour LOS*, assuming implementation of the recommended improvements, the sixteen deficient study intersections are forecast to operate at an acceptable LOS (LOS D or better) during the a.m. and p.m. peak hour for forecast year 2020 without project conditions.

**TABLE 4.1-11
 FORECAST IMPROVED YEAR 2020 WITHOUT PROJECT
 PEAK HOUR LOS**

Study Intersection	Non-Improved		Improved	
	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS	AM Peak Hour Delay - LOS	PM Peak Hour Delay - LOS
25 th St West/Elizabeth Lake Rd	28.4 - C	66.1 - E	23.7 - C	40.9 - D
10 th St West/AV Mall-K Mart Plaza	19.5 - B	76.7 - E	17.0 - B	39.2 - D
10 th St West/Rancho Vista Blvd	33.5 - C	86.8 - F	33.1 - C	52.2 - D
10 th St West/Beechdale Dr	21.0 - C	137.7 - F	18.8 - B	52.2 - D
10 th St West/Elizabeth Lake Rd	66.2 - E	161.7 - F	35.8 - D	50.8 - D
Tierra Subida Ave/5th St West	58.5 - F	827.7 - F	13.8 - B	23.4 - C
Tierra Subida Ave/Rayburn Rd	148.6 - F	235.6 - F	17.2 - B	36.7 - D
Tierra Subida Ave/City Ranch Rd	OVRFL - F	OVRFL - F	37.2 - D	34.5 - C
Tierra Subida Ave/Ave S	941.2 - F	OVRFL - F	36.2 - D	51.2 - D
Lowes Dr/Rancho Vista Blvd	21.5 - C	55.7 - E	22.2 - C	53.8 - D
Trade Center Dr/Palmdale Blvd	197.2 - F	326.1 - F	22.1 - C	50.9 - D
5 th St West/Palmdale Blvd	16.4 - B	270.3 - F	26.4 - C	53.4 - D
SB SR-14 Off-Ramp/Palmdale Blvd	10.7 - B	105.7 - F	9.9 - A	28.8 - C
NB SR-14 Off-Ramp/Palmdale Blvd	25.5 - C	130.3 - F	16.7 - B	27.7 - C
SB SR-14 Ramps/Ave S	79.6 - E	180.2 - F	15.0 - B	36.7 - D
NB SR-14 Ramps/Ave S	32.8 - C	84.0 - F	16.3 - B	25.5 - C

Forecast Year 2020 With Project Conditions

Based on a comparison of the ITE Trip Generation Rates for uses typical of the existing C-4 Zone and the trips generated by the proposed project, it has been determined that implementation of the proposed project would result in a decrease of trips generated by the site. As stated above, the City of Palmdale has a traffic model to forecast long-range horizon year traffic volumes. Forecast year 2020 traffic volumes (without proposed project) were provided by City of Palmdale staff for use in this analysis. Forecast year 2020 without project conditions assume implementation of uses consistent with the existing zoning. The Commercial Center Zone (C-4) allows for uses such as a regional mall, major retail outlets, office complexes, hotels and convention facilities, entertainment centers, and supportive commercial and service uses.

As shown in Table 5 above, the proposed project is forecast to generate approximately 9,648 daily trips, which includes approximately 656 a.m. peak hour trips and approximately 889 p.m. peak hour trips. Typical uses permitted by the existing zoning would generate anywhere from 33,827 (regional mall) to 34,915 (retail outlet) daily trips. Thus, implementation of the proposed project would result in a decrease in trips generated by the site.

As the magnitude of difference between the trips generated by the proposed project and those uses permitted by existing zoning is 200% less. It is expected that the same conditions would result with implementation of the proposed project as with the existing zoning. Therefore, the same improvements to the traffic circulation system are recommended as those of the Forecast Year 2020 Without Project scenario.

Forecast Year 2006 Without Project Conditions – Los Angeles County CMP

The *Intersection Capacity Utilization (ICU)* analysis method is utilized in this study to determine the operating LOS of the CMP study intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding Volume/Capacity (V/C) ratios and percent change to existing conditions. As stated above, a significant impact only occurs when a project increases traffic by 2% or more of a facility's capacity. The results of this analysis are shown below in Table 4.1-12, *CMP Analysis, Forecast Year 2006 Without Project Peak Hour LOS*. Without implementation of the proposed project, the intersection of Sierra Highway and Palmdale Boulevard will experience LOS F during the PM Peak Hour. The City of Palmdale has addressed this deficiency in its 2004-2014 Capital Improvement Projects program and plans to widen Palmdale Boulevard to six lanes between SR14 and 30th Street East. As Palmdale Boulevard is SR-138 at this point, the improvements will be undertaken in conjunction with Caltrans District 7. These planned improvements are expected to adequately address the service deficiency at this intersection.

Additionally, the intersection of 10th Street West and SR-14 South Bound Off-amp is forecast to operate at LOS F during the PM Peak Hour. However, the proposed project would only increase traffic at this intersection by 1%. Therefore, the proposed project does not create a significant impact to this intersection. Further, as shown in Table 4.1-6,

based on delay, this intersection would operate at LOS D with or without implementation of the proposed project. No improvements are recommended.

**TABLE 4.1-12
 CMP ANALYSIS - FORECAST YEAR 2006 WITHOUT PROJECT PEAK HOUR LOS**

Study Intersection	Forecast Year 2006 Without Project	
	AM Peak Hour	PM Peak Hour
	V/C - LOS	V/C - LOS
10 th St West/SR-14 SB Off-Ramp	0.57 - A	1.00 - F
SR-14 NB Off-Ramp/Ave P	0.66 - B	0.96 - E
SR-14 SB Off-Ramp/Palmdale Blvd	0.41 - A	0.77 - C
SR-14 NB Off-Ramp/Palmdale Blvd	0.30 - A	0.50 - A
SR-14 SB Ramps/Ave S	0.66 - B	0.82 - D
SR-14 NB Ramps/Ave S	0.33 - A	0.47 - A
Sierra Hwy/Palmdale Blvd	0.89 - D	1.15 - F
30 th St East/Palmdale Blvd	0.71 - C	0.84 - D

Forecast Year 2006 With Project Conditions – Los Angeles County CMP

Forecast year 2006 with proposed project traffic volumes were derived by adding forecast project-generated trips to forecast year 2006 without project traffic volumes. Forecast year 2006 with project conditions assumes implementation of improvements recommended to eliminate existing deficiencies and forecast year 2006 without project deficiencies. Table 4.1-12 summarizes the a.m. and p.m. peak hour LOS of the CMP study intersections. Detailed ICU analysis sheets are provided in Appendix 10.0 B.

It should be noted that this CMP LOS analysis looks only at the 2006 scenarios, assuming that the 2006 build-out scenario is a worse case scenario. Accordingly, the 2020 scenario was not conducted because at that time horizon, the proposed project would represent a smaller share of the existing traffic load. Additionally, the proposed project would generate less traffic than that planned for by the General Plan for the 2020 scenario.

As seen in Table 4.1-13, *CMP Analysis - Forecast Year 2006 With Project Peak Hour LOS*, according to the Los Angeles County CMP established thresholds of significance, the addition of project-generated trips at the CMP study intersections results in a significant impact for forecast year 2006 with project conditions to the following intersection:

- Sierra Highway/Palmdale Boulevard (p.m. peak hour only).

TABLE 4.1-13
 CMP ANALYSIS - FORECAST YEAR 2006 WITH PROJECT PEAK HOUR LOS

Study Intersection	Forecast Year 2006 Without Project		Forecast Year 2006 With Project		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	
10 th St West/SR-14 SB Off-Ramp	0.57 - A	1.00 - F	0.57 - A	1.01 - F	No
SR-14 NB Off-Ramp/Ave P	0.66 - B	0.96 - E	0.67 - B	0.97 - E	No
SR-14 SB Off-Ramp/Palmdale Blvd	0.41 - A	0.77 - C	0.46 - A	0.80 - D	No
SR-14 NB Off-Ramp/Palmdale Blvd	0.30 - A	0.50 - A	0.35 - A	0.55 - A	No
SR-14 SB Ramps/Ave S	0.66 - B	0.82 - D	0.67 - B	0.84 - D	No
SR-14 NB Ramps/Ave S	0.33 - A	0.47 - A	0.34 - A	0.50 - A	No
Sierra Hwy/Palmdale Blvd	0.89 - D	1.15 - F	0.95 - E	1.20 - F	Yes
30 th St East/Palmdale Blvd	0.71 - C	0.84 - D	0.76 - C	0.87 - D	No

This project-related impact to LOS is significant pursuant to the Los Angeles County Metropolitan Transportation Authority's traffic impact criteria. As seen in Table 4.1-13, with the addition of project generated trips, the 10th Street West/SR-14 SB Off-Ramp study intersection is forecast to continue operating at a deficient LOS according to CMP performance criteria for forecast year 2006 with project conditions. However, the impacts to this intersection due to the implementation of the proposed project are not considered to be significant, as the project would only increase traffic at this intersection by 1 percent of its capacity.

CIRCULATION AND SITE ACCESS

4.1-3 Development of the project may adversely affect local access. Significance: Less Than Significant Impact With Mitigation.

The project design includes three project access points. Access for the proposed project is planned at Palmdale Boulevard via Trade Center Drive, at Tierra Subida Avenue (10th Street West) via Date Palm Drive, and at the south end of the project site from Tierra Subida Avenue (10th Street West). Trade Center Drive is located along Palmdale Boulevard, approximately 1,000 feet east of 10th Street West. Improvements to this intersection would include, a new traffic signal; widening of Palmdale Boulevard along the project site frontage to include an eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; and modification to the existing raised median on Palmdale Boulevard in order to provide a westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection. Construction of the project site driveway on Palmdale Boulevard would include one shared left-turn/through lane, and one right-turn lane.

Date Palm Drive is located along Tierra Subida Avenue, approximately 1,000 feet south of Palmdale Boulevard. Improvements to this intersection would include the following: a new traffic signal; widening of Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection; and re-striping of the existing continuous left-turn lane on Tierra Subida Avenue in order to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection. The northerly project site driveway on Tierra Subida Avenue would be constructed to provide a minimum of one left-turn lane, and one shared through/right-turn lane. The southerly project site driveway on Tierra Subida Avenue would provide access to the southern portion of the proposed project site.

The project as proposed would provide for adequate ingress and egress. Therefore, project implementation would result in a less than significant impact with mitigation.

MITIGATION MEASURES

SHORT-TERM CONSTRUCTION RELATED IMPACTS

- 4.1-1 Prior to approval of a grading permit for the project, a traffic control plan including hours of operation, character and duration of any temporary lane closures and use of traffic control personnel shall be submitted to the City of Palmdale Traffic/Transportation Engineer for review and approval.

INTERSECTION OPERATION

- 4.1-2a To reduce intersection operation impacts to less than significant levels, prior to issuance of the first building permit for the proposed project, the City of Palmdale shall identify a means of funding the intersection improvements identified in Table 4.1-14, *Intersection Improvements Related to Direct Impacts of the Proposed Project*.

TABLE 4.1-14

Intersection Improvements Related to Direct Impacts of the Proposed Project

Intersection	Mitigation
Tierra Subida Avenue/5th Street West	Widen southbound Tierra Subida Avenue approach from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes.

- 4.1-2b To reduce cumulative intersection operation impacts to less than significant levels, prior to issuance of the Certificate of Occupancy for each building within the development, the project applicant shall pay Traffic Impact fees in accordance with the City Traffic Impact Fee ordinance to mitigate cumulative impacts towards the

intersection improvements identified in table 4.1-15, *Intersection Improvements Related to Cumulative Impacts of the Proposed Project*.

**TABLE 4.1-15
Intersection Improvements Related to Cumulative Impacts of the Proposed Project**

Intersection	Mitigation
Tierra Subida Avenue/Rayburn Road	Signalize intersection. Widen the northbound Tierra Subida approach from one through lane and one right-turn lane to consist of two through lanes and one right-turn lane. Re-stripe the westbound Rayburn Road approach from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane.
Sierra Highway/Palmdale Boulevard	Re-stripe westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.
Tierra Subida Avenue/5th Street West	Widen southbound Tierra Subida Avenue approach from one left-turn lane, and one through lane to consist of one left-turn lane, and two through lanes. Signalize intersection.
25th Street West/Elizabeth Lake Road	Re-stripe the eastbound Elizabeth Lake Road approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes.
10th Street West/Mall Entrance	Widen the southbound 10th Street West approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
10th Street West/Rancho Vista Boulevard	Widen southbound 10th Street West approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane by 2006.
	Widen the southbound 10th Street West approach from two left-turn lanes, three through lanes, and one right-turn lane to consist of two left-turn lanes, four through lanes, and one right-turn lane. Widen the westbound Rancho Vista Boulevard approach from two left-turn lanes, three through lanes, and one right-turn lane to consist of two left-turn lanes, four through lanes, and one right-turn lane by 2020
10th Street West/Beechdale Drive	Widen the southbound 10th Street West approach from one through lane and one shared through/right-turn lane to consist of two through lanes and one shared through/right-turn lane.
10th Street West/Elizabeth Lake Road	Widen the northbound 10th Street West approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound 10th Street West approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the eastbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
Tierra Subida Avenue/City Ranch	Signalize intersection. Widen the northbound Tierra Subida approach

Intersection	Mitigation
Road	from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the southbound Tierra Subida approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the eastbound City Ranch Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
Tierra Subida Avenue/Avenue S	Signalize Intersection. Widen the northbound Tierra Subida Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the southbound Tierra Subida Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound Avenue S approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the westbound Avenue S approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.
Lowes Drive/Rancho Vista Boulevard	Modify the eastbound and westbound Avenue P approach phasing from protected plus permitted to permitted plus protected.
Trade Center Drive/Palmdale Boulevard	Widen the southbound Trade Center Drive approach from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane. Modify signal phasing at the southbound Trade Center Drive approach from permitted left-turn phasing to consist of protected left-turn phasing. Modify the Trade Center Drive/Palmdale Boulevard intersection traffic signal to include southbound Trade Center Drive overlap, which will preclude u-turn movement on eastbound to westbound Palmdale Boulevard. Widen the eastbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and two right-turn lanes. Modify Trade Center Drive/Palmdale Boulevard intersection traffic signal to include westbound Palmdale Boulevard right-turn overlap, which will preclude u-turn movement on southbound to northbound Trade Center Drive.
5th Street West/Palmdale Boulevard	Widen westbound Palmdale Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Modify signal phasing at the 5th Street West/Palmdale Boulevard intersection to include of protected left-turns for the eastbound and westbound approaches.
Southbound SR-14 Off-Ramp/Palmdale Boulevard	Widen the eastbound Palmdale Boulevard approach from one through lane and one shared through/right-turn lane to consist of two through lanes and one right-turn lane.
Northbound SR-14 Off-Ramp/Palmdale Boulevard	Widen the SR-14 northbound Off-Ramp from one left-turn lane and one right-turn lane to consist of two left-turn lanes and one right-turn lane.
Southbound SR-14 Ramps/Avenue S	Re-stripe the SR-14 southbound Off-Ramp from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane and one shared left-turn/right-turn lane.
Northbound SR-14 Ramps/Avenue S	Modify the eastbound approach from a permitted left-turn phasing to

Intersection	Mitigation
	protected left-turn phasing.

CIRCULATION AND SITE ACCESS

- 4.1-3a Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Tierra Subida Avenue/Date Palm Drive intersection.
- 4.1-3b Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall install a traffic signal at the Trade Center Drive/Palmdale Boulevard intersection.
- 4.1-3c Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Palmdale Boulevard along the project site frontage to include a eastbound right-turn lane at the Trade Center Drive/Palmdale Boulevard intersection.
- 4.1-3d Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall modify the existing raised median on Palmdale Blvd. to provide at least one westbound left-turn lane at the Trade Center Drive/Palmdale Boulevard intersection; the final number of lanes and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.
- 4.1-3e Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall construct the southerly extension of Trade Center Drive from Palmdale Boulevard to provide at least two northbound and two southbound lanes at the intersection with Palmdale Boulevard; the total number and configuration are subject to the requirements and approval of the City Traffic/Transportation Engineer.
- 4.1-3f Prior to issuance of the Certificate of Occupancy for the hospital or first MOB to be constructed on the project site, the project applicant shall widen Tierra Subida Avenue along the project site frontage to include a northbound right-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.
- 4.1-3g Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the project applicant shall re-stripe the existing continuous left-turn lane on Tierra Subida Avenue to provide a southbound left-turn lane at the Tierra Subida Avenue/Date Palm Drive intersection.
- 4.1-3h Prior to issuance of the Certificate of Occupancy for the hospital or MOB 1 to be constructed on the project site, the northerly project site driveway on Tierra Subida Avenue would be constructed to provide at least two westbound and two eastbound lanes at the intersection of Tierra Subida Avenue and Date Palm Drive. The total number and configuration are subject to the requirements and approval of the City Traffic / Transportation Engineer.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.2
Noise

This section addresses potential noise impacts associated with the proposed project. Potential noise impacts were analyzed using the FHWA Highway Noise Prediction Model RD-77-108, based on review of available information provided by the applicant (including the project traffic study). This section is also based on the *City of Palmdale General Plan*, January 1993. Baseline noise data used within this analysis is included in Appendix 10.4, *Noise Data*.

EXISTING CONDITIONS

NOISE SCALES AND DEFINITIONS

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dB(A)) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In general, a 1 dB(A) change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dB(A) change in sound pressure level is considered a "just detectable" difference in most situations. A 5 dB(A) change is readily noticeable and a 10 dB(A) change is considered a doubling (or halving) of the subjective loudness. It should be noted that, generally speaking, a 3 dB(A) increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume; or by about a 7 mile per hour (mph) increase or decrease in speed.

In terms of human response to noise, a sound 10 dB(A) higher than another is judged to be twice as loud; 20 dB(A) higher four times as loud; and so forth. Everyday sounds normally range from 30 dB(A) (very quiet) to 100 dB(A) (very loud). Examples of various sound levels in different environments are shown in Table 4.2-1, *Sound Levels and Human Response*.

Noise Scales

There are three general methods used to measure sound over a period of time: the Community Noise Equivalent Level (CNEL), the equivalent energy level (Leq), and the Day/Night Average Sound Level (Ldn), as defined below.

**TABLE 4.2-1
 SOUND LEVELS AND HUMAN RESPONSE**

NOISE SOURCE	dB(A) Noise Level	RESPONSE
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff (200 ft.) Discotheque	120	
Unmuffled Motorcycle Auto Horn (3 ft.) Rock'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff (2000 ft.) Garbage Truck	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck (50 ft.) Pneumatic Drill (50 ft.)	90	
Alarm Clock Freight Train (50 ft.) Vacuum Cleaner (10 ft.)	80	Annoying
Freeway Traffic (50 ft.)	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit (20 ft.)	60	Intrusive
Light Auto Traffic (100 ft.)	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper (15 ft.)	30	Very Quiet
Broadcasting Studio	20	Just Audible
	10	Threshold of Hearing

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970 (p. 2), and others.

CNEL

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL

reading represents the average of 24 hourly readings of equivalent levels, known as Leqs, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dB(A) for the evening (7 p.m. to 10 p.m.), and +10 dB(A) for the night (10 p.m. to 7 a.m.). CNEL may be indicated by "dB(A) CNEL" or just "CNEL".

Leq

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady (average) sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

Ldn

Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the United States Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leqs for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10 p.m. to 7 a.m.), by a 10 dB(A) to account for the increased sensitivity of people to noises that occur at night. The maximum noise level recorded during a noise event is typically expressed as Lmax. The sound level exceeded over a specified time frame can be expressed as Ln (i.e., L90, L50, L10, etc.). L50 equals the level exceeded 50 percent of the time.

NOISE ENVIRONMENT

Noise Sources

Noise levels typical of urban, suburban, and rural environments characterize the Palmdale area. However, unlike other urban communities, the City of Palmdale has two unique noise sources: military aircraft and major freight rail operations. Noise levels range from above 75 decibels (dB(A) CNEL) in the immediate vicinity of the Union Pacific railroad line, State Highway 138, and major area roads, to below 45 dB(A) CNEL in outlying "quiet" fringes of the community.

Existing Noise Environment

As the proposed project site is currently vacant, noise on the site generally comes from traffic utilizing the roads surrounding the site. The project site is bounded by Tierra Subida Ave. on the western side and Palmdale Blvd. on the northern side. Noise associated with roads is characterized by light auto traffic, typically producing 50 dB(A) at a distance of 100ft, and intermittent heavy truck traffic, typically producing 90 dB(A)

at a distance of 50ft.¹ Additional noise is generated from a restaurant at the northwest corner of the proposed project site, an apartment complex on the southeast corner, and a motel located on the northeast corner. Noises associated with these land uses are generally between 40 dB(A) and 80 dB(A).² The proposed project site is also subject to intermittent noise from aircraft activity at U.S. Air Force Plant 42.

Noise Sensitive Receptors

The City of Palmdale has adopted the State guidelines for maximum exterior noise levels for noise sensitive land uses as a standard. Noise sensitive land uses include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly. The exterior living area of these uses includes single-family private yards, and multi-family patios or balconies that are greater than six feet in depth. The noise standards for these land uses are 65 dB(A) CNEL exterior and 45 dB(A) CNEL interior.

Residential development is located to the immediate northwest, west and southeast of the proposed project site with residential development approved to the immediate south of the site. The remaining areas include commercial uses and vacant land.

NOISE STANDARDS

State of California Guidelines

The State of California has established guidelines for acceptable community noise levels that are based on the CNEL rating scale. The guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable" and "clearly unacceptable" noise levels for various land use types. As shown in Table 4.2-2, *California Land Use Compatibility Noise Guidelines*, single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial and professional uses. As indicated in Table 4.2-2, many noise-sensitive land uses such as residential areas, schools, churches, hospitals, etc., use a daily noise level value of 70 dB(A) as the dividing line between a "conditionally acceptable" and a "normally acceptable" noise environment.

City of Palmdale Standards

The City of Palmdale has adopted noise standards in its General Plan (refer to Table 4.2-3 - *City of Palmdale Guidelines*). The City's noise compatibility criteria by land use are summarized in Table 4.2-3, *City of Palmdale Noise Guidelines*, and are consistent with both

¹ Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970 (p. 2)

² *ibid*

Federal and State standards and guidelines. These standards include maximum permissible noise levels for noise sources not operating on a public right-of-way.

**TABLE 4.2-2
CALIFORNIA LAND USE COMPATIBILITY GUIDELINES**

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE (CNEL dB(A))			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	60 - 70	70 - 75	75 - 90
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	75 - 90
Transient Lodging - Motel, Hotels	50 - 70	60 - 70	70 - 75	75 - 90
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	85 - 90
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	70 - 90
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 90
Playgrounds, Neighborhood Parks	50 - 70	NA	65 - 75	70 - 90
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	85 - 90
Office Buildings, Business Commercial and Professional	50 - 70	65 - 75	75 - 90	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA
<p>NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. Outdoor environment will seem noisy.</p> <p>NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements needed to mitigate the unacceptable noise levels must be made and needed noise insulation features must be included in the design. Outdoor areas must be shielded.</p> <p>CLEARLY UNACCEPTABLE New construction or development clearly should not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be useable.</p> <p>NA: Not applicable.</p>				
Source: California Department of Health, Office of Noise Control				

**TABLE 4.2-3
CITY OF PALMDALE NOISE GUIDELINES**

Land Use	Maximum Acceptable Exterior Noise Levels	Maximum Acceptable Interior Noise Levels	Scale
Residential	65	45	dB(A) CNEL
Commercial	A noise level which does not jeopardize health, safety and welfare of visitors.	55	Leq(h)
Institutional	A noise level which does not jeopardize health, safety and welfare of visitors.	45	Leq(h)
Industrial	A noise level which does not jeopardize health, safety and welfare of visitors.	65	Leq(h)
Source: City of Palmdale, Palmdale General Plan, January 25, 1993.			

The City of Palmdale Noise Ordinance establishes noise impact thresholds for noise abatement and attenuation, in order to reduce potential health hazards associated with high noise levels. Noise ordinances are typically directed at controlling noise from stationary sources and its intrusion onto adjacent properties. It should be noted that Federal and State Laws regulate noise from transportation sources on a CNEL basis (refer to Table 4.2-3). The Noise Ordinance includes policies addressing the following issues:

- Land Use Compatibility (refer to Table 4.2-2);
- Restriction of hours of operation for construction equipment, power mowers, garbage collection, street sweeping, truck deliveries, leaf blowers and other noise activities within the hours of 6:30 a.m. and 8:00 p.m., unless the work is made in response to an emergency or special purpose; and
- Periodic investigation of noise sources throughout the City, with citations issued for the offender, in addition to investigations conducted due to such complaints.

City of Palmdale Municipal Code

The Palmdale Municipal Code (Section 9.16.040), prohibits, "unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness or which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to occasion physical discomfort to the inhabitants of any neighborhood."

In addition, Section 8.28.030, *Prohibited Activities*, limits construction or repair work, earth excavation, filling or moving, the use of air compressors, jack hammers, power-driven drills, riveting machines, diesel power truck, tractors or other earthmoving equipment, hand hammers on steel or iron, or other machines, tools, devices or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in a dwelling, apartment, hotel, mobile home or other place of residence between the hours of 6:30 a.m. to 8:00 p.m.

The Federal government specifically preempts local control of noise emissions from aircraft, railroad, and interstate highways. Local agencies may regulate noise levels of most sources not regulated by the Federal government; may provide standards for insulation of noise receivers either within the structure or by placement of noise barriers such as walls; and, through land use decisions, may reduce noise impacts by separating noise generators from noise sensitive uses. To provide a satisfactory noise environment and to minimize complaints about community noise, the City has adopted standards for evaluating the compatibility of land uses with respect to outdoor and certain indoor noise levels. The purpose of the land use compatibility analysis is to screen projects that may require specific design considerations to mitigate noise impacts. The General Plan's noise exposure contours are used in conjunction with the noise standards indicated on Table 4.2-2, *California Land Use Compatibility Guidelines*, to make such a determination.

City of Palmdale also requires that the project comply with the California Noise Insulation Standards (California Administrative Code, Title 24). The Code requires that interior community noise levels (CNEL) attributable to exterior sources shall not exceed

an annual CNEL of 45 dB(A) in any habitable rooms with windows closed. The Code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB(A) CNEL. CNEL noise criteria are designed to minimize the impacts from transportation noise on residential land uses.

IMPACT ANALYSIS

SIGNIFICANCE THRESHOLDS

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent affected sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment.

If the existing noise environment is quiet and the new noise source greatly increases the noise exposure, even though a criterion level might not be exceeded, some impact may occur. Since most agencies lack adopted standards for evaluating such impacts, general rules of thumb for community noise environments are that a change of over 5 dB(A) is readily noticeable and, therefore, is considered a significant impact.³ Changes from 3 to 5 dB(A) may be noticed by some individuals and are therefore considered to constitute an adverse environmental impact since under these conditions sporadic complaints may occur. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and are therefore considered less than significant.⁴ Adverse impacts would result if increases in noise levels are audible (increases equal to, or greater than 3 dB(A)), although the noise level may not exceed the significant impact criteria specified above.

The City of Palmdale Environmental Checklist identifies the following criteria for determining whether a project will create significant noise impacts:

- If the project is residential or noise sensitive, will it expose people to severe noise levels because it is located adjacent to the freeway, within 200 feet of the railroad, or adjacent to an existing or future arterial street?
- Is the proposed project within the Plant 42 over-flight area, or the 65 CNEL boundary?
- Will the project generate a noise level exceeding 65 CNEL at the project boundary after construction that could significantly impact an adjoining land use?

³Assessment of Noise with Respect to Community Response, ISDN, 1996, International Standardization, Switzerland.

⁴Fundamentals and Abatement of Highway Traffic Noise, Bolt, Beranek and Newman, 1973.

SHORT-TERM CONSTRUCTION IMPACTS

4.2-1 *Project construction activities will temporarily increase local noise levels. Significance: Less Than Significant with Mitigation.*

Construction activities generally occur in a short and temporary duration, lasting from a few days to a period of months. Groundborne noise and other types of construction related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High groundborne noise levels and other miscellaneous noise levels can be created during this phase due to the operation of heavy-duty trucks, backhoes and front-end loaders.

In addition to construction noise from a project site, the construction periods would also cause increased noise along access routes to the site due to movement of equipment and workers on the site. The primary heavy construction equipment / vehicles are expected to be moved on-site during the initial construction period and would have a less than significant short-term noise impact affect on nearby roadways. Daily transportation of construction workers is not expected to cause a significant effect since this traffic would not be a substantial percentage of current daily volumes in the area and would not be anticipated to increase traffic noise levels by more than 1 dB(A).

A reasonable worst-case assumption is that the 3 loudest pieces of equipment would operate simultaneously and continuously over at least 1 hour. The combined sound level of three of the loudest pieces of equipment (scraper, bulldozer and heavy truck) is 92 dB(A) measured at 50 feet from the noise source. Table 4.8-4, *Estimated Construction Noise In The Project Area*, which assumes this combined source level, summarizes predicted noise levels at various distances from an active construction site. These estimations of noise levels take into account distance attenuation, attenuation from molecular absorption and anomalous excess attenuation⁵. Construction noise would be most noticeable during the initial months of site-intensive grading.

⁵Hoover, R. M., and R. H. Keith, *Noise control for buildings, manufacturing plants, equipment and products*, 1996.

**TABLE 4.2-4
 ESTIMATED CONSTRUCTION NOISE IN THE PROJECT AREA**

Distance Attenuation	
Distance to Receptor (Feet)	Sound Level at Receptor (dB(A))
50	92
100	86
200	80
400	73
600	69
800	67
1,000	64
1,500	60
2,000	57
2,500	54
3,000	51
4,000	47

NOTE:
 The following assumptions were utilized:
 Basic sound level drop-off rate: 6.0 dB per doubling distance
 Molecular absorption coefficient: 0.7 dB per 1,000 feet
 Analogous excess attenuation: 1.0 dB per 1,000 feet
 Reference sound level: 92 dB(A)
 Distance for reference sound level: 50 feet
 Assumes simultaneous operation of 1 scraper, 1 heavy truck and 1 bulldozer

The City noise ordinance restricts construction activities during the evening, early morning, and Sundays⁶, avoiding noise-generating activities during the sensitive night hours. This impact would not be considered significant due to the relatively short period of construction and restricted hours, implementation of the mitigation measures identified below, and considering the elevation of surrounding sensitive uses relative to the project site.

LONG-TERM PROJECT IMPACTS

4.2-2 *Project stationary noise sources may result in an increase in noise levels for off site sensitive receptors. Significance: Less Than Significant With Mitigation.*

Project implementation would create stationary noise sources on the project site.⁷ These sources would include the typical commercial and residential noise sources. The potential impact from these sources were analyzed in terms of their proximity to the nearest off site sensitive receptors.

⁶ City of Palmdale General Plan (January 25, 1993) Policy N1.2.2

⁷ Stationary noise levels diminish at the rate of 6 dB(A) per doubling of distance, in comparison to mobile noise sources that diminish at the rate of 4.5 dB(A) per doubling.

Mechanical Equipment

Mechanical equipment, such as heating, ventilation and air-conditioning (HVAC) units, trash compactors and loading bays would be included in the hospital portion of the proposed project. Typically, equipment noise is 55 dB(A) at 50 feet from the source. Depending on site-specific designs the mechanical equipment may affect adjacent existing residential uses located west and southeast of the project site.

The Senior Housing and Medical Office Building portion of the proposed project would include heating ventilation and air-conditioning units (HVAC). As discussed above, these units typically generate 55 dB(A) at 50 feet from the source. Depending on site-specific designs, this equipment may affect the adjacent apartment buildings at the southeast corner of the proposed project site, and the approved housing development at the southern boundary of the proposed project site.

The project design would incorporate buffers including enriched landscaped parkways, project structures and walls, and typical mechanical equipment design treatments such as acoustical shielding, orientation, baffles and/or enclosures in order to reduce noise from these sources. The equipment noise levels at adjacent existing sensitive receptors must meet the City's noise standards. Additionally, the mechanical yard, which contains the emergency generators, chillers, and transformers, has noise mitigating elements built into its design. As proposed, the mechanical yard is below grade, bordered by one wing of the hospital on the east and by a 10-foot retaining wall on the south. The north and east sides open to the internal loop road and parking lots. Therefore, compliance with City's stationary equipment standards, landscape standards, implementation of site design features, and typical acoustical design treatments such as shielding, orientation, baffles and/or enclosures would reduce noise to a less than significant level.

Parking and Loading Areas

Surface parking lots generate instantaneous maximum sound levels from tire squeals, trash pick-up, delivery trucks, lot sweeping, door slamming, back-up alarms, and engine start-ups (refer to Table 4.2-5, *Maximum Noise Levels Generated by Parking Lots*). Noise would primarily remain on-site and would be temporary (during peak-events). Perceptible noise from parking lots would occur primarily during the "daytime" hours of 7:00 a.m. to 9:00 p.m. Parking lot noise can also be considered a "stationary" noise source and may occur after 10 p.m. Typical noise levels generated by parking areas are an estimated 70 dB(A) at 50 feet during peak events (this is an "instantaneous" or peak noise level). Parking lot noise would also be partially masked by background noise from adjacent roads and typical community noise sources.

**TABLE 4.2 -5
 MAXIMUM NOISE LEVELS GENERATED BY PARKING LOTS**

Event	Maximum Noise Level (dB(A) AT 50 FEET)
Door Slam	60 to 70
Engine Start-Up	60 to 70
Car Pass-by	55 to 70
Source: Mestre Greve Associates	

The loading docks and associated back-up sounds are a potentially greater noise issue; however, the project has substantially mitigated this concern through site design measures. The proposed project includes one truck-loading bay on the eastern side of the hospital that can accommodate up to five trucks. The proposed design of the loading bay is self-mitigating as it is located between three wings of the hospital and is below grade on all three sides bordered by the hospital. The eastern side of the loading bay is open to the internal loop road, parking lots, and Medical Office Building 2. The closest sensitive receptors would be located in the apartment buildings approximately 540 feet from the loading docks. These would be shielded from the noise of the loading docks by one wing of the hospital, and the retaining wall proposed for the southern side of the mechanical yard. Additionally, the hospital would be subject to limited truck deliveries between the hours of 7:00 a.m. and 9:00 p.m. In the event truck deliveries were not limited, an acoustical evaluation would be required. Considering the location of loading bays and limited night delivery hours, nighttime noise from loading/delivery activities is not anticipated to represent a significant noise impact. Therefore, in consideration of the above, parking lot and loading area noise is not anticipated to be a significant impact with implementation of mitigation measures.

Residential Areas

Development of the senior housing/assisted living units adjacent to Tierra Subida in the southwestern portion of the project site would create new stationary noise similar to residential development. Noise would typically be generated by vehicular traffic, people talking outside, and maintenance activities. As the proposed senior housing / assisted living units would be primarily inhabited by senior citizens or individuals requiring assistance due to health conditions, certain types of noise generally associated with residential areas would be reduced or eliminated. These would include children playing outside, amplified music, and sounds generated from hobbies such as woodworking or automotive repair. Given the nature of the proposed facility and the similarities in noise generation between it and the existing residential development to the west, noise from the facility would not be a significant impact.

4.2-3 *Project traffic will cause increased noise levels on local roadways. Significance: Less Than Significant*

The noise analysis conducted for this project examined fifteen different street segments that were chosen because of the proximity of sensitive receptors. The results of the RD-77-108 noise model shown below indicate that noise levels in the vicinity of the sensitive receptors from the nearest lane centerline would increase as follows:

- The segment of 10th Street West between Technology Drive and Palmdale Boulevard has several sensitive receptors adjacent to it including the Faith Community Church, the Palmdale United Methodist Church and Preschool, and a multi-family residential development. The closest receptor is approximately 75 feet from the nearest centerline. Noise levels would increase 1.1 dB(A) Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Elizabeth Lake Road west of Tierra Subida has several residential developments and Ocotillo Elementary School adjacent to it. The closest receptor is approximately 75 feet from the nearest centerline. Noise levels would increase 1.3 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Tierra Subida Avenue between Palmdale Boulevard and Date Palm Drive has several residential structures adjacent to it. The closest receptor is approximately 70 feet from the nearest centerline. Noise levels would increase 1.0 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Tierra Subida Avenue between Date Palm Drive and Avenue Q-8 has several residential structures adjacent to it. The closest receptor is approximately 70 feet from the nearest centerline. Noise levels would increase 1.4 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Tierra Subida Avenue between Avenue Q-8 and City Ranch Drive has several residential structures and a park adjacent to it. The closest receptor is approximately 150 feet from the nearest centerline. Noise levels would increase 1.6 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Palmdale Boulevard between Trade Center Drive and 5th Street West has two different hotels adjacent to it. The closest receptor is approximately 100 feet from the nearest centerline. Noise levels would increase 1.0 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Palmdale Boulevard east of the intersection of Palmdale Boulevard and Sierra Highway has the City's library adjacent to it. The closest

receptor is approximately 90 feet from the nearest centerline. Noise levels would increase 0.8 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.

- The segment of Sierra Highway south of Palmdale Boulevard also has the City's library adjacent to it. The closest receptor is approximately 90 feet from the nearest centerline. Noise levels would increase 0.8 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Palmdale Boulevard west of 30th Street East has the Grace Missionary Church adjacent to it. The closest receptor is approximately 100 feet from the nearest centerline. Noise levels would increase 0.9 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Palmdale Boulevard east of 30th Street East has the Desert Sands Charter High School and the Ministerios ELIM Iglesia De Cristo adjacent to it. The closest receptor is approximately 400 feet from the nearest centerline. Noise levels would increase 0.7 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of 30th Street East south of Palmdale Boulevard also has the Desert Sands Charter High School and the Ministerios ELIM Iglesia De Cristo adjacent to it. The closest receptor is approximately 350 feet from the nearest centerline. Noise levels would increase 0.9 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of 30th Street East north of Palmdale Boulevard has the New Beginnings Church of the Open Bible and several residences adjacent to it. The closest receptor is approximately 125 feet from the nearest centerline. Noise levels would increase 1.7 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Avenue S east of Tierra Subida Avenue has a single residence adjacent to it. The closest receptor is approximately 616 feet from the nearest centerline. Noise levels would increase 1.4 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.
- The segment of Rayburn Road east of Tierra Subida Avenue has several residences adjacent to it. The closest receptor is approximately 95 feet from the nearest centerline. Noise levels would increase 1.3 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.

- The segment of Rancho Vista Boulevard (Avenue P) east of State Route 14 has several residences adjacent to it. The closest receptor is approximately 65 feet from the nearest centerline. Noise levels would increase 0.7 Ldn between existing conditions and year 2006 with the project developed as proposed, including background/cumulative traffic growth.

As cited above, noise in the areas of many of the existing sensitive receptors currently exceeds the City's noise standard. Based on comparing existing noise and Year 2006 noise with the project developed as proposed, the project's greatest noise increase would be 1.7 dB(A) Ldn. Changes in community noise levels of less than 3 dB(A) are normally not noticeable and 1 dB(A) is negligible; and therefore, the project's contribution to a local traffic noise increase would be a less than significant impact.

4.2-4 *Proposed on-site land uses may be exposed to traffic and stationary noise sources. Significance: Less than Significant with Mitigation.*

Traffic Noise

Tierra Subida and Palmdale Boulevard are projected to generate substantial vehicular noise, which may adversely affect proposed residential and hospital uses. However, the project design would locate the hospital uses in the center of the project site, set back several hundred feet from both Palmdale Boulevard and Tierra Subida. The landscaping setbacks required for the project and the project's elevation above Palmdale Boulevard would limit the hospital's exposure to noise generated by high traffic areas. The residential portion of the project would be set back approximately 65 feet from the center line of Tierra Subida, separated by 10 feet of parkway landscaping.

Under existing conditions, traffic related noise from Tierra Subida adjacent to the proposed senior apartments would not exceed the City of Palmdale interior and exterior noise threshold. The results of the RD-77-108 noise model show that noise levels would be 65 Ldn at the property line of the senior housing/assisted living facility. Additionally, a comparison between the Existing and Existing With Project scenarios indicates that there would be a noise increase of 1.4 Ldn (refer to Appendix 10.4, *Noise Data*). In general, a 1 dB change in the noise level is detectable only under laboratory conditions. A 3 dB change in the noise level is considered a "just detectable" difference in most situations. The proposed senior complex is setback at least 30 feet from Tierra Subida Avenue and would be developed per the latest Title 24 requirements. As such, these structures would include double paned windows. The typical building with closed single paned windows provides approximately a 20 to 25 dB(A) Ldn noise level reduction from outside sources. Based on this, there would be a less than significant impact with respect to roadway noise adjacent to the proposed senior housing/assisted living facility.

Internal project traffic noise would primarily occur along the primary entry along Palmdale Boulevard for hospital uses and would be buffered by the location of the parking areas and the proposed hospital and medical office building. The secondary access points along Tierra Subida Avenue would also provide access to the hospital and residential components and would include landscape buffers between the uses, providing additional noise attenuation, further augmented by required double-paned

windows. The exact degree of noise attenuation depends on the nature and orientation of the structure and intervening barriers. The senior housing/assisted living facility would incorporate walls, setbacks and other forms of noise attenuation to reduce exterior noise from adjacent and internal roadways. These measures would be incorporated into the project design and would reduce on-site traffic noise to within City standards.

As part of the Conditional Use Permit process, subsequent site-specific development proposals will be required to demonstrate compliance with City and state noise standards for attached and detached residential units. In addition, prior to receiving building permits for the residential units, future developers must demonstrate compliance with City and State noise standards for attached and detached residential units. Based on this, on-site noise impacts from adjacent and internal roadways would be less than significant.

Hospital Noise in Adjacent Onsite Residential Areas

The hospital use of the proposed project represents the greatest source of continual noise for the proposed land uses within the project site. The closest point between the hospital and the proposed senior housing component occurs at the northeast corner of the senior housing site and is separated from the hospital by the proposed internal road that runs from Tierra Subida Avenue southeast along the eastern edge of the residential area of the project site. The hospital building orientations would locate many of the noise generating activities on the east side of the hospital area, shielding noise from the senior housing facility to the west. The nearest residence within the proposed senior housing component would be approximately 340 feet from the commercial portion of the site and mechanical equipment noise is typically 55 dB(a) at a distance of 50 feet from the source. In an effort to attenuate noise from the hospital portion of the site, the project design proposes that the mechanical equipment areas be below grade. Further, the senior housing area is 18 to 28 feet higher elevation than the hospital uses, which would further attenuate noise generated near the senior housing area.

The main entrance to the hospital is on the north side of the hospital and would shield the senior residential area from noise associated with hospital visitors. However, the emergency room entrance is on the southwestern corner of the hospital and noise generated by patients coming to the emergency room via private vehicle or ambulance may impact the senior housing facility. These impacts would be from auto traffic, which typically emits 50 dB(A) at 100 feet, conversation between persons at the emergency room, which could range from normal conversation at 60 dB(A) to shouting at 110 dB(A)⁸, or sirens at 130 dB(A)⁹ as ambulances approach the hospital.

The City of Palmdale has a residential outdoor living space noise standard of 65 dB(A) Ldn. Based on the distance between the hospital uses and the nearest proposed senior residence, the onsite walls, and the fact that the typical mechanical equipment noise would be less than the City standard, it is not likely that noise attributed to the commercial uses would impact the proposed residential uses. Typical noise from an

⁸Noise Levels in Our Environment Fact Sheet. As found at <http://www.lhh.org/noise/decibel.htm>

⁹ ibid

idling diesel truck would range between 77 and 89 dB(A) at a distance of 50 feet from the source.¹⁰ In 1986 the EPA established a 85 dB(A) maximum noise threshold for stationary medium and heavy trucks¹¹ (as measured 50 feet from the source).¹² Typical noise from a solid waste disposal truck may be as loud as 100 dB(A).¹³ Although, these sources would emit noise in excess of City and National thresholds, they would represent momentary noise sources. To help mitigate this momentary impact, delivery times would be restricted to the hours between 6:30am and 9:00pm. This is proposed to reduce the incidence of noise generating activities during the hours when human receptors are most sensitive to variations in decibel levels. Additionally, stationary trash compactors, truck mounted refrigeration units, propane powered forklifts, forklift backing alarms and worker communications would also be noise sources attributed to the hospital loading dock area. Due to the momentary instances of noise generation, compliance with City noise requirements, incorporation of noise barriers and shielding, and restricted delivery hours, impacts to the onsite senior housing from hospital noise sources would result in a less than significant impact. Additionally, noise impacts from stationary equipment and mobile sources are evaluated as part of the building permit process, and each project must demonstrate compliance with City noise standards. Compliance with City's stationary noise requirements and incorporation of mitigation measures would reduce impacts from mechanical equipment and traffic to less than significant levels. Therefore, mechanical and traffic noise is not anticipated to be a significant impact.

Onsite Noise Impacts to Hospital Uses

As described above, stationary mechanical noise sources can reach 55 dB(A) at fifty feet and parking lot-related noises can reach 70 dB(A) at fifty feet. These noise levels would exceed the City of Palmdale standard of 65 CNEL for outdoor areas surrounding institutional areas. The hospital would be developed per the latest Title 24 requirements. As such, these structures would include double paned windows. The typical building with closed single paned windows provides approximately a 20 to 25 dB(A) Ldn noise level reduction from outside sources. Therefore, the onsite noise impacts to the hospital would result in a less than significant impact.

¹⁰*Protective Noise Levels, Condensed Version of EPA Levels Document.* As found at <http://www.nonoise.org/library/levels/levels.htm>.

¹¹Trucks over 9978 pounds engaged in interstate commerce.

¹²*Highway Traffic Noise Analysis and Abatement Policy and Guidance.* U. S. Department of Transportation, Federal Highway Administration Office of Environment and Planning, Noise and Air Quality Branch. Washington D. C., June 1995.

¹³*Outdoor Noise in the Metropolitan Environment.* Melville C. Branch and R. Dale Beland, 1970.

4.2-5 *Surrounding and onsite land uses may experience significant noise impacts from emergency vehicle traffic to and from the site. Significance: Less than significant with Mitigation.*

The operation of a hospital emergency room would include the associated operation of medical emergency response vehicles such as ambulances and helicopters. Although the City does not regulate emergency vehicle use as emergency vehicles are necessary for public safety, the potential impacts have been identified.

Universal Health Services has identified that the heliport would be used approximately two times per month for the transport of patients from the Palmdale Medical Center to a tertiary facility. Noise levels generated by the operation of the proposed helipad were estimated using the Federal Aviation Administration's Heliport Noise Model v2.2. Results of the model, summarized below in Table 4.2-6, *Helipad Noise Projections*, show that use of the helipad by a Bell 206L, a common emergency medical services helicopter, would result in the generation of significant noise levels. Noise levels of up to 65 dB(A) would be experienced up to 375 feet from a helipad in the direction of the helicopter's flight path during approach and take off. Similar noise levels would be generated in all other directions during these operations up to 250 feet from a helipad. Although the Helicopter Noise Model predicts that sound levels of at least 65 dB(A) would occur in the outdoor areas surrounding some of the residential structures proposed south of the project site, the model does not account sound attenuation benefits of the 10-foot high slope separating the residential areas from the hospital, nor the walls that would be built at the edge of the residential area. Additionally, the model only predicts the instantaneous sound levels of one helicopter operating. Therefore, it does not provide results in terms of the average sound occurring throughout the day. Although the Helicopter Noise Model predicts sound levels of approximately 65 dB(A) in the back yards of some of the proposed residential parcels, these sound levels would only occur for periods of 15 to 30 minutes once or twice per month, resulting in much lower CNEL readings than 65 CNEL for the area.

Limiting flights over residential areas could reduce the noise impacts associated with helicopter flights. As the prevailing wind in the area is from the west and southwest, the likely flight path to and from the hospital would be from the east. Although emergency conditions and weather may result in different flight paths, the majority of flights are expected to be over commercial areas. Helipad use at the hospital is not expected to exceed two visits per month. Additionally, compliance with FAA provisions would reduce impacts. Therefore, the operation of the helipad would be a less than significant impact to surrounding uses.

Operation of the helipad could also impact the proposed hospital and assisted living/senior housing. As proposed, the helipad is approximately 120 feet south of the hospital and 360 feet east of the senior housing complex. Noise levels in the vicinity of the hospital are forecast by the helicopter noise model to reach approximately 65 dB(A) and noise levels in the vicinity of the senior housing are forecast to reach 60 to 65 dB(A). As described above, these noise levels would only occur once or twice per month, resulting in much lower CNEL readings than CNEL for the area. The hospital would be developed per the latest Title 24 requirements. As such, these structures would include double paned windows. The typical building with closed single paned windows

provides approximately a 20 to 25 dB(A) Ldn noise level reduction from outside sources. Therefore, the operation of the helipad would result in a less than significant impact.

**TABLE 4.2 -6
 HELIPAD NOISE PROJECTIONS**

Noise Levels Generated	Distance From Helipad	
	Radius Around Helipad	Along the Path of the Helicopter
55 dB(A)	750 feet	1750 feet
60 dB(A)	500 feet	875 feet
65 dB(A)	250 feet	375 feet

Ambulance service to and from the proposed hospital may also create a significant impact to surrounding uses, as ambulance sirens can reach 130 dB(A)¹⁴. However, routine operation of ambulances only includes the use of sirens when considered a necessity. If there is not significant traffic on the roadways, the ambulances would not utilize the sirens until the warning sirens are needed. Additionally, sirens would not be used in the parking lot or driveway areas of the hospital adjacent to residential areas, as they would be unnecessary in these locations. Given that the anticipated use of the sirens would be limited and of short duration, this would not represent a significant noise impact. Although no significant impacts associated with the operation of emergency vehicles have been identified, the short duration emergency vehicle operation could temporary discomfort for surrounding residents and patrons and employees of the hospital.

MITIGATION MEASURES

SHORT-TERM CONSTRUCTION

4.2-1a In compliance with the City's Noise Ordinance, construction activity shall be limited between the hours of 6:30 A.M. and 8:00 P.M., Monday through Saturday only and excluding legal holidays.

4.2-1b In conjunction with Grading Permit issuance and during grading and construction operations, the following mitigation measures shall be implemented for the project:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Public Works or Building Inspector.

¹⁴ Noise Levels in Our Environment Fact Sheet. As found at <http://www.lhh.org/noise/decibel.htm>

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Public Works or Building Inspector
- During construction and to the satisfaction of the City's Public Works Inspector or Building Inspector, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.

4.2-1c Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, subject to review and approval by the Planning Department, City Engineer and Building Official.

LONG-TERM

4.2-2a As a condition of approval of the proposed project, no truck deliveries shall occur between 9:00 p.m. and 6:30 a.m. the next day, subject to review by the Planning Department.

4.2-2b In conjunction with final building design and construction, the Applicant shall submit acoustical data information for all exterior mechanical equipment selected for the project for review and approval by the City. Acoustical information shall include sound rating and/or noise contour data for the final equipment selected for the project. Sufficient information shall be provided for verification that sound levels generated by the installed equipment will comply with General Plan policies for the adjacent noise sensitive receptors.

4.2-3 None required.

4.2-4 See Mitigation Measure 4.2-2b above.

4.2-5a Ambulance service to the hospital should turn off emergency sirens, if safety permits, when turning into the Palmdale Medical Center. This mitigation measure would be implemented by coordination between the Palmdale Medical Center and local ambulance services.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.3

Geology, Soils, and Seismicity

4.3 GEOLOGY, SOILS, AND SEISMICITY

The following section is based on information found in the in the City of Palmdale General Plan EIR Geological discussion, U.S. Department of Agricultural Soil Conservation Service Report and General Soils Map, Los Angeles County, California, Revised December 1969 & Map (April 1994), and geotechnical investigations of the project site. The geotechnical investigation is titled *Report of Geotechnical Investigation, Proposed Palmdale Medical Center, Southeast of the Intersection of Tierra Subida Ave. and West Palmdale Blvd., Palmdale, California, 93551*. It was prepared by MACTEC Engineering Consulting, Inc., 200 Citadel Dr., Los Angeles, CA 90040 and dated 4/28/2003. The full text of the report is contained in Appendix 10.5, *Geotechnical Reports*. The purpose of this section is to identify existing conditions, discuss potential project impacts relative to geology and soils, and recommend mitigation measures to reduce the significance of potential impacts.

EXISTING CONDITIONS

SITE TOPOGRAPHY

The project site is a 39.2-acre parcel of land located within the semi-developed portion of the City, to the south of Palmdale Boulevard. Topography on the project site provides for a 7% to 8% grade upward to the southwest. The highest elevation lies in the project site's southwestern corner, at an elevation of approximately 2,800 feet above mean sea level. The lowest elevation lies in the project site's northeastern corner at an approximate elevation of 2,740 feet above mean sea level.

SOILS

The Palmdale Planning Area is made up of gently sloping topography on the alluvial fans and moderately to steep slopes on foothills, mountains, and fault scarps. The project site soils are primarily the Hesperia-Rosamond-Cajon Association and Adelanto Association.

Hesperia-Rosamond-Cajon Association

This soil complex includes a majority of Hesperia, Rosamond, and Cajon soils. Hesperia soils are pale brown and well drained with a surface of slightly acid loamy fine sand to loam. Underneath, they are mildly alkaline to moderate alkaline fine sandy loam and sandy loam. Common salts of calcium are important soil minerals, and in Palmdale where evaporation can be greater than precipitation, salts such as calcite can accumulate. Rosamond soils are light brownish-gray and pale brown and moderately well drained. They are mildly to moderately alkaline, stratified loamy fine sand to silty clay loams. They are calcareous in the lower part. Cajon soils are very pale brown and excessively drained. The surface is neutral loamy sand and loamy fine sand. Below they are mildly alkaline fine sand over moderately alkaline sand. They are calcareous in the lower part. This association consists of very deep soils that have loamy and silty clay loam surfaces found on nearly level to sloping grounds and which are moderately well to excessively drained.

Adelanto Association

This soil complex is 90 percent Adelanto soils, with Mohave soils making up 5 percent and Cajon and Hesperia soils making up the remaining association. Adelanto soils are brown and light brown in color and are slightly acid and neutral loamy sand to gravelly sandy loam. Underneath, it is light brown to reddish brown, calcareous sandy loam and heavy sandy loam. Some areas are gravelly throughout. This association is found on nearly level to gently sloping grounds on alluvial fans and terraces. It is made up of well-drained and very deep soils with a loamy sand or gravelly sandy loam surface layer. The soils formed in alluvium from granite rock.

Expansive Soils

Expansive soils are located throughout the Antelope Valley area and relate to the soil's potential to shrink and swell depending on the amount and types of clay in the soil. Montmorillonite and bentonite are more responsive to changes in water content than other types. These highly expansive soils can cause land slippage and structural damage to foundations and roads, and are less suitable for development than non-expansive soils. The City of Palmdale General Plan EIR Exhibit 3-3 Soil Expansion Potential shows potential expansive soils within Palmdale. As shown, soils on the project site would have low to moderate potential for expansion.

Soil Infiltration

Water percolation quality of the soil or its permeability depends on grain size, the amount of compaction, and soil depth, among other things. Coarse-grained soils, such as sand and gravel, are more permeable than silt or clay. The ability of soil to percolate water determines which areas are best for groundwater recharge. The project includes slow to moderate soil infiltration. Slow infiltration soils when thoroughly wetted are fine textured and have a layer that impedes the downward flow of water, while moderate infiltration soils are medium-textured with moderate to well drained soils.

Settlement and Differential Settlement

Settlement can occur in both expansive soils and loosely consolidated soils, similar to potentially expansive soils. Differential settlement describes non-uniform settlement or the uneven lowering of different parts of an engineering structure. The project site includes soils with low to moderate potential for expansion. A detailed geologic/soils study would be required for any moderate to highly expansive soils found on-site.

Subsidence

Ground subsidence is caused by decreasing subsurface pressure and can be traced to the pumping of groundwater, natural gas, or oil. The substantial loss of ground fluid creates a vacuum that gradually causes sinking of the ground. The project site is in an area where no data or no classification of the area has occurred.

SEISMICITY

Ground Rupture/Shaking

The project site, as with all of Southern California, is located in a zone of high seismic activity. The project site is located within seismic Zone 4 as designated by the California Building Code. Further, the site is located within 5 kilometers of the San Andreas Fault system requiring additional design for nearness factors. Currently, no active or inactive faults are located on-site. Although the project site is not located within an Alquist-Priolo Earthquake Fault Zone, one unnamed fault located approximately 3000 feet to the southwest and the San Andreas Fault approximately 1.1 miles further to the southwest are both located within Alquist-Priolo Earthquake Fault Zones. Based on the fact that no active, potentially active, or inactive faults have been identified on the site,¹ ground rupture potential for the site is considered to be very low. Refer to Exhibit 4.3-1, *Local Fault Zones*.

The unnamed fault, located approximately 3,000 feet to the southwest of the project site, is the closest "active" seismic source to the project site. This thrust fault is associated with the San Andreas Fault and may or may not move with each event that occurs with the San Andreas Fault. Table 4.3-1, *Local Faults*, indicates additional faults that may have the potential to affect the project site.

Regional Faults

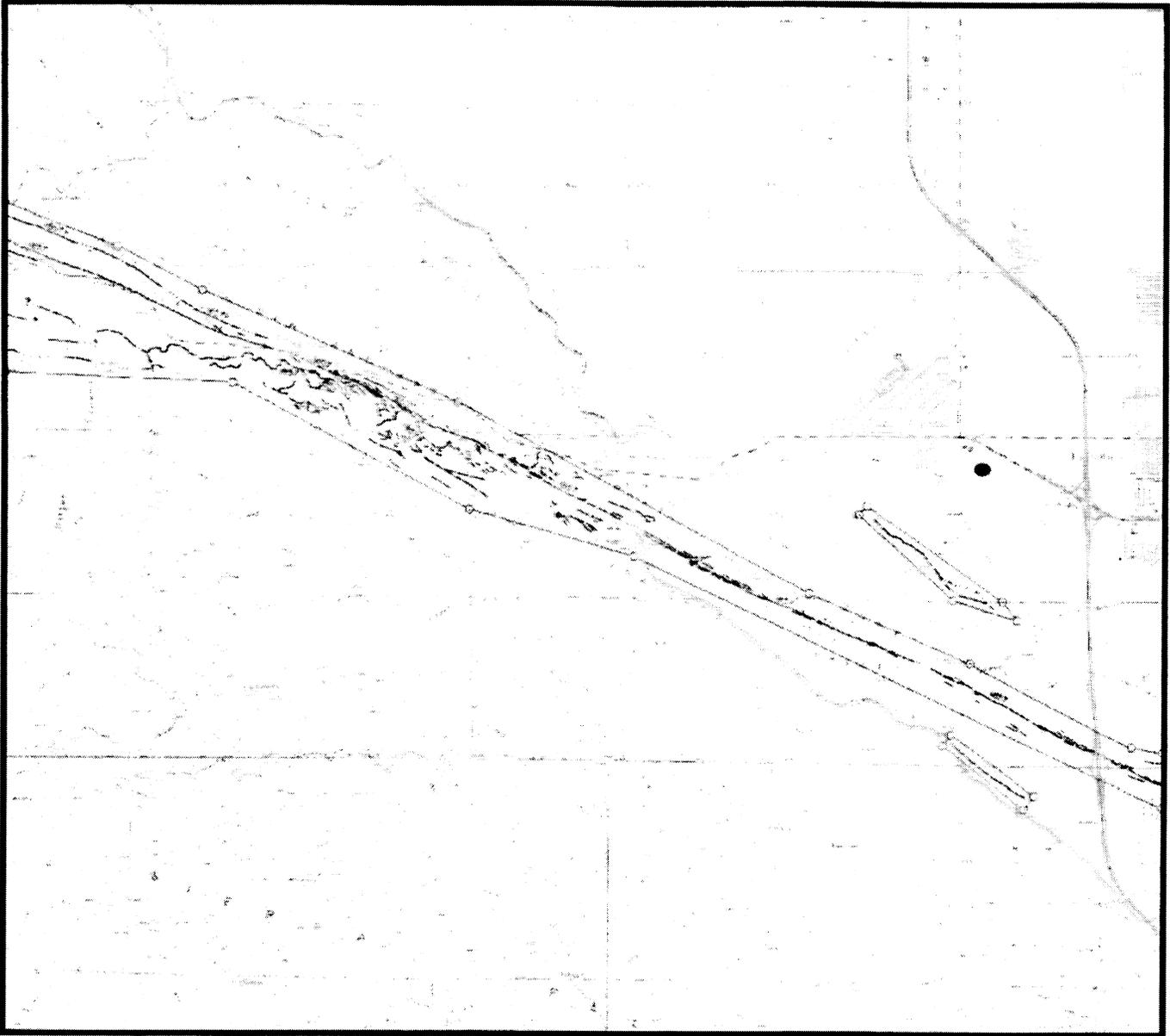
The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (previously the California Division of Mines and Geology) for the Alquist-Priolo Earthquake Fault Zoning Program (Hart, 1999). By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (last 1.6 million years). Inactive faults have not moved in the last 1.6 million years.

Active Faults

San Andreas Fault Zone

The main strand of the San Andreas Fault zone is located 1.1 miles to the southwest of the site. The San Andreas Fault zone, California's most prominent geological feature, trends generally northwest for almost the entire length of the state, from the Gulf of California northward to the Cape Mendocino area where it continue northward in the

¹ Refer to City of Palmdale General Plan EIR, Exhibit 3-9 *Earthquake Fault Zones*.



● Project Site

Source: California Division of
Mines and Geology



No Scale

4/9/04 JN 10-102534

PALMDALE MEDICAL CENTER
LOCAL FAULT MAP

Exhibit 4-3.1

ocean floor. The total length of the San Andreas Fault is 750 miles. The southern segment, closest to the site, is approximately 280 miles long and extends from the Mexican Border to the Transverse Ranges west of Tejon Pass. The 1857 Fort Tejon earthquake was the last major earthquake along the San Andreas fault zone in Southern California. This earthquake was a magnitude of 8+ and caused ground surface displacement along a 255 mile length of the fault zone between Cholame and San Bernardino, resulting in fault displacement ranging from about 10 feet to as much as 22 feet in the vicinity of Palmdale. The closest active fault to the project site is an unnamed splay of the San Andreas Fault.

**TABLE 4.3-1
 LOCAL FAULT ACTIVITY**

Year	Earthquake Fault/Location	Magnitude
1855	Newport-Inglewood	6.0
1857	San Andreas	8.9
1883	San Gabriel	6.0
1893	Santa Susana (Simi)	5.5
1920	Newport-Gardena	5.0 to 5.5
1925	Santa Barbara	6.3
1933	Newport - Inglewood	6.3
1941	Torrance-Gardena	6.5
1941	Santa Barbara	6.0
1952	Acton	5.0
1971	San Fernando	6.4
1987	Unnamed fault near Whittier	5.9
1990	Sierra Madre	5.8
1994	Northridge	6.7

Source: The City of Palmdale EIR, Section 3 Environmental Setting, 3.1 GEOLOGY, 3.1.2 GEOLOGIC HAZARDS, Table 3-3, Historical Earthquakes That Have Affected The City. And Southern California Earthquake Center Website (www.scecdc.scec.org).

Llano Fault

The active Llano fault is located approximately 29 kilometers east-southeast of the site. This relatively small reverse fault does not extend to the surface, but is expressed at the

surface as a prominent scarp in which late Pleistocene age sediments have been warped and folded. The Llano fault is considered active.

San Gabriel Fault Zone

The active San Gabriel Fault Zone is located about 32 kilometers south-southwest of the site. This fault zone extends southeasterly approximately 130 kilometers (80 miles) from near Bear Mountain in Ventura County to San Antonio Canyon in San Bernardino County. This fault is considered to be active. The Saugus-Newhall segment of the San Gabriel fault zone is included within an Alquist-Priolo Earthquake Fault Zone.

San Fernando Fault Zone

The active San Fernando fault zone is located about 38 kilometers south-southwest of the site. The San Fernando fault zone comprises one of a number of left lateral/reverse frontal faults bounding the southern margin of the San Gabriel and Santa Susana Mountains. An earthquake of magnitude 6.6 originated along this fault zone on February 9, 1971. Surface rupture occurred along the Tujunga, Sylmar, and Mission Wells segments of the San Fernando fault zone during this earthquake.

Sierra Madre Fault Zone

The active Sierra Madre fault is located 38 kilometers south-southwest of the site. This fault zone borders the southern front of the San Gabriel Mountains and consists of a series of discontinuous reverse faults that separate pre-Tertiary crystalline rocks on the north from Tertiary and Quaternary sedimentary deposits on the south. The Sierra Madre fault zone extends approximately 80 kilometers along the southern flank of the San Gabriel Mountains from Big Tujunga Canyon on the west to Cajon Pass on the east. The 1991 Sierra Madre earthquake is believed to be a result of movement on the Sierra Madre fault zone.

Blind Thrust Fault Zones

Northridge Thrust

The Northridge Thrust, is an inferred deep thrust fault that is considered the eastern extension of the Oak Ridge fault. The Northridge Thrust is located beneath the majority of the San Fernando Valley and is believed to be the causative fault of the January 17, 1994 Northridge earthquake. This thrust fault is not exposed at the surface and does not present a potential surface fault rupture hazard. However, the Northridge Thrust is an active feature that can generate future earthquakes. The vertical surface projection of the Northridge Thrust is approximately 42 kilometers southwest of the site at the closest point. The Northridge Thrust has been estimated to produce a maximum magnitude earthquake of 6.9.

Elysian Park Thrust

The Elysian Park Thrust is now believed to underlie the central Los Angeles Basin. The vertical surface projection of the Elysian Park Thrust is approximately 46 kilometers south of the site at its closest point. Like other blind thrust faults in the Los Angeles area, the Elysian Park Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, the Elysian Park Thrust should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/yr and a maximum magnitude of 6.7 are estimated for this fault.

Potentially Active Faults

Soledad Fault

The closest potentially active fault is the Soledad fault located approximately 16 kilometers southwest of the site. This north-dipping normal fault trends east-west forming two arcuate traces along the northern side of Soledad Canyon. The fault juxtaposes anorthosite against the Mint Canyon Formation in the Aqua Dulce area and is considered potentially active.

Clearwater Fault

The potentially active Clearwater fault is located approximately 19½ kilometers west of the site. The Clearwater fault trends east-west and merges with the San Andreas fault zone at the northern part of the Leona Valley. Both vertical and strike-slip movement on the fault has been suggested; however, few details on the amount and type of displacement are available. There is evidence that Pleistocene or post-Pleistocene age displacement has occurred. Mesozoic age or older basement rocks north of the fault have been faulted over the younger Paleocene age Martinez Formation sandstone.

Pelona Fault

The potentially active Pelona fault is located about 26 kilometers west-southwest of the site. The Pelona fault is a northeast-trending normal fault that is located between the San Andreas fault to the north and the San Gabriel fault to the south.

Liquefaction

The likelihood of liquefaction is influenced by location to an earthquake fault, moisture in the soil, grains size of soils and density of soils. Area susceptible to liquefaction includes stream channels and floodplain deposits in an area with a shallow groundwater table less than 50 feet from the surface. The project site does not include a stream channel or floodplain deposits and is not located within an aquifer boundary.² Additionally, the project site is not located in an area where historical occurrence of liquefaction, or local geological, geotechnical and ground-water conditions indicate a potential for permanent ground displacements such that mitigation as defined in PRC

² Refer to City of Palmdale General Plan EIR, Exhibit 3-13 *Aquifers and Groundwater Surface (Spring 1984)*

Section 2693 (c) would be required³ Refer to Section 4.4 *Hydrology* for further discussion of groundwater in the area.

Seismically Induced Settlement

Seismically induced settlement is the rearranging of course grained soils into a tighter packing configuration as a result of seismic shaking. Due to the absence of groundwater in the first fifty feet of soils, seismic settlement is to be considered low.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Pursuant to the Palmdale Environmental Checklist, a project would have a significant effect if the following effects were to occur:

- Soils:
 - a. If there are any areas of potential differential settlement on the project site which could significantly impact development of the proposed project (refer to Section 7.0, *Effects Found Not To Be Significant*);
 - b. If the site is in an area of high shrink/swell (hydrocompaction) potential which could significantly impact development of the proposed project;
 - c. If the site is in an area of potential subsidence (refer to Section 7.0, *Effects Found Not To Be Significant*);
 - d. If the project will result in a significant increase in wind or water erosion of soils, either on- or off-site;
 - e. If the project could result in siltation deposition, or erosion which may modify a stream channel, or adversely affect downstream flood control facilities.
- Earthquakes:
 - f. If the site is in a fault rupture hazard zone.
If yes:
 - i. If there is an active or potentially active fault on the project site;
 - ii. If the project includes a school, emergency or public facility, day care center, nursing home, or high rise building.
 - g. If the site is in a zone subject to seismic ground shaking, ground failure, or liquefaction.
- Slopes:
 - h. If the project site contains slopes of 10% or greater (refer to Section 7.0, *Effects Found Not To Be Significant*);
 - i. If any significant modification of major landforms are proposed;

³ Source *State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003)*

- j. If the project is in an area of landslide risk, or are landslides present on the project site;
 - k. If project grading will create slopes, on- or off-site, that could be subject to landslides, mud slides, or erosion.
- Quarry Zone:
 - l. If development of the project would impede the extraction of significant mineral resource deposits (refer to Section 7.0, *Effects Found Not To Be Significant*).

Potential impacts associated with the project area's topography, soils, and the region's seismic activities are identified below. Mitigation measures are provided to reduce the significance of impacts.

CONSTRUCTION

- 4.3-1 *Grading activities would be required to prepare the site for development, resulting in the exposure of soils to short-term erosion by wind and water. Significance: Less Than Significant With Mitigation.*

The project site contains alluvial soils, which are generally susceptible to erosion from wind and water. Although the project site is moderately flat, it has a mild slope toward the southwest of 7 to 8 percent, which may lead to erosion from surficial runoff during storm events. In order to mitigate the potential effects of water-related erosion on-site, temporary erosion control measures would be required. These measures would include the use of sandbags, straw bales, hydroseeding, landscaping, and/or soil stabilizers. Additionally, the Applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the NPDES requirements of the federal Clean Water Act.

The project site may also be subject to wind-related erosion, which can be effectively mitigated through the standard Best Management Practices (BMPs). These BMPs would include limiting or ceasing grading operations during wind events in excess of 20 miles per hour, watering haul roads and graded areas, and/or application of soil stabilizers (refer to discussion in Section 4.3, *Air Quality*). Implementation of the recommended measures would reduce the potential wind and water erosion impacts to less than significant levels.

SOILS

- 4.3-2 Alluvial soils underlying the project site may have unsuitable characteristics for development of the proposed residential and commercial structures. *Significance: Less Than Significant With Mitigation.*

The project site contains various unsuitable soil conditions, such as the potential for shrink/swell and hydroconsolidation. Hydroconsolidation may occur in the upper onsite soil layers. However, these conditions are relatively typical and can be mitigated through a variety of standard construction practices. In order to effectively mitigate this condition, the grading contractor would be required to remove any unsuitable soils and

replace them with engineered fill materials that would be compacted in place. Implementation of this measure, as well as any other recommendations by the project civil engineer and engineering geologist, would reduce potential soils impacts to less than significant levels.

SEISMICITY

- 4.3-3 *Due to the proximity of the San Andreas Fault, the project site has the potential to experience strong ground shaking. Significance: Less Than Significant Impact with Mitigation.*

The general area has a long history of seismic activity (refer to Exhibit 4.2-1, *Local Fault Zones*). The San Andreas fault zone is located approximately 6,200 feet to the southwest of the project site. An unnamed splay of the San Andreas Fault is located about 3300 feet southwest of the site. The San Andreas Fault is thought to be capable of generating an earthquake of magnitude 8.0 earthquake and rupture would produce strong ground shaking of long duration at the project site. The project site is also located within the *State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003)*, which shows areas at risk from the secondary earthquake hazards of liquefaction and landslides. The following discussion provides a brief overview of the potential effects of strong earth shaking.

Ground Rupture/Shaking

Based on the fact that the project site is not located within an Alquist-Priolo Earthquake Fault Zone and contains no known active or potentially active faults, ground rupture potential for the site is considered to be very low. However, the site could be subjected to strong ground shaking in the event of an earthquake. However, the hazards associated with ground shaking would be mitigated through adherence to the current California Building Code.

Liquefaction Potential

Although the proposed project site is located within an area subject to the secondary seismic hazard of liquefaction, the site is not within a zone of required investigation subject to earthquake-induced ground displacements as identified on the *State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003)*. Due to the absence of groundwater (at least to depths of 50 feet), the proposed project site is considered to have a low potential for liquefaction. Additionally, the removal and recompaction of soils (as a standard grading practice, and as required for soils susceptible to hydroconsolidation) includes the removal of alluvium that would be susceptible to liquefaction (if any soils exist that are). Although some of the materials below the bottom of removal may be susceptible to liquefaction if saturated, the probability that liquefaction will occur on-site after grading and recompaction is considered minimal.

According to the above discussion, ground rupture and liquefaction would have very little likelihood of occurrence on-site. Additionally, the removal and recompaction of soils prone to hydroconsolidation would further reduce the likelihood of liquefaction.

Based on this, there would be a less than significant impact with respect to seismic hazards.

Landslides

Although the proposed project site is located within an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for earthquake-induced landslides, the project site is not within a zone of required investigation subject to earthquake-induced ground displacements as identified on the *State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003)*.

MITIGATION MEASURES

CONSTRUCTION

4.3-1 Refer to Section 4.5, *Air Quality*, for fugitive dust mitigation measures.

SOILS

- 4.3-2a To mitigate the potential for unacceptable settlement, remedial grading shall be performed to install at least three feet of properly compacted fill below footings. The upper five feet of the existing site soils (or three feet below the bottom of footings, whichever is deeper) shall be removed and replaced with properly compacted fill. The lateral extent of removal and replacement should equal the removal depth below footings. As an alternative to remedial grading, the proposed buildings may be supported on drilled cast-in-place concrete piles extending into the dense natural soils. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.
- 4.3-2b Building structures should be placed as far up-gradient within the site as possible. Provisions for positive surface drainage away from the foundations shall be incorporated into the grading plans. Impoundment of stormwater run-off within the construction area shall not be permitted within the immediate vicinity of the foundation construction area. Additionally, wherever possible, planters, underground water pipes, and any other source of additional water to the subsurface soils in the immediate vicinity of the foundations should be avoided. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.
- 4.3-2b Soils that are prone to hydroconsolidation, as identified in the project Geotechnical Investigations shall be removed down to approximately six feet below grade and backfilled with geotechnically compacted fill. These recommendations are to be reflected in approved grading plans and subject to review and approval of the City Engineer / California Office of Statewide Health Planning and Development (OSHPD) as applicable.

SEISMICITY

- 4.3-3a Engineering design for all structures shall be based on the probability that the Project area will be subjected to strong ground motion during the lifetime of development. Construction plans shall be subject to the review by the City of Palmdale and/or OSHPOD and shall include applicable standards, which address seismic design parameters.
- 4.3-3b Mitigation of earthquake ground shaking shall be incorporated into design and construction in accordance with the current California Building Code requirements and site-specific design. The Mojave Segment of the San Andreas Fault shall be considered the seismic source for the Project site and specified design parameters shall be used.
- 4.3-3c The potential damaging effects of regional earthquake activity shall be considered in the design of each structure. The preliminary seismic evaluation shall be based on basic data including the California Building Code Seismic Parameters. Structural design criteria shall be determined in consideration of building types, occupancy category, seismic importance factors and possibly other factors.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.4
Hydrology

4.4 HYDROLOGY

Information in this section was compiled from the *Conceptual Hydrology Study for Palmdale Medical Center Site* prepared by Jacobs Engineering, the City of Palmdale General Plan, General Plan EIR, Master Plan of Drainage (October 1988), and the Ritter Ridge 7.5 minute U.S.G.S. topographic map. The following discussion evaluates project-related impacts associated with drainage, flood hazards and water quality.

EXISTING CONDITIONS

The City of Palmdale is located in northeastern Los Angeles County, within the Antelope Valley. Rainfall in the Antelope Valley is relatively sparse due to its location on the leeward side of the Sierra Pelona and San Gabriel Mountains. The average annual rainfall in Palmdale is approximately 5.15 inches per year, with approximately 20 inches in the surrounding mountains.

OFF-SITE - VALLEY FLOOR DRAINAGE SYSTEM

Surface water drainage from the Sierra Pelona Mountains and southern slopes of Portal and Ritter Ridge are ultimately collected by Anaverde Creek to the south and Amargosa Creek to the north of the project. Anaverde Creek travels along the Sierra Highway and into the United States Air Force Plant 42 retention basin. Amargosa Creek flows from the northern slopes of the Sierra Pelona Mountains into Palmdale around 25th Street West, following the Antelope Valley Freeway northward into Lancaster near Rosamond and Rogers Dry Lakes. Most of the drainage channels in the City of Palmdale are unimproved allowing storm water overflow into adjacent flat area. Storm drain facilities in the City consist of both natural and lined channels. In addition to allowing for groundwater recharge. The City is divided into six drainage basins with the proposed project located within the Anaverde Drainage Basin. Currently, for local and smaller regional facilities, if an area is proposed for development prior to availability of an ultimate outlet, local systems should be constructed or an additional detention basin or retention basin with pumps must be constructed. In addition, each development that is larger than five acres would be responsible for on-site mitigation of peak flows caused by the development.

OFF-SITE - DRAINAGE FACILITIES

The City of Palmdale existing storm drain system is partially built and consists primarily of localized facilities with the incorporation of individual tract map detention basins. Conditions are placed on new developments to construct the system in accordance with the Master Plan of Drainage. Storm drainage facilities are located along major roads and highways in a northward direction. The City of Palmdale Master Plan of Drainage has been design to be generally consistent with the Los Angeles County Department of Public Works Antelope Valley Comprehensive Plan of Flood Control and Water Conservation. The project site is located within the Anaverde Basin. Regional drainage facilities were sized for a 50-year storm, while local facilities (24-inches in diameter or larger) were sized for Urban Flood or a 25-year storm. The nearest off-site drainage facility is an existing 66 inch RCP along Palmdale Blvd/Avenue Q which discharges into

Avenue Q detention basin and outflows to Anaverde Creek, which flows to the Plant 42 basin.

ON-SITE - TOPOGRAPHY AND DRAINAGE

The topography of the site is characterized as relatively steep, with a 7% to 8% southwest to northeast slope. Runoff flows generally from the south to north as surface flow from existing vacant land and Tierra Subida Avenue. Currently, the vacant undeveloped site has no existing drainage facilities on the site. Stormwater sheet flows from off-site across the project site towards Palmdale Avenue.

ON-SITE FLOOD AND INUNDATION HAZARDS

The project site is located within a 500-year flood hazard zone, although not located within a Dam Inundation Area. The project is also upstream to the northwest of the Palmdale and Little Rock Dams; the possibility of flood inundation from these facilities is highly unlikely, due to the distance of the proposed project from the dams. The California Aqueduct traverses the southwestern portion of the City above the valley floor. The California Aqueduct closely parallels the San Andreas Fault Rift Zone and crosses the fault in two locations. As a result, the California Aqueduct may rupture causing flooding of surface waters. The eastern branch of the aqueduct is highly vulnerable to widespread damage from ground shaking since it crosses the fault at various locations and is susceptible to surface rupture hazards. The City of Palmdale General Plan Safety Element Exhibit S-7 *Aqueduct Failure Flow Directions*, depicts two channel pool locations and ultimate direction of flow. The southern potential rupture area (Pool 52) is located approximately 2.1 miles from the project site, while the western area (Pool 51) is located approximately 2.3 miles. The Department of Water Resources (DWR) has installed flood control gates to mitigate any structural failures. By closing the gates upstream, the section of the aqueduct within this area will be isolated and not receive additional water flows. Aqueduct water present during failure will be diverted to pools that serve as detention basins. Pool 52 is located at Platt Ranch west of Lake Palmdale at the Nadeau Fault Crossing with storage for 138 acre-feet and capacity of 45.0 million gallons. Pool 51 is located on the San Andreas Fault with storage for 23 acre-feet and capacity for 7.5 million gallons of water. The extent and rate of inundation is speculative since the amount of water in the California Aqueduct varies between seasons and years. Refer to Figure 4.4, *Federal Emergency Management Agency Flood Hazards*.

Although the extent and rate of the inundation areas are speculative, due to the fact that the project is over a mile away from potential flooding hazards from failure of the California Aqueduct and development has occurred around the project site, flood inundations from failure of the California Aqueduct is considered low.

GROUNDWATER

The project site is within the Antelope Valley Groundwater Basin with a total surface area of 900 square miles that includes seven subunits drawn according to geologic formations such as faults and consolidated rock. The Basin is divided vertically into two

separate aquifer systems that include a Principal aquifer system and a Deep aquifer system. The aquifer boundary is located approximately three-quarters of a mile to the north of the project site.¹ The project site is located adjacent to the largest subunit, the Lancaster subbasin, with the greatest number of water wells. Perched groundwater is occurs at depths less than 50 feet and may approach depths of less than 25 feet after heavy rains or intensive irrigation. Groundwater moves centripetally from the base of the San Gabriel Mountains and Tehachapi mountains toward the central part of the Lancaster Basin. Groundwater recharge of this Basin are provided by subsurface flows from adjoining areas, rain infiltration, and percolation of runoff from streams, with the principal suppliers of stream runoff provided by Big Rock Wash and Little Rock Wash.

WATER QUALITY (SURFACE WATER)

Most of the storm water flows within the City of Palmdale are conveyed by Amargosa Creek, Anaverde Creek, and the Little Rock Creek with other surface flows conveyed through City facilities and percolate into the soil. It is anticipated that the storm water from the area would contain the typical urban runoff pollutants that would include landscape related fertilizers, pesticides, and auto related petroleum compounds and rubber.

REGULATORY SETTING

Surface water quality is subject to federal, state, and local water quality requirements administered and enforced by the United States Environmental Protection Agency (EPA), the California State Water Resources Control Board (SWRCB), and the California Regional Water Quality Control Board (RWQCB) with cooperation from each County.

The principal federal statute governing water quality is the Clean Water Act (33 U.S.C. §§1251, et seq.). The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into waters of the United States under Section 402p of the Clean Water Act. A construction NPDES storm water permit is required for projects that would disturb more than five acres during construction or for a development project. Acquisition of an NPDES permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs), to control the discharge of pollutants (including sediment) into local surface water drainages. Authority to implement and administer the NPDES program in California has been delegated by the EPA to the State, which has delegated authority to the Regional Water Control Boards.

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¹ City of Palmdale General Plan EIR, 3.3 *Water Resources*, 3.3.1 *Groundwater Resources*, Exhibit 3-13 *Aquifers and Groundwater Surface* (Spring 1984).



-  Flood Hazard Zone
-  Project Site

Source: Federal Emergency Management Agency



No Scale

4/1994 JN 10-10234

FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD HAZARDS

PALMDALE MEDICAL CENTER

Section 402p of the Clean Water Act. A construction NPDES storm water permit is required for projects that would disturb more than five acres during construction or for a development project. Acquisition of an NPDES permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs), to control the discharge of pollutants (including sediment) into local surface water drainages. Authority to implement and administer the NPDES program in California has been delegated by the EPA to the State, which has delegated authority to the Regional Water Control Boards.

Under authority of the Los Angeles Regional Water Quality Control Board, the Los Angeles Countywide Standard Urban Storm Water Mitigation Plans (SUSMPs) implement the NPDES program in Los Angeles County. The SUSMP The SUSMPs are plans that designate best management practices (BMPs) that must be used in specified categories of development projects.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Pursuant to the Palmdale Environmental Checklist, the project may be considered to have a significant effect on the environment if it were to:

- Contain a blue-line stream, spring, seep, or wetland (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Include changes in the course or volume of water in a local stream or wetland which require Department of Fish and Game or Army Corps of Engineers Permits (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Result in the loss of, or changes to, significant stands of riparian vegetation (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Adjacent to the California Aqueduct and:
 - Could result in a significant increase in runoff of storm or nuisance water toward the aqueduct (refer to Section 7.0, *Effects Found Not To Be Significant*);
 - Be significantly affected by storm or nuisance water runoff flowing through aqueduct culverts or pools (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Be located in an area of flood hazard as shown on the FIRM Map, or as identified by the Engineering or Public Works Departments (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Result in a significant increase in peak runoff that could increase flood hazard off-site;

- Impede the implementation of the City's Master Plan of Drainage or Drainage Management Plan.
- Result in discharge of materials into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity;
- Result in the significant alteration of the direction or rate of flow in groundwater;
- Result in a change in the quantity or quality of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Result in a substantial reduction in the amount of water otherwise available for public water supplies. (See Section 4.6, *Public Services and Utilities*)

SHORT TERM CONSTRUCTION RELATED IMPACTS

4.4-1 *Grading, excavation, and construction activities associated with the proposed Project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. Significance: Less Than Significant Through Regulatory Compliance and With Mitigation.*

Construction controls are separated from the rest of the water quality management because the measures are temporary and specific to the type of construction. Construction of the proposed Palmdale Medical Center has the potential to produce typical pollutants such as nutrients, suspended solids, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, sanitary wastes, fuel, and lubricants.

As part of the its compliance the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the Lahontan Regional Water Quality Control Board providing notification and intent to comply with the State of California General Permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the construction activities onsite. Implementation of recommended mitigation (i.e., compliance with the NPDES requirements) would reduce construction-related impacts to water quality to a less than significant level.

LONG-TERM IMPACTS

4.4-2 *Development of the proposed project may increase storm water runoff, which may exceed the capacity of the existing drainage system and result in on or off-site flooding. Significance: Less than Significant Impact With Mitigation.*

Although development of the proposed project would increase the amount of impermeable surface which would otherwise allow percolation and decrease storm water run-off, the project would implement appropriate stormwater management

facilities that would collect, detain, convey and regulate the rate of downstream flow of storm water runoff. The City of Palmdale Design Standards state that the peak flow of the project site would be limited to 85% of its pre-developed condition. The Jacobs Engineering study revealed that the undeveloped condition 50-year discharge is 77 cubic feet per second (cfs) and the developed condition 50-year discharge is 89 cfs. Per City Design Standards, the discharge must be limited to 65 cfs. In order to maintain this limit, a detention basin of approximately 34,000 ft³ must be constructed onsite. Such a basin would be feasible in the northeast corner of the project site given the current site plan. With implementation of the proposed drainage system, detention basin, and associated design review/approval by the City Engineer, no significant impacts are anticipated.

MITIGATION MEASURES

SHORT TERM CONSTRUCTION RELATED IMPACTS

- 4.4-1 Prior to Grading Permit issuance and as part of the Project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the Lahontan Regional Water Quality Control board providing notification and intent to comply with the State of California General Permit. Also, a Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable."

LONG-TERM IMPACTS

- 4.4-2 The Applicant shall submit a detailed hydrology study identifying on-site detention facilities and any required off-site facilities improvements. This hydrology study shall be reviewed and approved by the City Engineer, prior to project approval.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.5
Air Quality

Information in this section is based on the *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines* (May 2002) and the 1994 Air Quality Management Plan (September 1994), both of which were prepared by the Antelope Valley Air Quality Management District (AVAQMD). The purpose of this section is to identify existing conditions, discuss potential impacts to air quality as a result of project implementation, and recommend mitigation measures to reduce the significance of potential impacts.

EXISTING CONDITIONS

MOJAVE DESERT AIR BASIN

The project site is located within the western portion of the Mojave Desert Air Basin (MDAB), in the extreme southwestern extension of the Mojave Desert. The MDAB consists of portions of the following counties: Kern County east of the Tehachapi Mountains, Los Angeles County northeast of the San Gabriel Mountains, San Bernardino County northeast of the San Gabriel and San Bernardino Mountains, and the Mojave Desert portion of Riverside County.

Climate

The MDAB has a desert climate characterized by low annual rainfall, low humidity, hot days and very cold nights. Temperature varies greatly between summer and winter. According to the California Air Resources Board, the annual average temperature in Palmdale is 62 degrees Fahrenheit (F), peaking in July at approximately 98 degrees F. The average daily minimum temperature is 32 degrees F in January.¹ The average annual precipitation is 7.4 inches in Palmdale, most of which occurs between November and March. Relative humidity is generally low in summer and afternoons are particularly dry. These clean, dry conditions result in intense solar radiation that, combined with high temperatures, is highly conducive to photochemical smog formation.

Winds

Winds in the Antelope Valley are typically brisk and highly persistent, originating mainly from the west and south. Similar to most desert regions, wind speeds can be quite high at times. Hourly average wind speeds between 20 and 40 miles per hour may occur several days per year.² Most regional air quality problems are due to interbasin transport from the Los Angeles area through mountain passes such as Soledad Canyon. The prevailing winds typically move polluted air from the more densely populated portions of the South Coast Air Basin (SoCAB) toward the MDAB, with the air entering the Desert Basin from mid-afternoon to late evening.

¹ Proposed Amendments to Divide the Southeast Desert Air Basin and to Modify the Boundary of the South Coast Air Basin and Proposed Amendments to the Related Agricultural Burning Regulations, California Environmental Protection Agency, Air Resources Board, April 1996, page 13.

² Ibid, page 12.

Temperature Inversions and Smog

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air would be mixed and dispersed into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in the southland. The cool, damp and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from escaping and it backs up along the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer. Usually, inversions are lower before sunrise than during the daylight hours. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O₃) observed during summer months in the adjacent SoCAB. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight.

The Antelope Valley rarely experiences the summer temperature inversions, which frequently "cap" polluted air layers in the Los Angeles Basin area. However, inversions can form during cold nights with mild winds, but are usually removed during daytime heating. When these desert inversions form, they may trap pollutants near low-level emission sources such as freeways or parking lots.

AMBIENT AIR QUALITY STANDARDS

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. National Ambient Air Quality Standards (NAAQS) were established by the U.S. Environmental Protection Agency (EPA) in 1971 for six air pollutants. States have the option of adding other pollutants, to require more stringent compliance, or to include different exposure periods. The California Ambient Air Quality Standards (CAAQS) and NAAQS are included below in Table 4.5-1, *Local Air Quality*.

The California Air Resources Board (CARB) is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An

"unclassified" designation signifies that data do not support either an attainment or non-attainment status.

The EPA designates areas for O₃, carbon monoxide (CO), and nitrogen oxides (NO_x) as either "Does not meet the primary standards", "Cannot be classified" or "Better than national standards". All other areas are designated "Unclassified". The attainment status designation for each criteria pollutant is described below within the Ambient Air Quality discussion. The Los Angeles County portion of the MDAB is a non-attainment area for O₃ for both State and Federal standards and PM₁₀ for State standards only. The Los Angeles County portion of the MDAB is designated as attainment or unclassified for the remaining pollutants.

Ambient Air Quality

The AVAQMD operates several air quality monitoring stations within the MDAB. The nearest air quality monitoring stations to the project area are located in the City of Lancaster at 243 West Pondera Street and 43301 Division Street. Table 4.5-1 indicates the air quality levels and exceedances of the state and federal standards over the past five years as obtained from the Lancaster Stations, whereas data from 1999 to 2001 was collected at 243 West Pondera Street and data from 2002 to 2003 was collected at 43301 Division Street. The following air quality information briefly describes the various types and sources of pollutants which affect air quality. Fine particulate matter (PM₁₀) and O₃ are the pollutants of primary concern in the area. The particulate matter originates within the MDAB. However, much of the other pollutants are a result of SoCAB pollutants spilling over into the desert area.

Ozone (O₃)

O₃, or photochemical smog, is formed in a complex series of chemical reactions in the presence of sunlight. ROC, or reactive organic compounds (also referred to as ROC), and NO_x, or oxides of nitrogen, are the principal constituents in these reactions. These compounds are emitted from motor vehicles and industrial, commercial, institutional, agricultural and domestic activities.

Oxides of Nitrogen (NO_x)

There are a number of NO_x compounds, but only two significantly affect ambient air quality. These include nitric oxide (NO) and nitrogen dioxide (NO₂). NO₂ is itself a regulated pollutant, but it also reacts with hydrocarbons in the presence of sunlight to form O₃ and other compounds that make up photochemical smog. NO₂, reddish brown and visible in high concentrations, is itself a contaminant and can cause eye and respiratory system irritation. NO₂ results from mobile, as well as stationary sources. Seasonal and diurnal patterns in NO₂ concentration vary widely between locations.

TABLE 4.5-1
 LOCAL AIR QUALITY

Pollutant	California Standard	Federal Primary Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1999	0.10	1/0
			2000	0.14	35/0
			2001	0.15	37/3
			2002	0.16	46/5
			2003	0.16	50/4
PM ₁₀	50 ug/m for 24 hours	150 ug/m for 24 hours	1999	85	2/0
			2000	NS	NS
			2001	NS	NS
			2002	NS	NS
			2003	NS	NS
Carbon Monoxide	9 ppm for 8 hours	9 ppm for 8 hours	1999	5.4	0/0
			2000	4.3	0/0
			2001	3.3	0/0
			2002	2.2	0/0
			2003	1.9	0/0
Nitrogen Dioxide	0.25 ppm for 1 hour	0.053 ppm annual average	1999	0.08	0/0
			2000	0.07	0/0
			2001	0.08	0/0
			2002	0.10	0/0
			2003	0.07	0/0
Notes: 1. Maximum concentration is measured over the same period as the California Standard. ug/m ³ = micrograms per cubic meter ppm = parts per million 2. NS = Not Sampled. Source: California Air Resources Board internet site www.arb.ca.gov/adam .					

Carbon Monoxide (CO)

CO is a colorless and odorless gas. The automobile and other types of motor vehicles are the main source of this pollutant. CO concentrations are generally higher along roadways, especially in the early mornings, late evenings and winter. The State CO standard is 9 parts per million (ppm), averaged over eight hours.

Particulate Matter (PM₁₀)

Atmospheric particulates are made up of liquids or fine solids, such as soot, dust, aerosols, fumes, and mists. Particulates can form by natural processes, such as wind blown dust and dirt, wildfires, and salt from sea spray; they can also arise from human activities such as construction, demolition, quarrying, and agricultural operations. In addition, particulates may be emitted directly from automobiles and industrial sources, or may be created in the atmosphere by the photochemical process. A large portion of the total suspended particulate matter in the atmosphere is finer than 10 microns (PM₁₀). PM₁₀ tends to lodge deeply in lung tissue and is therefore considered more of a health hazard than larger particles with which the body's natural defenses deal with more readily. As a result, both State and Federal standards have been set for PM₁₀. The State 24-hour standard for PM₁₀ is 50 micrograms per cubic meter (ug/m³).

Odors

Odors from the project area would be emitted primarily by the project site's waste receptacles. Additionally, although it is considered a toxic air contaminant (TAC) more than an odor, ethylene oxide gas (Eto) is utilized for sterilization of hospital equipment. Eto emits a noticeable ether like odor. However, it should be noted that this gas is strictly controlled by the state (emission controls of 99% for facilities using between 25-600 lbs/year and 99.9% for facilities using over 600 lbs/year). Considering this and it would be an extremely rare instance in which Eto would be released. The actual assessment of odor impacts depends upon such variables as wind speed, wind direction and the sensitivities of receptors to such odors. The prevailing wind in the area of the project site is primarily from the west, west-southwest, and southwest, thus indicating that on-site odors would be conveyed to the east, east-northeast and northeast away from the sensitive receptors located to the northwest, west and south of the project site. Additionally, proper maintenance of all waste related enclosures and facilities and the application of the state emission controls for Eto would ensure against project site related odors.

REGULATORY SETTING

Federal Clean Air Act

The 1970 Clean Air Act (CAA) authorized the establishment of the NAAQS, and set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceeded these standards.

California Clean Air Act

The 1988 California Clean Air Act (CCAA) requires that all air districts in the State endeavor to achieve and maintain CAAQS for O₃, CO, sulfur dioxide (SO₂), and NO₂ by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. The Act also gives districts new authority to regulate indirect sources. Each district plan is to achieve a five percent annual reduction (averaged over consecutive three-year periods) in district-wide emissions of each non-attainment pollutant or its precursors. Any additional development within the region would impede the "no net" increase prohibition, in that further emissions reductions must be affected from all other air shed sources to fit any project development mobile source emissions increase.

A strict interpretation of the "no net" increase prohibition suggests that any general development within the region, no matter how large or small, would have a significant, project-specific air quality impact unless the development-related emissions are offset by concurrent emissions reduction elsewhere within the air shed. Any planning effort for air quality attainment would thus need to consider both State and Federal planning requirements.

The Clean Air Act Amendments of 1977 require that a plan be prepared for all air sheds that do not meet national Ambient Air Quality Standards. In the MDAB, it has been generally recognized that no matter what actions are taken within the basin toward reducing air emissions, attainment for photochemical smog will not be possible until the SoCAB adequately controls the levels of emissions being transported into the MDAB. A number of studies funded by the California Air Resources Board have confirmed the relationship between emissions in one basin and air quality in a downwind receptor air shed. This relationship notwithstanding, it is important that new developments, such as the proposed project, not contribute substantially to more emissions that would increase the local generation of additional smog. It is obvious that any local changes will be only a small fraction of the regional perspective, and that air quality distributions will continue to be dominated by imported pollutants for much of the next two decades until the South Coast Air Basin comes closer to attainment within the framework of the SCAQMD and the Southern California Association of Government's new regional air quality management plan.

1997 Air Quality Management Plan

The AVAQMD shares regulatory jurisdiction over air quality within the MDAB with the Mohave Desert Air Quality Management District. The AVAQMD became an official agency on July 1, 1997. Up until that time, the Los Angeles County portion of MDAB was under the jurisdiction of the SCAQMD. Although the AVAQMD has adopted its own Ozone attainment plan, it will continue recognize the SCAQMD's Attainment Plans as well as methodologies and thresholds set forth in the *South Coast Air Quality Management District CEQA Air Quality Handbook* until further notice.

The SCAQMD has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the aforementioned annual reduction goal. The most recent AQMP was published in 1997. To accomplish its task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments (SCAG), and the SCAQMD) are the cornerstones that implement the AQMP programs.

A 1997 AQMP was adopted by the District on November 15, 1996. The 1997 AQMP was then adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures. Short and intermediate term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

Control Strategies

The 1997 AQMP continues to include most of the control measures outlined in the previous 1994 Ozone Plan with minor exceptions, but postpones many marginal measures found to be less cost-effective, drops future indirect-source rules that are now

deemed infeasible, and focuses the SCAQMD's efforts on about ten major emission-reduction rules over the next two years. The SCAQMD will focus its efforts on seven major rules to reduce volatile organic compounds (VOCs), a key ingredient in smog; and the Plan includes new market-based measures giving businesses greater flexibility in meeting emission-reduction requirements, such as inter-credit trading and additional credits for mobile source emission reductions.

The 1997 AQMP shows that measures outlined in the 1994 Ozone Plan are more than sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM₁₀ and ground-level O₃, by the years 2006 and 2010, respectively. The CO standard was met in 2000. The region already has met the three other Federal health standards for Pb, SO₂, and NO₂.

To help reduce PM₁₀ pollution, the 1997 Plan outlines seven control measures for directly emitted particulates that will reduce emissions from agricultural areas, livestock wastes, woodworking operations, construction, and restaurants. The measures will also help control dust from paved and unpaved roads, which accounts for two-thirds of the directly emitted particulates.

The 1997 Plan shows that both emissions and ambient pollution levels have continued their downward path toward healthful levels. The number of Stage I smog episodes for O₃ declined from 41 days in 1990 to just 14 days in 1995. CO also has declined, with the number of days over the standard down from 42 in 1990 to 13 in 1995. The average number of days exceeding the Federal 24-hour PM₁₀ standard also declined between 1990 and 1995 by 9 percent.³

The 1997 AQMP includes two tiers of emission reduction measures (short/intermediate and long-term measures), based on availability and readiness of technology. Short- and intermediate-term measures include the application of available technologies and management practices between 1994 and the year 2005. These short- and intermediate-term measures are designed to satisfy the Federal CAA requirement of RACT, and the CCAA requirements of BARCT.

To ultimately achieve ambient air quality standards, further development and refinement of known low- and zero-emission control technologies, in addition to technological breakthroughs, would be necessary. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 1994 and 2010.

Because of the EPA's principal authority over many off-road sources, the 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the SoCAB. The FIP's proposed control measures are based on a combination of stringent emission standards, declining caps on emission levels and emission/user fees.

³ Article entitled "AQMD Sees Progress in Attaining Federal Clean Air Standards," *AQMD Advisor*, Volume 3, Number 7, September 1996. It should be noted, however, that the MDAB is unclassified for Federal PM₁₀ standards and as attainment for the State CO standard.

Other Planning Programs

In addition to the air quality planning documents, the Southern California Association of Governments (SCAG) has prepared regional plans which outline a coordinated strategy for all areas in the six-county SCAG region to meet specific goals relative to air quality, transportation and housing, as a result of anticipated growth by the year 2010. These documents also identify specific goals for local agencies in terms of balancing employment opportunities and housing by the year 2010. Refer to Section 5.2, *Growth-Inducing Impacts*, for additional information on SCAG documents.

AIR QUALITY SENSITIVE RECEPTORS

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses. Examples include schools, hospitals and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: The elderly over 65, children under 14, athletes, and people with cardiovascular and chronic respiratory diseases such as asthma, emphysema and bronchitis. Based on these definitions, residential uses may be defined as sensitive receptors.

Residential

Residential development is located to the northwest and west across Tierra Subida Avenue-10th Street West and to the south and southeast closely beyond the project site's southern boundary. There is also an approved 68 single-family residential development, which is yet to be built along the southern border of the property. Additionally, as discussed throughout this document, there is an 80 unit senior housing facility that would be built at a later phase of the project subsequent to the completion of the hospital.

Schools

Table 4.5-2 shows the name and location of the six schools within a two-mile radius of the proposed project site. No high schools or day care facilities are located within a two-mile radius of the project site.

TABLE 4.5-2
 SCHOOLS WITHIN TWO MILES OF PROPOSED PROJECT

School Name	School Address	Location from Project
Ana Verde Plaza Elementary	39360 Summerwind Dr.	.9 miles northwest
Juniper Intermediate	39066 Palmtree Way	.55 miles northwest
Cottonwood Elementary	2740 West Ave. P-8	1.8 miles northwest
Ocotillo Elementary	38739 Ocotillo Dr.	.4 miles southwest
Yucca Elementary	38440 2 nd Street East	1.25 miles south east
Palm Tree Elementary	326 East Ave. R	1.7 miles southeast
Data from Palmdale School District Web Site at http://www.psd.k12.ca.us/ and Westside Union School District Web Site at http://www.westside.k12.ca.us/		

Hospitals and Care Facilities

Currently, there are no hospital or care facilities within a two-mile radius of the proposed project site.

Parks

Table 4.5-3 shows the name and location for the three parks within a two-mile radius of the proposed project site. Two of these parks are neighborhood parks. The remaining one is a community park and sports center.

**TABLE 4.5-3
 PARKS WITHIN 2 MILES OF PROPOSED PROJECT**

Park Name	Park Address	Location from Project
Manzanita Heights	431 Mesa Verde Street	Approximately .65 miles south
Pelona Vista Park	445 West Avenue P-8	Approximately 1 mile south
Desert Sands	39117 Third Street East	Approximately 1 mile northeast
Data derived from City of Palmdale Web Site at http://www.cityofpalmdale.org/departments/parks/parks.html		

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

The City of Palmdale Environmental Checklist indicates that a project would normally be considered to have a significant effect on air quality if the project:

- Results in significant air emissions or deterioration of ambient air quality either from stationary or mobile sources;
- Produces potentially toxic air emissions;
- Results in the creation of objectionable odors (refer to Section 7.0, *Effects Found Not to Be Significant*); or
- Results in the alteration of air movement, moisture or temperature, or any change in climate either locally or regionally (refer to Section 7.0, *Effects Found Not to Be Significant*).

SHORT-TERM/CONSTRUCTION EMISSIONS

4.5-1 Short-term air quality impacts would occur during site preparation and project construction. **Significance: Significant Unavoidable Impact for ROCs and NO_x.**

The following discussion addresses all short-term impacts on air quality associated with construction activities, including site preparation and construction of new facilities. These temporary impacts include the following:

- Clearing, grading, excavating and using heavy equipment or trucks create large quantities of fugitive dust, and thus PM₁₀;
- Heavy equipment required for grading and construction generates and emits exhaust emissions;
- The vehicles of commuting construction workers and trucks hauling equipment generate and emit exhaust emissions;
- Emissions at the power plant serving the site, as temporary power lines are needed to operate construction equipment;
- Emissions from the stationary construction equipment used on-site.

Construction emissions were calculated using the URBEMIS2002 computerized emissions modeling program. The model for the proposed project includes the construction of 420,000 square feet of office commercial land uses (including the hospital use and the medical office buildings) and 80 units of senior residential land uses. Additionally, the project site would include extensive asphalt coverage for parking lots. Considering this, approximately 30 acres of paving were included in the air quality emissions model. Appendix 10.7, *Air Quality Data*, details the assumptions used to estimate construction-related emissions.

Site Grading Equipment and Mobile Equipment Exhaust

Grading and mobile equipment exhaust would contribute to short-term air quality impacts. Primary sources of short-term ROC and NO_x emissions are gasoline and diesel-powered heavy-duty mobile equipment used during site grading. The majority of the equipment used today is diesel-powered (approximately 90 percent of the heavy construction machinery), which tends to be more efficient than gasoline-powered equipment, producing lower CO and hydrocarbon emissions. However, diesel engines emit much higher amounts of NO_x, SO_x and particulates per hour of activity.

Exhaust from heavy-duty equipment is difficult to quantify because of the day-to-day variability in construction activities and equipment used. At typical fuel consumption rates, diesel powered heavy-duty construction equipment ranges from 0.04 to 0.27 pounds per hour (pph) of ROC and from 0.44 to 4.17 pph of NO_x. Gasoline powered heavy-duty construction equipment ranges from 0.05 pph to 1.53 pph of ROC and from 0.02 pph to 0.92 pph of NO_x.

Grading and mobile equipment exhaust emissions are based on emission factors developed by U.S. Environmental Protection Agency (EPA), the area being graded/constructed, the quantity and type of equipment used on a daily basis, and the hours per day for each equipment type operated. Site grading equipment and

construction-related mobile exhaust emissions are included in Table 4.5-2, *Daily Construction Emissions*.

Fugitive Dust Emissions

The primary sources of construction-related dust emissions are grading and excavation operations and building construction. Fugitive dust from grading and construction is expected to be short-term and would cease following project completion. Additionally, most of this material is inert silicate, rather than the complex organic particulates released from combustion sources, which are more harmful to health. Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Implementation of the specified mitigation measures related to the control of fugitive dust would reduce short-term construction-related dust impacts to less than significant levels.

A particular health concern is the amount of PM₁₀ (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. As previously discussed, PM₁₀ poses a serious health hazard, alone or in combination with other pollutants. It should be noted that emissions generated during construction are considered temporary and would cease following project completion. In addition, as previously stated, the specified short-term mitigation measures would decrease short-term fugitive dust emissions from project construction, thereby reducing impacts from resultant PM₁₀ emissions to less than significant levels, both on an individual and cumulative basis.

Daily Construction Emissions

Table 4.5-2, *Daily Construction Emissions*, outlines the daily project-related ROC, NO_x, CO and PM₁₀ emissions from site grading and construction equipment. Exhaust emissions during project construction would vary from day to day as construction activity levels would change.

**TABLE 4.5-4
 DAILY CONSTRUCTION EMISSIONS**

Emissions Source	Pollutant (lbs/day) ¹			
	ROC	NO _x	CO	PM ₁₀
Construction Emissions	42	294	341	63
Mitigated Construction Emissions	42	294	341	38
AVAQMD Significance Thresholds	137	137	548	82
Are Thresholds Exceeded?	Yes	Yes	No	No

1. Refer to the worksheets in Appendix 10.7, *Air Quality Data*, for detailed assumptions.

As detailed in Table 4.5-2, emissions from heavy-duty construction equipment used for implementation of the proposed project would result in an exceedance of the AVAQMD significance thresholds for ROCs and NO_x. Although this exceedance would be temporary in nature and limited to the amount of time required for construction, a significant unavoidable impact would occur with respect to ROC and NO_x emissions.

LONG-TERM/OPERATIONAL EMISSIONS

4.5-2 Area source and vehicular source emissions related to the proposed project would exceed applicable thresholds. **Significance: Significant Unavoidable for CO and PM₁₀ Emissions.**

Stationary Source Emissions

Proposed office commercial (hospital included) and senior residential uses are anticipated to result in typical stationary source emissions from similar commercial-related applications. Potential future development would be required to comply with applicable local, State and federal air quality regulations, particularly with respect to AVAQMD's Rules and Regulations. Stationary sources are anticipated to be typical of commercial development throughout the City. In addition, the City's discretionary review process and AVAQMD requirements include appropriate measures to ensure compliance with City and AVAQMD air quality standards.

Vehicular Source Emissions

Table 4.5-3, *Daily Operational Emissions* indicates the proposed project emissions that would be generated by on-site area sources and on-and off-site mobile (indirect) sources. The URBEMIS2002 assumptions were based on the project site plan and the project traffic study. The URBEMIS2002 Assumptions may be found in Appendix 10.7, *Air Quality Data*. Project trip generation rates were based on the project traffic study.

Ozone Precursors ROC and NO_x

Project-related ROC emissions from area and mobile sources would be 92.39 lbs/day with mitigation. The AVAQMD has established its ROC significance threshold at 137 lbs/day. Project-related NO_x emissions from area and mobile sources would be 98.18 lbs/day with mitigation. With the ROC and NO_x below City thresholds, impacts would be less than significant for ROC and NO_x.

CO and PM₁₀

Project-related CO emissions from area and mobile sources would be 1,162.36 lbs/day with mitigation. Mitigation measures include compliance with standard City requirements such as the provision of ADA-compatible sidewalks, street lighting, pedestrian signalization and signage, and shade trees along sidewalks. This would exceed AVAQMD's significance thresholds by 614.36 lbs/day. Project-related PM₁₀ emissions from area and mobile sources would be 91.9 lbs/day with mitigation. This would exceed AVAQMD's significance thresholds by 8.12 lbs/day. As AVAQMD's

significance thresholds would be exceeded for long-term operational impacts, implementation of the proposed project would result in an unavoidable significant impact for CO and PM₁₀.

CO Hotspots

An impact is potentially significant if the project produces emission levels that exceed the state or federal AAQS. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create "pockets" of CO called "hotspots." These pockets have the potential to exceed the State 1-hour standard of 20.0 ppm and/or the 8-hour standard of 9.0 ppm. As shown in Table 4.5-1, *Local Air Quality*, ambient CO concentrations are approximately 3.3 ppm and have been decreasing for the last several years.

To identify CO hotspots, the AVAPMD uses SCAQMD methodology that recommends performing a CO hotspot analysis when a project increases the volume to capacity ratio by 2 percent for any intersection with an existing level of service (LOS) D or worse. Due to the low ambient CO concentrations and because the project will not create any significant impacts to existing intersections, a CO hotspot analysis is not warranted.

**TABLE 4.5-5
 DAILY OPERATIONAL EMISSIONS**

EMISSIONS SOURCE	Pollutant (lbs/day)			
	ROC	NO _x	CO	PM ₁₀
Area Source Emissions	4.36	3.42	2.82	0.01
Vehicular Source Emissions	89.55	96.64	1,182.47	91.89
<i>Total Unmitigated Emissions</i>	93.91	100.06	1185.29	91.9
Unmitigated Area Source Emissions	4.36	3.42	2.82	0.01
Mitigated Vehicular Source Emissions	88.03	94.76	1,159.54	90.11
<i>Total Mitigated Emissions</i>	92.39	98.18	1,162.36	90.12
AVAQMD's Significance Thresholds	137	137	548	82
Are Thresholds Exceeded?	No	No	Yes	Yes
N/M = Not Measured N/A = Not Applicable				

Emission Reductions

Mitigation measures for reducing vehicular emissions aim at reducing vehicle miles traveled. Typically, such measures focus on making other modes of transportation more pleasant and convenient to encourage people to choose modes other than automobile travel. Adherence to existing standard conditions such as including sidewalks along all interior roads and all roads fronting the project in compliance with City standards, providing streetlights along all streets in accordance with City standards, providing shade trees along all sidewalks in accordance with the City's Landscape Ordinance, and providing adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site, would help reduce the impacts associated with mobile emissions.

Transportation demand management (TDM) is another method for reducing vehicle trips and their associated emissions. TDM programs include incentives for employees to use alternative modes of transportation utilizing methods such as giving preferential parking for car and vanpools, offering employees flex schedules, or providing employees flex schedules to avoid trips during rush hours. Not only do such programs help projects comply with AVAQMD standards, but they also help improve local air quality. The proposed project includes some TDM measures including a proposed bus stop on the east side of Tierra Subida Avenue just north of the intersection of Date Palm Drive and sixty bicycle racks, thirty-two more bicycle racks than required by the City.

Another method of reducing air quality impacts is to implement energy efficiency standards. By increasing a project's overall energy efficiency, the fuel that would be used to operate can be reduced, thereby reducing the amount of emissions generated. The Energy Efficiency Standards for Residential and Nonresidential Buildings, commonly known as Title 24, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. New standards were adopted by the Commission in 2001 as mandated by Assembly Bill 970 to reduce California's electricity demand. Compliance with the latest Title 24 standards would help reduce the project's impacts on air quality.

PLAN CONSISTENCY

- 4.5-3 The proposed project would generate a population increase that would exceed the population forecasts as shown in the AVAQMD and SCAQMD AQMP's. **Significance: Less than Significant.**

According to the *AVAQMD CEQA and Federal Conformity Guidelines*, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable District rules and regulations and is consistent with the growth forecasts in the applicable plan(s). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast.

As illustrated in Table 4.5-2 and Table 4.5-3, construction and operational emissions associated with the proposed project would exceed several AVAQMD thresholds. Therefore the project would not be consistent with the AQMP. However, the project would not create any CO hotspots or otherwise impair attainment status and represents reduced operational emissions as compared to the site's existing General Plan designation as Regional Commercial. Therefore, the project is considered conforming with respect to attainment status.

The second criteria for establishing consistency with the AQMP is whether the proposed project is consistent with the growth forecasts included in the regional land use plan. The Project site is zoned for regional commercial uses. Therefore, the proposed Project would require a General Plan Amendment to provide for residential and commercial uses. However, since the proposed project would result in a greatly reduced number of generated vehicle trips (see Section 4.1, *Traffic/Circulation*), implementation of the proposed project would result in a decrease in air emissions compared to development under the existing General Plan designation. Therefore, less than significant impacts would occur in this regard.

MITIGATION MEASURES

The mitigation measures listed below directly correspond to the identified impact statements above.

SHORT-TERM/CONSTRUCTION EMISSIONS

4.5-1a During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the Antelope Valley Air Quality Management Districts Rules and Regulations.

During the course of project grading and construction, the Applicant shall post signs on-site limiting construction-related traffic to 15 miles per hour or less.

During the course of project grading and construction, the Applicant shall control fugitive dust produced during grading, excavation, and construction activities:

- a) All trucks exporting fill from the site shall use tarpaulins to cover the load, in compliance with State Vehicle Code 23114. Material transported in trucks off-site shall comply with the State Vehicle Code 23114, with special attention to Sections 23114(b)(2)(F), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust emissions.
- b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.

- c) Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- d) Streets adjacent to the project reach will be swept as needed to remove soil that may have accumulated from construction activities so as to prevent, to the extent feasible, amounts of dust. During the course of project grading and construction, the Applicant shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- e) During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties, generally wind speeds exceeding 20 miles per hour, averaged over one hour), the Applicant shall curtail all clearing, grading, earth moving, and excavation operations, as directed by the City Engineer, to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site.
- f) The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust.
- g) These control techniques will be indicated on project grading plans. Compliance with this measure will be subject to periodic site inspections by the City.

4.5-1b Project grading plans will indicate that for the duration of construction, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.

4.5-1c All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

4.5-1d The contractor shall establish construction equipment and supply staging areas the furthest practical distance and no less than 30' from the nearest residence. Compliance with this measure is subject to periodic City inspection.

4.5-1e A comprehensive Fugitive Dust Control Plan shall be developed and approved by the AVAQMD prior to commencement of grading and excavation operations. The Plan shall

include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method shall be provided at the time the Fugitive Dust Control Plan is submitted to the AVAQMD. The Plan shall identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source.

LONG-TERM/OPERATIONAL EMISSIONS

4.5-2a Prior to issuance of building permits, the site plan and related street improvement plans prepared for the project shall be reviewed and approved by the City for compliance with City standards related to pedestrian access and circulation. The plan shall include the following:

- a) All sidewalks along interior roads and public roads fronting the project site as required by the City of Palmdale in compliance with City standards.
- b) Streetlights shall be provided along all public streets, in accordance with City standards, adequately illuminating all public sidewalks.
- c) Shade trees shall be provided along all sidewalks in accordance with the City's Landscape Ordinance.
- d) Adequate pedestrian signalization and signage at all significant intersections adjacent and within the project site, to be determined by the City Traffic Engineer.

4.5-2b The project shall comply with all requirements of the Congestion Management Program for the County of Los Angeles and any related City of Palmdale requirements. These shall include, but are not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements.

4.5-2c The proposed project shall comply with the latest Title 24, Part 6 standards of the California Building Standards Administrative Code. UHS shall provide documentation, prepared by a licensed architect, of the project's compliance with Title 24, Part 6 standards, which shall be submitted to the City of Palmdale before the issuance of building permits.

PLAN CONSISTENCY

4.5-3 None required.

UNAVOIDABLE SIGNIFICANT IMPACTS

Implementation of the proposed project would result in the short-term exceedance of AVAQMD's thresholds for ROC and NO_x during construction. Implementation of the proposed project would also result in long-term exceedance of AVAQMD's thresholds for CO and PM₁₀. Further, implementation of the proposed project would not be consistent with the AQMP. Each of these impacts are significant unavoidable impacts.

Section 4.6

Public Services and Utilities

4.6 PUBLIC SERVICES AND UTILITIES

This Section analyzes potential impacts on public services and utilities. Information for this section was obtained from the City of Palmdale General Plan, utility/service provider or from technical studies generated by the Applicant. Mitigation measures are recommended to reduce potential impacts to less than significant levels.

ENVIRONMENTAL SETTING

FIRE PROTECTION

The Los Angeles County Fire Department (LACFD) provides fire protection services to the project area. There are total of three fire stations within the City and include Stations 24, 37, and 131. Station 131 is a subunit of station 37. There are five additional stations (Station 84, 114, 129, 92 and 117) that serve the outlying areas. The closest station is Station 24, located at 1050 West Avenue P that is approximately 1.5 miles to the north of the project site. The response time to the proposed project area from this station is three minutes. Station 37 is located at 38318 9th Street East and is approximately 2.5 miles east of the project site. Response time from this station to the proposed project site is approximately five minutes.

As part of the Los Angeles County Fire Department all manpower and resources of the Department back up the fire stations in Palmdale. The requirements for fire safety in construction include fire retardant materials, water storage tanks, fire hydrants, sprinkler systems, fire alarms, and fire escapes. Fire code requirements vary according to type of use and construction materials employed. Fire suppression water flow requirements are required to be calculated as part of the domestic water requirements.

POLICE PROTECTION

The Los Angeles County Sheriff's Department provides contract services to the Cities of Palmdale and Lancaster and the surrounding unincorporated county areas in the Antelope Valley covering approximately 1,400 square miles. The California Highway Patrol provides traffic enforcement services along the highways and within the county. There are two sheriff's stations serving the Antelope Valley, with a full-service station located in Lancaster at 501 W. Lancaster Boulevard and a sub-station in Palmdale located at 1020 E. Palmdale Blvd. Construction is currently underway for a new full-service station in Palmdale located at the corner of Sierra Highway and Avenue Q. Completion is anticipated in December 2005. Currently, the Palmdale station is staffed with 208 staff, including 169 sworn and 39 civilian personnel. Additionally, the Palmdale station maintains the Partners Against Crime office (a problem-oriented policing team), a narcotics unit, and detective bureau. The California Highway Patrol substation is located at 2041 West Avenue "I", Lancaster, California and is currently staffed with 47 sworn officers and 6 staff personnel¹.

¹ Telephone Conversation with Officer Miscione, CHP Antelope Valley, July 2, 2004.

EDUCATION

The Palmdale School District (K-8) and the Antelope Valley Union High School District would serve the project area. The Palmdale School District currently operates 24 schools. In June 2003 the total school enrollment for the Palmdale School District was 22,083 students.² The Antelope Valley Union High School District provides high school facilities to the community and operates a total of six High Schools with an enrollment of approximately 18,658 students.

SOLID WASTE

The City of Palmdale has adopted a Solid Waste Management Plan to comply with Assembly Bill 939, the California Integrated Waste Management Act of 1989. AB939 Act requires cities to develop plan to divert 25% of all solid waste from landfill disposal by 1995, and a total of 50% by year 2000. The solid waste generation pre-program projection, which does not assume successful source reduction or recycling, would result in year 2005 a total of 191,916 tons per year of waste generation.³ If the City were successful in the Implementation of the City-wide Integrated Waste Management Plan, year 2005 waste generation would only be 95,958 tons.

Waste Management operates both landfills located in Palmdale and would provide solid waste services for the proposed project. Waste for this project is directed to the Antelope Valley/Palmdale Landfill and Lancaster Landfill. The Antelope Valley Landfill (Class III) is located at 1200 West City Ranch Road, Palmdale and covers approximately 65 acres with 57 fill acres. In the early 1990's the landfill received approval from the County to expand to an adjacent 75 acres that would increase the landfill capacity.⁴ This landfill was recently annexed into the City of Palmdale. Further, Waste Management is currently proposing an expansion to the two existing permitted landfills that will increase capacity by approximately 14 million cubic yards and result in connection of the landfills. The landfill accepts some loads from surrounding areas in the Antelope Valley but does not accept liquid waste or sludge. The landfill is not approved for disposal of hazardous materials. The estimated remaining capacity under the existing Landfill No. 1 is estimated as of January 2001 to be 3,345,983 cubic yards with an estimated closure date of 2012.⁵ The Lancaster Landfill is located at 600 E. Avenue F, Lancaster and includes a total of 276 acres. The estimated remaining capacity is 19,780,000 cubic yards with an estimated closure date of 2012.⁶

WATER

Groundwater is the principal source of water for the City, with supplemental water supplied from the State Water Project (California Aqueduct). Groundwater movement is generally in a northwesterly direction, from the foothills of the San Gabriel Mountains towards the pumping depression in Lancaster. The groundwater system consists of a

² Palmdale School District Website: www.theav.com/schools/palmdale.htm

³ City of Palmdale General Plan, Public Services, 8.Solid Waste Disposal, Table PS-7 Waste Generation Forecasts, page PS-50.

⁴ City of Palmdale General Plan, Public Services, 8.Solid Waste Disposal, page PS-49.

⁵ California Integrated Waste Management Board, Board Meeting, November 19-20, 2002, Agenda Item 44.

⁶ Solid Waste Permit No. 19-AA-0050 issued September 7, 2000.

principal (upper) and deeper (lower) aquifer covering 900 square miles. There are three sub-units located within aquifer at varying locations, with the project site located within the Pearland sub-unit of the Antelope Valley groundwater basin. Stream flow and other surface infiltration, percolation, and groundwater recharge are generally greatest on the alluvial slopes and tend to decrease toward the valley floor.⁷

The Los Angeles County Waterworks District 40 provides water service to the project site. Groundwater production in the area is supplemented by water from the State Water Project. The California State Water Project conveys water from the Sacramento River/San Joaquin Delta in Northern California to areas that do not have adequate local sources. Water is conveyed through the California Aqueduct located to the southwest of the City of Palmdale. The Los Angeles County Waterworks District 40-34 purchases water from the Antelope Valley- East Kern Water Agency (AVEK) and provides treated water on a wholesale basis to the portion of the City where the project is located. Existing facilities in the area includes two 12" water lines and one 24" water line underneath Tierra Subida Avenue.

SEWER SERVICE

Sewer services within the City of Palmdale and the project site are provided through sanitary sewer mains owned by the City of Palmdale that outlet to sanitary sewer trunk lines owned by Los Angeles County Sanitation District Number 20 that outlet to the Palmdale Water Reclamation Plant. Existing facilities in the area include a 10-inch trunk sewer within Avenue Q with an 8" clay sewer extending southerly to Palmdale Boulevard from the transect of Avenue Q with Trade Center Drive. A second 10-inch truck sewer is located within 5th Street West with a 10-inch clay sewer extending from the transect of 5th Street West and Palmdale Boulevard extending to the northwest within Palmdale Boulevard approximately 800 feet. The Palmdale Water Reclamation Plant is located on a 286-acre site at 39300 30th Street East in Palmdale.⁸ This facility processes 13.3 million gallons of sewage per day through a surface aeration process, using oxidation ponds, and has a total capacity to treat 15 million gallons of sewage per day. Developers are responsible for construction of on site sewage facilities and connections to the Los Angeles County Sanitation District Number 20 sewage system.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Pursuant to the Palmdale Environmental Checklist, a project would normally have a significant adverse impact on public services if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

⁷ City of Palmdale General Plan Environmental Resources Management Element, page ER-13

⁸ Web Site: www.lacsd.org/waswater/wrp/palmdale

Fire Protection

Will the project result in a need for significant additional fire protection services?

Police Protection

Are there any aspects of the project that would create a significant impact to police protection?

Schools

Would the students generated by the project significantly contribute to the affected schools exceeding their designed capacity?

Parks and Recreation

Will the proposed project result in an impact on the quality or quantity of existing parks or recreational facilities, including trails or bicycle paths?

Public Facilities

Will the proposed project have a significant impact on maintenance of public facilities, including roads, drainage facilities, slopes, open space and trails?

Library Services

Will the project result in a significant impact to library services due to increased population?

Other Governmental Services

Will the project have a significant impact on a government service or agency not listed above?

Will the project result in the use of substantial amounts of fuel or energy?

Will the project result in a substantial increase in demands upon existing sources of energy, or require the development of new sources of energy?

Utilities

Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- Power or natural gas?
- Communications systems?
- Water?
- Sanitary sewer?
- Solid waste disposal?

FIRE PROTECTION

- 4.6-1 *The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the use of the existing fire protection service. Significance: Less Than Significant Impact with Mitigation.*

Although implementation of the proposed project would result in a less intense development than originally planned for, implementation of the proposed project would still result in the construction of new structures that could impact fire protection facilities. Through the adoption of Ordinance 3.42, *Fire Facilities Impacts Fee Requirements*, the City of Palmdale established a method for offsetting the impacts of new development within the City on existing fire facilities. Fees have been established by the City through resolution and are due to the City upon final inspection or with issuance of the Certificate of Occupancy.

The closest fire station is Station 24 with an estimated response time of 2 to 3 minutes to the project site, well within the acceptable service response time. All new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required) as specified by the Fire Department. With these measures in place, there would be a less than significant impact.

POLICE

- 4.6-2 *The development of the proposed project would increase the amount of structures and residents in the area, thus increasing the demand upon existing police protection service. Significance: Less Than Significant Impact.*

Although implementation of the proposed project would result in additional developed areas, the project is within the existing urban boundaries and would not require an increase in the area covered by the Los Angeles County Sheriff's Department - Palmdale Station. After reviewing the project, the City of Palmdale Office of Public Safety determined that the implementation of the proposed project would not likely result in any adverse impacts to local police services⁹. Further, the Office of Public Safety anticipates that providing local medical services may even reduce demands on police services by reducing the distance Sheriff's deputies must travel for medical-related police business, such as getting a medical release to book a prisoner who is intoxicated or under the influence. Since there is currently no hospital facility in Palmdale, deputies must travel to Lancaster for this medical evaluation. Therefore, implementation of the proposed project would result in a less than significant impact.

EDUCATION

- 4.6-3 *Development of the site would generate additional kindergarten through 12th grade students. Significance: Less than Significant Impact With Mitigation.*

⁹ Memorandum from Anne V. Ambrose, Public Safety Administrator to Richard Kite, Associate Planner, May 10 2004

The California State Legislature enacted the "Leroy F. Green School Facilities Act of 1998" (Senate Bill 50) which provides (California Government Code Section 65995) that "The payment or satisfaction of a fee, charge or other requirement levied or imposed...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving...the planning, use, or development of real property...on the provision of adequate school facilities." California Government Code Section 65996(b) goes on to provide that payment of school impacts fees is "deemed to provide full and complete school facilities mitigation." Both school districts have established school impact fees, as provided under California Government Code Section 65996(a). These fees would be levied upon the proposed project and would augment refurbishing and other costs incurred to absorb new student populations generated from the project. Accordingly, the proposed project would not result in a significant impact upon each District's schools, as all effects would be fully mitigated by payment of the districts' impact fees.

Although the project would not include development of single family or multi-family residential units, the project would generate new employment opportunities, resulting in the potential of additional student population. Employment generated by the project could result in direct growth in the City's population since the potential exists that "future employees" (and their families) may decide to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). However, as stated above, impacts associated with implementation of the proposed project would be fully mitigated by payment of the districts' impact fees. Based on this, it is anticipated that project-related impacts would be reduced to less than significant levels with mitigation.

SOLID WASTE

4.6-4 *Development of the proposed site would generate additional solid waste. Significance: Less Than Significant Impact.*

Based on calculations performed by Universal Health Services, Inc., (UHS) the proposed project is anticipated to produce approximately 5.34 tons per week of solid waste¹⁰. The Antelope Valley Landfill accepts household wastes, green waste, and hazardous waste disposal from licensed transporters. The landfill accepts some loads from surrounding areas in the Antelope Valley but does not accept liquid waste or sludge. The landfill is not approved for disposal of hazardous materials. The daily capacity of the landfill is 1,800 tons, but the landfill only receives an average of 847 tons per day. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste. Based on the above, a less than significant impact to solid waste services would occur.

¹⁰ Telephone conversation with Jay Hornung, Director of Design and Construction, Universal Health Services Inc. on July 8, 2004. Figure is based on a 171-bed facility generating 12.5 lb. of waste per bed per day.

WATER

4.6-5 *Development of the proposed project would require additional water service and water system modifications. Significance: Less Than Significant With Mitigation.*

Based on the Sanitation Districts of Los Angeles estimates, the proposed project is expected to require 105,000 gallons of water per day. The Los Angeles County Department of Public Works has identified that the water district will have sufficient water supply to serve the proposed project. (See Appendix 11.2, *Correspondence*).

Additionally, the proposed project would require the construction of new pipes to connect to the existing potable water distribution network. However, the Los Angeles County Department of Public Works has established standard procedures for designing and constructing water facilities to serve new developments and to mitigate impacts to district facilities. Compliance with Los Angeles County Department of Public Works procedures and standards would mitigate impacts associated with the provision of new water transmission facilities to a less than significant level.

Water services and connections are envisioned from Tierra Subida Avenue. . At this point, for the hospital and MOB #1, the City envisions one domestic water connection with an 8-inch meter, one domestic water connection with a 2-½ -inch meter, and two fire water connections with 10-inch meters each. The City has not yet determined what would be needed for the senior housing/assisted living facility or MOB #2, although MOB #2 would likely require the same infrastructure as MOB #1.

Recent legislation requires the Los Angeles County Waterworks District 40 to confirm water availability for proposed projects that meet the identified thresholds. Senate Bills SB221 and SB610 require projects over 500 dwelling units or mixed use projects with a combined water consumption equivalent to the 500 dwelling units to show proof of available water supply backed by a written verification from the water supplier. Further, CEQA Guidelines Section 15083.5 states "*consultation between a city or county and affected water agencies at the notice of preparation stage of the environmental review must take place. This guideline shall apply only to projects that meet the following criteria:*

- *A proposed residential development of more than 500 dwelling units.*
- *A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.*
- *A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.*
- *A proposed hotel, motel, or both, having more than 500 rooms.*
- *A proposed industrial, manufacturing or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*
- *A mixed-use project that includes one or more of the projects specified in this subdivision (the above text).*
- *A project that would demand an equivalent to, or greater than, the amount of water required by a 500 dwelling unit project."*

Because of the size and scope of the proposed project, the provisions of Senate Bills SB221 and SB610 do not apply.

SEWER

4.6-6 *The project would increase demand on sewer service. Significance: Less Than Significant With Mitigation.*

The City of Palmdale estimates that the proposed project would increase the demand on sewer service by 106,149 gallons per day. The County Sanitation Districts of Los Angeles have established connection fees to offset the incremental increase in demand for wastewater treatment. Payment of these fees would mitigate the increased demand for wastewater treatment to a less than significant level.

The project would be required to construct all public sewer mains up to the property line for MOB #1, the general hospital, and the senior housing/assisted living facility. At this point, for the hospital and MOB #1, the City envisions one 10-inch public sewer main from Palmdale Boulevard located within the main hospital entrance road, with private connections to the hospital and MOB #1. The project might also require a possible public sewer extension under easement within private roads in order to connect the senior housing/assisted living facility. The developer of each project component will be responsible for all private connections and on-site systems.

The Districts also maintain wastewater treatment capacities in accordance with the Southern California Association of Governments' (SCAG) regional growth forecasts and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan. Projects that would require the expansion of wastewater treatment capacity in excess of capacities planned for in regional plans would result in significant impacts. As discussed in Section 4.5, *Air Quality*, Section 4.8, *Land Use/Relevant Planning*, and Section 5.0, *Long Term Implications of the Proposed Project*, the proposed project is consistent with both SCAG's regional growth forecasts and SCAQMD's Air Quality Management Plan. Therefore, no significant impacts would occur in this regard.

Operation of the medical office buildings, and possibly the hospital, would generate large quantities of non-human generated waste, deemed industrial waste per the County Sanitation Districts of Los Angeles. Compliance with the County Sanitation Districts of Los Angeles and Los Angeles County Department of Public Works Environmental Programs Division's requirements for obtaining a permit for Industrial Wastewater Discharge would reduce this impact to a less than significant. (See Section 4.11, *Public Safety*, for a discussion of types of wastes that would be generated by the proposed project.)

MITIGATION MEASURES

FIRE PROTECTION

4.6-1a All proposed structures shall comply with the latest provisions of the Uniform Fire Code.

4.6-1b The applicant shall submit final site plans and floor plans showing all proposed fire protection facilities, including proposed fire hydrants, fire lanes, and any auxiliary fire protection devices, to the Los Angeles County Fire Department for approval before issuance of building permits.

4.6-1c The applicant shall pay fire impact fees in accordance with City of Palmdale Ordinance 3.42, *Fire Facilities Impacts Fee Requirements*, before the issuance of Certificates of Occupancy.

POLICE

4.6-2 None required.

EDUCATION

4.6-3 The applicant shall pay the prevailing school impact fees prior to the issuance of building permits.

SOLID WASTE

4.6-4 None required.

WATER

4.6-5a Prior to building permit, the developer, upon completion of the on-site piping plan, shall conduct a revised water model and the water system shall be reevaluated and submitted to the City of Palmdale Public Works Department.

4.6-5b Prior to approval of a building permit for the project, the applicant shall prepare a Water Plan, showing both onsite and offsite proposed water transmission facilities, for the review and approval of the County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department.

4.6-5c Once new water transmission lines have been constructed to the satisfaction of County of Los Angeles Department of Public Works District Number 40 and the City of Palmdale Public Works Department, the new facilities shall be dedicated gratis to the County of Los Angeles Department of Public Works District Number 40.

4.6-5d Universal Health Services, Inc., shall work with the City of Palmdale Public Works and the County of Los Angeles Department of Public Works District Number 40 to establish a program for the construction of adequate water transmission facilities to connect the proposed development to the existing system in accordance with the Districts' guidelines.

SEWER

4.6-6a Prior to Building Permit approval, the applicant shall submit to the City of Palmdale Public Works Department and County Sanitation District Number 20 a re-evaluation of

the sewer system and consult with the District Engineer regarding potential downstream sewer line capacity issues. The applicant shall participate in contributions through the development fee program. Off-site wastewater system improvements, if needed, shall be provided by the County.

- 4.6-6b The applicant shall work with the City of Palmdale Public Works and the County Sanitation Districts of Los Angeles to establish a program for the construction of adequate sewer transmission facilities to connect the proposed development to the existing County sewer trunk lines in accordance with the Districts' guidelines. Once the new pipelines are constructed, the new facilities shall be dedicated gratis to the City of Palmdale or LADPW.
- 4.6-6c Universal Health Services, Inc. shall consult with the County Sanitation Districts of Los Angeles to determine whether or not the proposed project would be exempt from the requirement to obtain a permit for Industrial Wastewater Discharge. Should the County determine that such a permit is necessary, Universal Health Services, Inc., shall comply with County Sanitation Districts of Los Angeles requirements and obtain a permit for Industrial Wastewater Discharge prior to issuance of grading permits.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.7

Aesthetics/Light and Glare

4.7 AESTHETICS/LIGHT AND GLARE

The purpose of this section is to provide analysis and identification of aesthetic resources in the project vicinity. Potential project-related impacts are analyzed, and mitigation measures designed to reduce potential aesthetic impacts are recommended. Analysis in this section is based on a visual site survey conducted by RBF Consulting personnel in March 2004, the City of Palmdale General Plan, Ritter Ridge 7.5 minute topographic map (1958, photo revised 1974) prepared by the United States Geological Survey (U.S.G.S.).

EXISTING CONDITIONS

VISUAL SETTING

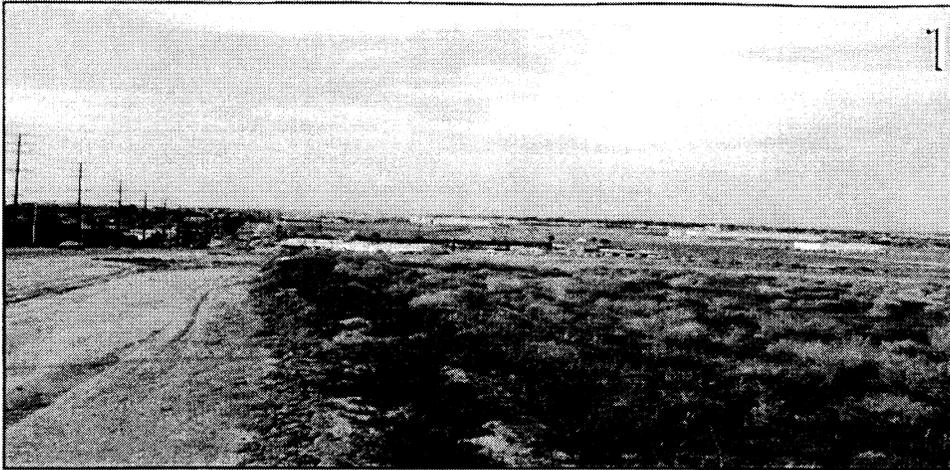
The visual setting of the City of Palmdale consists of a valley floor surrounded to the west and south by Ritter Ridge, Sierra Pelona Mountains and the Angeles National Forest. State Route 14 (Antelope Valley Freeway) bisects the City, passing the project site to the east at Palmdale Boulevard. Scattered commercial and industrial activities are primarily located along the west and east sides of the freeway. Residential development is located further to the west and south of the freeway corridor. To the northeast past Sierra Highway is the United States Air Force Plant 42 approximately five mile from the project site. The most prominent topographic feature is Ritter Ridge located west of the project site, and Sierra Pelona Mountains located approximately four miles to the southwest of the project site with several peaks in excess of 5,000 feet above mean sea level. The project site is located on approximately 39 acres within the City's valley floor, across from scattered commercial uses and Palmdale Boulevard. The property consists of vacant land formerly disturbed. See Exhibits 4.7-1a and 4.7-1b, *Site Photographs* for a visual representation of the site and surrounding area.

On-site

Topography of the proposed project site is moderately steep, with a 7% to 8% southwest to northeast slope. Existing on-site vegetation is relatively limited, consisting mostly of disturbed dirt areas and scattered sage scrub. No surface water is present on or adjacent to the site. Historically, the site has been vacant land, hosting some minor agricultural operations during the 1950s. Tierra Subida Avenue, a City-identified scenic highway runs along the project site's western boundary. Additionally, Ritter Ridge and the Sierra Pelona Mountains, City-identified prominent ridges, are clearly visible from the project site.

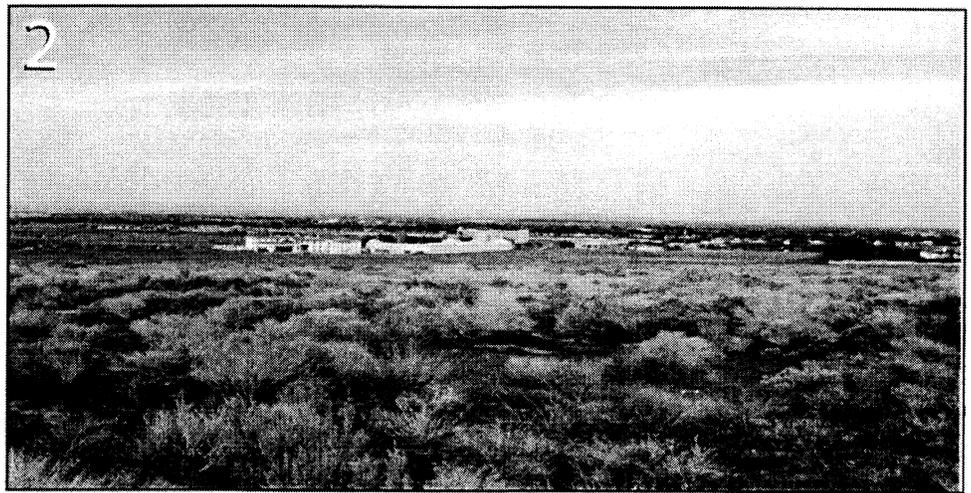
Off-Site

Existing land uses surrounding the project site include vacant commercial property and an older shopping center to the north adjacent to the project, with Posada West Plaza and scattered commercial areas further across Palmdale Boulevard. Multi-family housing and vacant commercial property are located to the southeast and east, respectively, while single-family homes are located across Tierra Subida to the west,

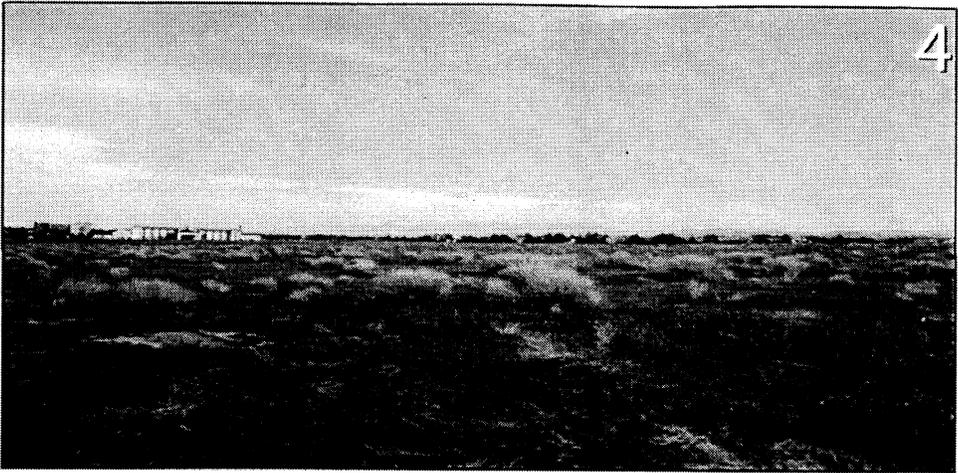


View north along Tierra Subida Avenue and the western edge of the project site.

View northeast across the project site of Palmdale and the Antelope Valley.

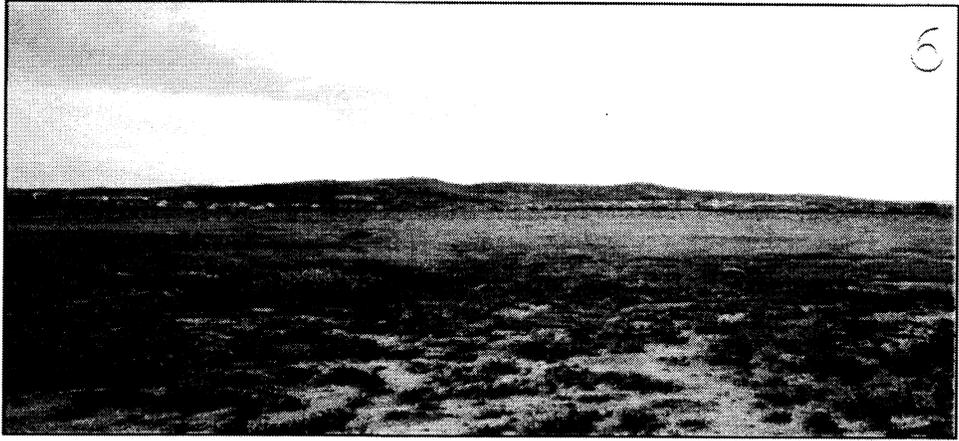


View east across the project site of a nearby hotel and the multi-family residential adjacent to the project site.



View southeast across the project site of the Sierra Pelona Mountains and Ritter Ridge.

View south across the project site of the existing residential neighborhoods south of the project site, as well as the area proposed for additional single-family residential.



View southwest across the project site of residential neighborhoods near the project site.

within Los Angeles County. The property adjacent to the southern boundary of the project site includes mostly vacant undeveloped property with an approved Tentative Tract Map for 67 single-family residential units, while existing single-family homes are further south across Avenue Q-8. Most of the land uses within the valley have views of the surrounding hillsides and ridgelines to the south and west. Currently, the proposed project site as well as nearby residential units have full or partial views of these surrounding hillsides and mountains.

APPLICABLE PLANS AND POLICIES

City of Palmdale General Plan

The City of Palmdale General Plan contains various policies related to minimizing impacts to visual resources. Specifically, the Environmental Resources Management Element contains two policies that identify scenic resources of the City and measures for protecting them:

Policy ER1.2.1: New development with the potential to substantially obscure or negatively alter the scenic backdrop to the City should be discouraged. "Scenic backdrop" refers to the significant ridgelines of the San Gabriel Mountains, the Sierra Pelona and the Ritter and Portal Ridges that form the City's skyline views.

Policy ER1.2.2: The following roadways are designated as City scenic highways. Apply special design standards for projects adjacent to these highways (as contained in the implementation section) in order to protect their scenic qualities. (General Plan Amendment 98-3, adopted by City Council June 10, 1998).

- a. *Barrel Springs Road*
- b. *Tierra Subida Avenue*
- c. *Sierra Highway, South of Avenue S*
- d. *Elizabeth Lake Road*
- e. *Pearblossom Highway*
- f. *Bouquet Canyon Road*
- g. *Godde Hill Road*
- h. *Antelope Valley Freeway, south of Rayburn Road*

City of Palmdale Zoning Ordinance

The City of Palmdale Zoning Ordinance contains numerous provisions for minimizing the visual impacts of projects including minimum setbacks, landscape requirements, and building height limitations. These provisions are implemented through the specific provisions and standards of development of each zone. The Office Commercial Zone (C-2) proposed for the project site identifies the following pertinent standards of development:

- A minimum building setback of 30 feet from arterials, including a minimum of 20 feet of landscaping along all designated arterials.

- A minimum building setback of 20 feet, including a minimum of 10 feet of landscaping, along local and collector streets. When a commercial uses is separated from a residential use or district by a local or collector street, then the minimum building setback from the street shall be 20 feet and include a minimum of 15 feet of landscaping.
- A minimum building setback of 20 feet, including a minimum of 10 feet of landscaping, along side property lines which are contiguous to property designated or used for agricultural, institutional, single-family residential, or multi-family residential.
- A minimum building setback of 20 feet, including a minimum of 10 feet of landscaping, along rear property lines which are contiguous to property designated or used for agricultural, institutional, single-family residential, or multifamily residential.
- A maximum height of three stories or 45 feet for the primary structure.
- A maximum height of one story or 17 feet for accessory structures.

The granting of a variance also contains provisions that protect the visual resources of the City including variances that will improve the architectural character of a project and limits to variances that may adversely affect onsite landscaping, that may affect solar access, or that may affect scenic views.

Article 86, Landscaping, Lighting, Screening, and Walls, of the City of Palmdale Zoning Ordinance, identifies numerous provisions for ensuring an aesthetically pleasing environment including proper screening of visual nuisances, the selection and placement of plants, the selection and placement of light fixtures, and design review and approval procedures.

Article 87, Off-Street Parking, of the City of Palmdale Zoning Ordinance, identifies very specific design standards for off-street parking areas. The landscape guidelines contained within provides standards for properly screening and lighting parking areas to ensure impacts to surrounding land uses are minimal.

LIGHT AND GLARE

There are two types of light intrusion. The first source emanates from the interior of structures and passes through windows, while the second type projects from exterior sources such as landscape and street lighting. Glare is a result of sunlight, or artificial light sources, reflecting off of flat building surfaces or reflective exterior coatings. Light and glare can disturb wildlife in natural habitat areas and act as a nuisance to adjacent residential areas and motorists, and interfere with scenic vistas.

Currently the project site consists of disturbed, undeveloped land with only a few dirt trails crossing sparse vegetation. Therefore, the project site generates no nighttime light. The only existing sources of light and glare in the area are from offsite uses. These sources include nearby residential neighborhoods located to the west, south, and

southeast, commercial uses to the north and east, and vehicles traveling on Tierra Subida Avenue, Palmdale Boulevard, and Avenue Q-8.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Pursuant to the Palmdale Environmental Checklist, a project would have significant effect on the environment if it were to result in any of the following:

- The obstruction of any scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view;
- The production of significant new sources of light or glare that would disturb neighboring uses or significantly change the light environment visible from other areas of the City.

SHORT-TERM

4.7-1 *Construction of the proposed project would create temporary aesthetic impacts to the existing adjacent residential neighborhoods. Significance: Less Than Significant With Mitigation.*

Construction of the proposed project would involve grading for new building pads, parking lots, and internal roads and the installation of utilities. Construction of the proposed project would take six to twelve months. Project construction activities would obstruct views across the site from surrounding areas. Graded surfaces, construction debris, construction equipment, and heavy truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the site. Considering the adjacent grades to the site, temporary screen fencing along the site boundaries would not minimize the ground level view impacts of adjacent residential and commercial land uses. In response to these impacts, the grading contractor and/or construction contractor would be required to clear the site of trash and debris daily, group construction equipment together in one staging area, located at a reasonable practical distance and no less than 30' from the nearest residence.

In the event the affordable senior housing/assisted living phase were not scheduled for immediate development, interim vegetation planting of graded areas and clearing the site of trash and debris weekly by the landowner shall be required. Subsequent development shall comply with all standard mitigation identified within this section. Additionally, all of the impacts related to construction of the proposed project would be temporary in nature and would cease upon completion of the project. Implementation of mitigation measures would effectively reduce aesthetic impacts during the construction phase to less than significant levels with mitigation.

Short-term light and glare impacts are associated with construction activity and would likely be limited to nighttime lighting necessary for security purposes. Certain areas located immediately adjacent to the project site may be exposed to a nighttime lighting impact from construction activities. More specifically, nighttime and security construction lighting could impact residences located west, south, and southeast of the

project site. This is considered a short-term impact and would require mitigation. Mitigation measures pertaining to construction-related lighting reduce these short-term impacts to less than significant levels.

SITE CHARACTER

- 4.7-2 *The project would replace the existing vacant site with urban land uses. Significance: Less Than Significant Impact.*

Visual analysis of an area must consider visual quality and visual sensitivity. Currently the project site consists of vacant land, and is not otherwise considered a "scenic resource". Development of the project on the currently vacant site would permanently alter the site with urban uses. However, the proposed project would represent an infill development within the City's existing urbanized area, is considered generally consistent with existing residential uses to the west and south and commercial/office uses to the north and east. As discussed in Section 4.8, *Land Use and Relevant Planning*, both the C-2 Zone and the Mixed Use Overlay seek to seamlessly integrate commercial and residential uses and buffer existing single-family residential uses from intense commercial uses.

Additionally, the proposed project would include landscaping, enriched parkways providing additional buffer areas, and architectural elements that would further reduce visual impacts. Based on the above, the project is anticipated to result in a less than significant visual impact.

VIEWSHED

- 4.7-3 *The proposed Palmdale Medical Center would impact views of a scenic highway and views of prominent ridgelines. Significance: Significant Unavoidable Impact.*

The currently vacant site allows views of the valley from Tierra Subida Avenue, a City scenic highway, from residences and sites to the west and south of the project site, as well as from the project site itself. Views of Ritter Ridge and the Sierra Pelona Mountains, City prominent ridges, can be seen to west, southwest, and south from the project site as well as from areas north and east of the project site.

The proposed project would result in the development of two three-story medical office buildings, a multi-level general hospital ranging from one- to five-stories high with a maximum height of 74 feet, and an 80-unit senior housing/assisted living facility all terraced on the moderately sloping project site. The site's current zoning would not permit such a project. The proposed General Plan Amendment, zone change, conditional use permit, planned development entitlement, and variance would allow for most aspects of the proposed project. However, the main hospital building as proposed is higher than permitted by the Zoning Ordinance, and therefore, a variance has been requested. (See Exhibit 4.7-2, *Project Lines-of-Sight*).

Views From The West

Views from the residential neighborhoods west of the project site would likely be only minimally impacted. The majority of these neighborhoods are at elevations slightly higher than the project site. Views of the valley would be partially obscured. However the view of the valley is not an identified resource of the City and related impacts would be less than significant. Views of the valley from Tierra Subida Avenue, as well as the areas adjacent to Tierra Subida Avenue, would be impacted. As this is a City scenic highway, this would be a significant unavoidable impact.

Views From The South

Views from the current residential neighborhoods and a yet to be built but approved 68 single family home residential development south of the project site would be minimally impacted. The majority of these neighborhoods are at elevations above the project site, but views of the valley would be partially obscured. However, as stated above, the view of the valley is not an identified visual resource of the City and related impacts would be less than significant.

Views From the East

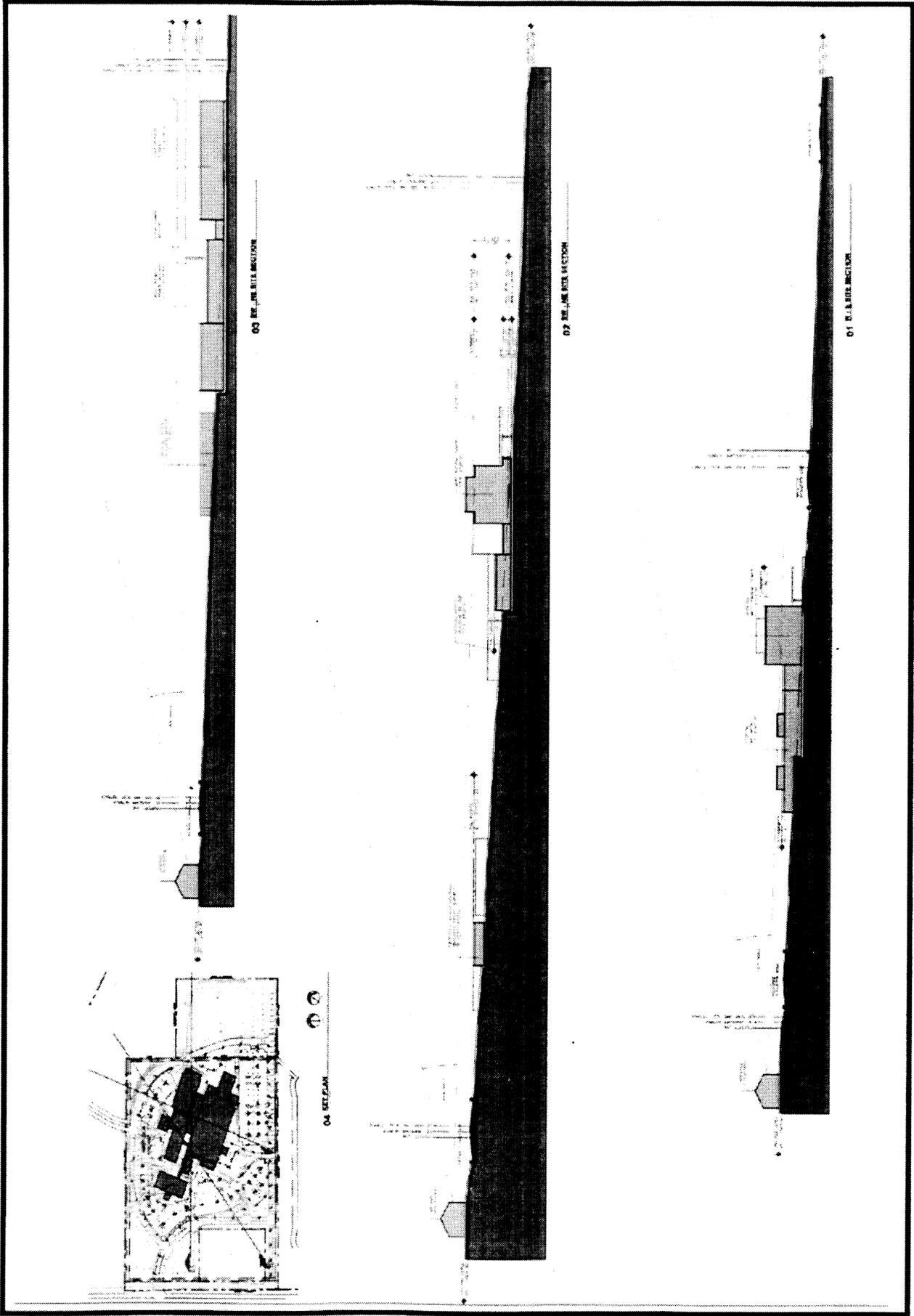
Views of Ritter Ridge and the Sierra Pelona Mountains from the areas east of the project site would be impacted by this project. A 74-foot high structure would significantly change views of the City's prominent ridges. This would result in a significant unavoidable impact.

Views From The North

Views from Palmdale Boulevard, the commercial areas north of the project site, and many areas of the valley floor would be significantly impacted. Development of the proposed project would greatly alter views of Ritter Ridge and the Sierra Pelona Mountains from many areas north of the project site. As these are City prominent ridges, a significant unavoidable impact would occur.

Proposed Site Design

Although the project as proposed is would result in significant impacts to visual resources, several elements have been incorporated into the design to reduce visual impacts. The majority of parking will be adjacent to the project's western boundary along Tierra Subida, with the complex set back towards the general hospital providing increased visibility of the valley floor. In addition, the project will be required to provide on-site landscaping and architectural treatments, including screening of rooftop mechanical equipment and orientation of loading and trash collection areas away from existing residential buildings. These measures would reduce visual impacts, but not to a less than significant level.



PALMDALE MEDICAL CENTER
PROJECT LINES OF SITE

Exhibit 4.7-2



Not to Scale

4/19/04 JN 10-102334

CONSULTING

LIGHT AND GLARE

- 4.7-4 *Development of the proposed project would provide additional sources of light and glare by the use of street lighting, office, hospital and other forms of residential illumination. Significance: Less Than Significant With Mitigation.*

Currently the site is vacant land with no existing on-site sources of light and glare. The development of the proposed project would introduce new light sources such as street lighting, residential lighting, security lighting, office and hospital lighting, motor vehicle lights, parking lot lighting, and heliport lighting. Additionally, the project would introduce large areas of new windows and result in a large number of parked cars, both substantial new sources of glare.

The largest portion of project-related light would be from the general hospital and office parking areas. Potential impacts from project-related light and glare would be minimized through use of appropriate landscaping materials, architectural treatments and lighting design, including use of shielded and/or directional lighting to minimize spill-over effects, and selection of appropriate lighting wattage and locations as part of the design for the Planned Development Permit stage. These measures would be incorporated into a photometric plan consistent with the City Zoning Ordinance Lighting Standards that requires that minimal project related light and glare is present on adjacent properties and streets. Compliance with Article 86, Landscaping, Lighting, Screening, and Walls, Article 87, Off-Street Parking, and the approved photometric plan is required prior to project construction. Based on this, project related light and glare impacts would be reduced to less than significant levels.

MITIGATION MEASURES

SHORT-TERM

- 4.7-1a Prior to the approval of a Grading Permit for the project site, the Applicant shall establish construction equipment and supply staging areas at the greatest distance practical and no less than 30' from the nearest existing residence. At which time future staged development is proposed, the contractor shall establish construction equipment and supply a staging area at the greatest distance practical and no less than 30' from existing or new residential developments.
- 4.7-1b During construction and grading the Applicant shall keep the site clear of all trash and debris on a regular basis. Compliance with this measure is subject to City Code Enforcement inspections.

SITE CHARACTER

- 4.7-2 None required.

VIEWSHED

- 4.7-3a As part of the application for the development plan the project site, the Applicant shall provide adequate landscape screening to minimize visual impacts, and shall submit a Preliminary Landscape Plan for the review and approval by the City Engineer. The Landscape Plan shall also indicate palette in accordance with the City's approved plant list and general placement of tree types as stated in Section 14.0 (Joshua Tree and Native Desert Vegetation Preservation) and Section 86.01 (Landscaping Requirements).
- 4.7-3b As part of the affordable senior housing/assisted living facility Conditional Use Permit Process, the Applicant shall submit a Preliminary Landscape Plan which demonstrates compliance with the City's Landscape Ordinance.

LIGHT AND GLARE

- 4.7-4a Prior to the stamp approval of a Final Site Plan for the project site, the Applicant shall prepare and submit a photometric plan for review and approval in accordance with Section 86.03 of the City of Palmdale Zoning Ordinance. The photometric plan shall demonstrate appropriate sensitive placement, orientation and design of exterior project lighting such that light and glare impacts are minimized for adjacent areas, and shall be fully consistent with Section 86.03 of the Zoning Ordinance.
- 4.7-4b The project shall utilize minimally reflective glass and all other materials used on the exteriors of the buildings and structures shall be selected with attention to minimizing reflective glare. Conformance shall be assured through the City's design review procedures.
- 4.7-4c Prior to the approval of a Grading Permit for the project site, the Applicant shall prepare and submit a landscape plan in accordance with Section 87.05(H) of the City of Palmdale Zoning Ordinance. Conformance shall be assured through the City's design review procedures.

UNAVOIDABLE SIGNIFICANT IMPACTS

Views of the Sierra Pelona Mountains and Ritter Ridge, which are City Prominent Ridges, and views from Tierra Subida Avenue, a City Scenic Highway, would be impacted by the implementation of the proposed project. Although the proposed mitigation measures would reduce impacts, impacts cannot be mitigated to a less than significant level. Thus, a significant unavoidable impact would result.

Section 4.8

Land Use/Relevant Planning

4.8 LAND USE AND RELEVANT PLANNING

The purpose of this section is to discuss the impacts of project implementation upon land uses on the project site and adjacent areas. Potential impacts of the proposed project are examined including compatibility with surrounding land uses and consistency with the Palmdale General Plan. Information used in this section was obtained from a site survey performed by RBF personnel (November 26, 2002), an aerial photograph of the proposed project site, the U.S.G.S. 7.5 Minute Map of Ritter Ridge, California, the Palmdale General Plan (January 25, 1993), as amended, and the Palmdale Zoning Ordinance (December 14, 1994) as amended.

EXISTING CONDITIONS

ONSITE LAND USES

The 39.17-acre project site is located northeast of the Sierra Pelona Mountains and south of the City of Lancaster at an elevation of approximately 2,700 feet above mean sea level. Locally, the project site is south of the southeastern corner of the intersection of Palmdale Boulevard and Tierra Subida Avenue in the southwestern portion of the City of Palmdale. The site vicinity is moderately steep, with a 7% to 8% southwest to northeast slope. Historically, the site was vacant until the 1950s when it hosted some farming. Since that time, the project site has been vacant, but shows some disturbances as a result of trespassing. Vegetation on the project site is comprised of low-lying shrubs, ground cover, and non-native grasses. There is some evidence of vehicular and pedestrian use of the site in the form of tire tracks, trails, and scattered debris. Currently, the project is designated RC (Regional Commercial) by the General Plan and is zoned C-4 (Commercial Center).

OFFSITE LAND USES

Existing land uses surrounding the project site include vacant commercial property and an older shopping center to the north, vacant commercial property and multi-family housing to the east and southeast, and single-family homes across Tierra Subida to the west. The property adjacent to the southern boundary of the project site includes mostly vacant undeveloped property with an approved Tentative Tract Map for 68 single-family residential units. Existing single-family homes are further south across Avenue Q-8 (refer to Exhibit 3-3, *Aerial Photo*).

RELEVANT PLANNING

City of Palmdale General Plan

The project site is located within the City of Palmdale. The Palmdale General Plan is a long-range policy document, which defines the framework by which the City's physical and economic resources are to be managed over time. The seven State-mandated elements are included in the General Plan. These elements, as well as several optional elements, have been organized into eight elements which address City issues in a logical way: Land Use, Circulation, Housing, Public Services, Noise, Environmental Resources

Management, Safety, and Community Design. General Plan Elements relevant to the proposed Palmdale Medical Center are described below, while relevant General Plan goals and policies are outlined in Table 4.1-1, *General Plan Consistency Analysis*.

Land Use Element

The Land Use Element contains an analysis of the existing land uses in the Palmdale Planning Area, sets forth policies and standards for all development in the City's planning area, and designates where and what types of land uses are allowed. The Land Use Element informs the public of the basic land use goals, objectives, and policies of the city for development until 2010, serving as a framework for private, as well as public decision making. Additionally, it serves a guide for the day-to-day operational decisions of city staff, setting forth basic policies for dealing with land use issues. Land use classifications are contained within this chapter, as well as standards of density and intensity for each classification.¹

Circulation Element

The purpose of the Circulation Element is to evaluate the City's transportation needs and present a comprehensive plan to accommodate those needs. The Circulation Element is intended to guide the orderly development of, as well as improvements to, the circulation system in direct response to the land use element. It describes existing and proposed roads, highways, bikeways, equestrian trails, public transit services, air services, and rail services and includes programs and policies that will provide for an efficient transportation network in the City in response to the 2010 City build-out.²

Environmental Resources Element

The Environmental Resources Element addresses the related issues of resource conservation and open space, and provides a basis to evaluate existing resources and plan for their protection. The goal of this Element is to improve the long-term quality of life for Palmdale residents through the rational management of natural resources and open space lands. The Element establishes policies concerning air, water, land open space, recreation, and energy resources that relate to their conservation, preservation, and managed use. The Element has been divided into four major issue areas: open space, conservation, outdoor amenities, and scenic highways.³

Public Services and Utilities Element

The Public Services and Utilities Element sets forth a plan for guaranteeing that public services and utilities are always available to permit orderly growth, while ensuring public's health, safety, and welfare. Policies and standards are set forth within this element for the rational and cost-efficient provision and extension of public services to support planned development protect natural resources. Additionally, this element

¹City of Palmdale General Plan (January 25, 1993) as amended, Land Use Element.

²Ibid. Circulation Element.

³Ibid. Environmental Resources Management Element.

provides tools to coordinate future service expansion and evaluates service capacities and demands.⁴

Public Safety Element

This element identifies the hazards associated with earthquakes, slope instability, flooding, geologic problems, fires, and other hazards that may affect the community. Methods for protecting the public from these hazards are presented along with emergency plans and resources for minimizing property damage and harm to public during natural and man-made disasters.⁵

Noise

The Noise Element identifies the noise problems within the City's Planning Area as related to freeways and highways, arterial and major streets, railroad operations, aircraft operations, local industrial operations, and other ground stationary noise sources. This element sets forth goals and programs to keep noise within acceptable levels for human activity.⁶

Housing Element

The purpose of the Housing Element is to plan for the residential development of the City through identification and analysis of the community's housing needs. The housing element sets for the goals, policies, quantifiable objectives, financial resources, and scheduled programs for the preservation and development of housing within the City and its planning area.⁷

Community Design Element

The Community Design Element is an optional that analyzes the unique design characteristics of the City's Planning Area. It provides standards for improving the physical environment, for establishing community identify, and for creating a distinct City image.

City of Palmdale Zoning Ordinance

The City of Palmdale Zoning Ordinance contain standards for all aspects of land development and land use including site design, use compatibility, access, parking, lot size and other development regulations designed to ensure public health, safety, and welfare. The current zoning for the project site is C-4 (Commercial Center) with the project proposing a change to C-2 (Office Commercial)(*Zoning Ordinance Amendment 98-1, adopted by City Council March 10, 1999*). The purpose of the C-2 zone is to create , preserve and enhance areas for businesses and professions which provide services primarily from offices and maintain no stock of goods for retail trade. This district is also intended to provide a transition or buffer between more intensive retail and service

⁴ Ibid. Public Services and Utilities Element.

⁵ Ibid. Public Safety Element.

⁶ Ibid. Noise Element.

⁷ Ibid. Public Services and Utilities Element.

centers and residential land uses or between major arterials and adjacent residential neighborhoods.⁸

Regional Plans

Southern California Association of Governments Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for six counties in Southern California including: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG has divided its jurisdiction into 13 subregions to facilitate regional planning efforts. The City of Palmdale is located in the North Los Angeles County Sub-region as defined by SCAG.

As the regional planning association, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. In response, SCAG has developed the Regional Comprehensive Plan and Guide (RCPG) which is a general planning guide for the six counties to follow. Local governments are required to use the RCPG as a basis for developing their own plans. Under CEQA, local governments are required to discuss the consistency of projects with regional significance with the RCPG.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for Los Angeles and Orange counties and parts of Riverside and San Bernardino counties. The SCAQMD is responsible for controlling emissions from stationary sources of pollution, such as large power plants, refineries and gas stations. In order to achieve the federally mandated five percent annual reduction goal, SCAQMD has developed and adopted the Air Quality Management Plan (AQMP). A 1997 AQMP was prepared by the SCAQMD and adopted by the District Governing Board on November 15, 1996. The 1997 Plan contains two tiers of control measures. Short and intermediate term measures are scheduled for adoption through the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). Refer to Section 4.5, *Air Quality*, for a discussion regarding the Project's consistency with the AQMP.

IMPACTS

SIGNIFICANCE CRITERIA

Pursuant to the Palmdale Environmental Checklist, a project will normally have a significant adverse environmental impact on land use if it:

⁸ City of Palmdale, Zoning Ordinance (December 14 1994) Chapter 5 Article 52 Office Commercial (Zone C-2)

- Results in a substantial alteration of the present or planned land use of an area;
- Adjoining or planned land uses greatly different from that of the proposed project so that a potentially substantial interface problem would be created;
- Is located within the Plant 42 AICUZ zone and conflicts with the joint land use policies established for those zones (refer to Section 7.0, *Effects Found Not to Be Significant*).

Potential impacts related to land use compatibility and consistency with related planning policies have been identified and are categorized below according to topic. Certain relevant planning programs are discussed in other applicable EIR sections. The project area is located within an semi-urbanized segment of the City and is currently vacant with exception to some scattered vegetation. The project area is not located within a habitat conservation plan or natural community conservation plan.

GENERAL PLAN CONSISTENCY

- 4.8-1 *Implementation of the Palmdale Medical Center would be inconsistent with the current General Plan Land Use designation of the project site. Significance: Less Than Significant with approval of a General Plan Amendment.*

The existing General Plan Land Use designation for the project site is RC (Regional Commercial). Development of the project would include a general hospital, two 60,000 square foot medical office buildings, and a senior housing/assisted living complex. As such, based on the existing land use designation, the General Plan will require an amendment to OC (Office-Commercial) to allow for the hospital use and mixed use overly component for the senior housing use proposed for the project. The purpose of the Office Commercial land use is to provide for corporate and general office uses which require more space and generate more traffic than professional offices.

The proposed project has been evaluated to determine project consistency with the goals and policies of the General Plan Elements. A *General Plan Policy Analysis* is provided below in Table 4.8-1. Approval of the proposed General Plan Amendment would bring the proposed land uses into conformity with the General Plan land use designations.

CITY OF PALMDALE ZONING CODE

- 4.8-2 *The proposed project requires a General Plan Amendment, Zone Change, and Conditional Use Permits for the hospital and senior housing assisted living components. Significance: Less Than Significant with approval of a zone change and a height variance.*

Implementation of the project will require the project area to be rezoned to C-2 (Office Commercial) with a MX (Mixed Use Overlay) The C-2 zone designation will permit development of the hospital use and related medical office buildings subject to Conditional Use Permit approval. The Mixed Use Overlay designation will permit the development of the multiple-family senior housing component of the project subject to a Comprehensive Development Plan (Planned Development) and related Conditional Use

Permit approval. An assisted living facility would subject to approval of a Conditional Use Permit.

The project as proposed would require a Zone Change to revise the zoning designation to Office Professional (C-2) in addition to Mixed Use Overlay. The purpose of the C-2 zone is to create, preserve, and enhance areas for businesses and professions which provide services primarily from offices but maintain no stock of goods for retail trade. Additionally, this district is intended to act as a transition or buffer zone between more intensive retail and service centers or major arterials and residential land uses.

The purpose of the Mixed Use Overlay Zone is to facilitate the coexistence of residential and commercial land uses for the establishment and maintenance of dual use properties.

For the proposed project to be implemented, a variance would need to be granted by the City. The proposed Palmdale Medical Center would have a maximum height of 74 feet. However, the C-2 Zone allows a maximum height of only 45 feet. A variance would allow the construction of the taller structure in the C-2 Zone.

The purpose of a conditional use permit is to allow certain uses that contribute to the orderly growth and development of the City to be properly integrated into the surroundings in which they are to be located. In addition, Conditional Use Permits would be required for the development of the general hospital, and senior housing/assisted living facility.

Excluding the proposed height of the general hospital, approval of the proposed Zone Change and Conditional Use Permits would bring the proposed land uses into conformity with the City's Zoning Ordinance. The proposed project exceeds the maximum height limitations of 45 feet of the C-2 Zone. Pursuant to Section 23.03 E. of the Zoning Ordinance, a variance is required for structures which exceed the permitted building height of the zone district. Thus, the proposed 74-foot high general hospital will exceed maximum the height limitation by 29 feet. The project site is adjacent to Tierra Subida Avenue, a City-identified scenic highway., and is in the vicinity of Ritter Ridge and Sierra Pelona Mountains, local aesthetic resources. (See Section 4.7, *Aesthetics/Light and Glare*, for additional analysis of visual impacts). Otherwise, it is expected that development on the site would be required to be consistent with all development standards set forth in the City's Zoning Ordinance. As proposed, the project would result in a significant unavoidable impact with respect to consistency with the Palmdale Zoning Ordinance.

LAND USE COMPATIBILITY

4.8-3 *Project implementation would result in the conversion of approximately 40 acres of existing undeveloped land to approximately 171-bed general hospital, two 60,000 square foot medical office buildings, and an 80 unit senior housing/assisted living complex, partially adjacent to existing residential areas. Significance: Less Than Significant.*

Implementation of the proposed project would result in the conversion of vacant land to commercial, office, and residential uses. There would be increased local traffic, as well as incremental increases in associated noise and air emissions.

The project as proposed would require a Zone Change to revise the zoning designation to Office Professional (C-2) in addition to Mixed Use Overlay. The purpose of the C-2 zone is to create, preserve, and enhance areas for businesses and professions which provide services primarily from offices but maintain no stock of goods for retail trade. Additionally, this district is intended to act as a transition or buffer zone between more intensive retail and service centers or major arterials and residential land uses. The mixed-use nature of the project would also help ensure that the proposed project was compatible with neighboring uses.

Although the proposed project would result in the conversion of vacant uses to commercial, office, and residential uses, the loss of undeveloped land is not considered a significant project impact as the City General Plan Land Use Map currently designates the site for development. However, the project proposes a general hospital, medical offices and residential uses on the site, which is currently designated for regional commercial uses. Potential land use compatibility impacts of the proposed uses have been reduced by placing the general hospital and office uses between future proposed commercial uses along Palmdale Boulevard and existing residential areas. Senior housing/assisted living facilities are proposed along the western and a portion of the southern boundary to reduce impacts to the residential areas to the south and west. The primary difference with the proposed project is that regional commercial designation for the site would change to office commercial with a mixed-use overlay to provide for the construction of senior housing/assisted living facilities in close proximity of the hospital. Potentially significant impact to the surrounding area has been reduced through the proposed setback, grading so that pad levels are tapered and landscaping, as discussed in Section 4.7, Aesthetics/Light & Glare. Therefore, the development of the project site is not considered to represent a significant land use compatibility impact.

REGIONAL COMPREHENSIVE PLAN AND GUIDE (RCPG)

4.8-4 *Development of the proposed land uses may conflict with the Regional Comprehensive Plan and Guide. Significance: Less Than Significant Impact (with exception to exceedance of ROC and NO_x Air Emissions, which remain Significant and Unavoidable).*

As cited earlier in this section, project consistency with the RCPG would be determined by evaluating the project to the requirements found in the RCPG's core chapters that include growth management, regional mobility, air quality, water quality, and hazardous waste management.

Growth Management

The purpose of the Growth Management Chapter is to present forecasts with which to establish the socioeconomic parameters for the development of the Regional Mobility and Air Quality chapters and to address the complex issues related to growth and land consumption through the suggestion of guiding principles for development.

Following are the policies contained in the Growth Management Chapter (GMC) that SCAG has identified as particularly applicable and the associated discussions of consistency:

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The proposed project is an infill project that would be constructed near existing regional transportation facilities and existing utility infrastructure. Implementation of the proposed project would serve an identified deficiency of medical and hospital service in the Antelope Valley Region. As proposed, the project is consistent with this policy. (For additional discussion regarding impacts to utilities, see Section 4.6, *Public Services and Utilities*).

GMC Policies Related to Improving the Regional Standard of Living

- 3.04 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support Local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

The proposed project is an infill project that would be constructed near existing regional transportation facilities and existing utility infrastructure. Implementation of the proposed project would serve an identified deficiency of medical and hospital service in the Antelope Valley Region. Additionally, as part of the preparation of this EIR, every effort has been made to identify which permits, approvals, and entitlements would be required to implement this project to ensure that no unexpected delays would occur. As proposed, the project is consistent with these policies. (For additional discussion regarding impacts to utilities, see Section 4.6, *Public Services and Utilities*).

GMC Policies Related to Improving the Regional Quality of Life

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

As noted above and in Section 3, *Project Description*, the proposed project is a mixed-use, infill development located near two regional transportation facilities. Thus, the project is considered consistent with this policy.

- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

As noted above and in Section 3, *Project Description*, the proposed project is a mixed-use, infill development located near two regional transportation facilities. Thus, the project is considered consistent with this policy.

- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

As noted above and in Section 3, *Project Description*, the proposed project is a mixed-use, infill development located near two regional transportation facilities. Thus, the project is considered consistent with this policy.

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*

The overall environmental impacts of this project are being evaluated throughout Section 4 of this Environmental Impact Report. However, as this project is an infill development located near existing transportation facilities and utilities, environmental impacts are expected to be minimal. Thus, the project is considered consistent with this policy.

- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

By implementing the proposed project as an infill project, it is expected that development pressure on undeveloped sensitive lands would be reduced. Thus, the project is considered consistent with this policy.

- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

Cultural studies performed as part of the research and preparation of this environmental impact report were conducted with the intention of identifying any recorded and unrecorded cultural resources onsite. Additionally, adherence to the mitigation measures proposed in Section 4.10, *Cultural Resources*, would ensure compliance with this SCAG policy. Thus, the project is considered consistent with this policy.

- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

This project does not propose any development in areas with steep slopes, high fire hazards, flood dangers, or special seismic hazards. Thus, the project is considered consistent with this policy.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

As a result of preparation of this Environmental Impact Report and in order to comply with the California Environmental Quality Act, environmental impacts of the proposed project have been identified, including impacts to noise levels, biological resources, associated seismic hazards, and public safety. In response, mitigation measures have been developed to reduce the impacts of this project to less than significant impacts whenever possible. Thus, the project is considered consistent with this policy.

GMC Policies Related to Providing Social, Political, and Cultural Equity

- 3.27 *Support local jurisdictions' and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

Implementation of this project would address an identified deficiency of hospital service in the Antelope Valley, resulting in better health care and emergency service coverage for the public. Further, preparation of this Environmental Impact Report included an analysis of existing public services and possible impacts to those services resulting from implementation of this project. Thus, the project is considered consistent with this policy. (See Section 4.6, *Public Services*, for additional information regarding impacts to public services).

Regional Transportation Plan Core Policies

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Mobility – *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility – *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment – *Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)*

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements*

Reliability – *Transportation system should have reasonable and dependable levels of service by mode. (All Trips)*

- *Transit – 63%*
- *Highway – 76%*

Safety – *Transportation systems should provide minimal accident, death and injury. (All Trips)*

- *Fatalities Per Million Passenger Miles – 0*
- *Injury Accidents – 0*

Equity/Environmental Justice – The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All Trips)

- *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles*

Cost-Effectiveness – Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- *Return on Total Investment – Optimize return on Transportation Investments*

The proposed project is an infill project that would be constructed near existing regional transportation facilities and existing utility infrastructure. Implementation of the proposed project would serve an identified deficiency of medical and hospital service in the Antelope Valley Region. The mixed use nature of this project would help reduce overall project trip generation through internal trip capture. The creation of a new regional hospital would create a large number of new jobs, including professional positions, in the Antelope Valley Region, reducing the need for residents of the region to commute into the Los Angeles Region. Additionally, implementation of this project would only occur after a thorough analysis of the project's impacts on the existing transportation network and the identification of mitigation measures to reduce those impacts per the standards and approval of the City of Palmdale. Thus, the project is considered consistent with this policy. (See Section 4.1, *Transportation/Circulation*, for additional discussion on impacts to the transportation system).

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

See the response to 4.01 above.

4.04 *Transportation Control Measures shall be a priority.*

Implementation of identified transportation and circulation control measures would be implemented in phase with the implementation of the proposed project. Thus, the project is considered consistent with this policy.

4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

No aspects of this project propose or City policies suggest that expanding capacity of the existing transportation system would be made a priority over maintain and operation the existing system. Thus, the project is considered consistent with this policy.

Air Quality Chapter Core Actions

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle service, provision of demand management based programs, or vehicle-mile-traveled/emission fees) so that options to command and control regulations can be assessed.*

As this project includes a mixed-use component, implementation of this project would help facilitate the reduction of automobile trips . Further, this project would be consist

with the most recent provisions of the South Coast Air Quality Management Plan. Thus, the project is considered consistent with this policy.

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

Preparation of this Environmental Impact Report includes an analysis of air quality impacts, land use impacts, and transportation impacts. Thus, the project is considered consistent with this policy.

Water Quality Chapter Recommendations and Policy Options

- 11.07 *Encourage Water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of waste water should be addressed.*

The proposed project would be required to comply with City of Palmdale ordinances, specifically Section 14.0 (Joshua Tree and Native Desert Vegetation Preservation) and Section 86.01 (Landscaping Requirements). Adherence to these ordinances would ensure that the onsite landscaping would use minimal amounts of water, helping to reduce the regional reliance on imported water. Thus, the project is considered consistent with this policy.

MITIGATION MEASURES

GENERAL PLAN CONSISTENCY

4.8-1 None required

ZONING CONSISTENCY

4.8-2 None required

LAND USE COMPATIBILITY

4.8-2 None required.

REGIONAL COMPREHENSIVE PLAN AND GUIDE (RCPG)

4.8-5 None required.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified

TABLE 4.8 -1
 GENERAL PLAN CONSISTENCY ANALYSIS

Applicable General Plan Goal/Objective		Project Consistency Discussion
COMMUNITY APPEARANCE		
Policy III-1.1:	<i>Valley floor development should retain its low suburban profile. Structures taller than two stories should only be permitted in major commercial or industrial areas or adjacent to them where they will not adversely impact the primary or daily activities of nearby residents.</i>	The project is bounded to the north by existing and designated commercial uses. Site design techniques would include terrace grading of the site to reduce the overall scale of the buildings. Project development would be in compliance with all City Zoning Ordinance requirements. The project would require a Master Conditional Use Permit for the construction of the general hospital and senior housing/assisted living facility within the area, with ultimate approval by the Planning Commission. Based on compliance with City Ordinances, the project is consistent with this policy. Also, refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for a detailed discussion of requirements.
LAND USE ELEMENT		
Policy L3.2.2:	<i>Direct the location of senior and multi-family housing to areas accessible to public transportation, supportive commercial uses, and community facilities.</i>	The project would include a senior housing/assisted living facility adjacent to the proposed general hospital and commercial uses along Palmdale Boulevard. Public transportation would be provided along Palmdale Boulevard and ultimately to the general hospital. Based on compliance with City Ordinances, the project is consistent with this policy.
Policy L3.6.1:	<i>Actively pursue compliance with applicable codes and ordinances to ensure public safety and maintenance of residential areas.</i>	The proposed project would be in compliance with applicable City codes and ordinances to ensure public safety for the land uses. The senior housing/assisted living facility would be designed to enhance all stages of senior care requirements. The project is consistent with this policy.
CIRCULATION ELEMENT		
Policy C.1.1.9:	<i>Ensure that the cumulative and regional impacts of new development on the circulation system are mitigated to the extent feasible, concurrent with development. Concurrent shall mean that required facilities are installed as needed during various stages of development.</i>	Development of the project would result in less than significant impacts to regional traffic with the participation in Traffic Impact Fees. The project Applicant would be responsible for construction of half-width construction of intersections of Date Palm/Western Entrance and Palmdale Boulevard/7 th Street. The Applicant would be required to participate fair-share contribution for identified traffic warrants. Refer to Section 4.2, <i>Noise</i> , 4.4, <i>Hydrology</i> . The project is consistent with this policy.

Applicable General Plan Goal/Objective		Project Consistency Discussion
Policy C1.4.1:	<p>Strive to maintain a Level of Service (LOS) C or better to the extent practical; in some circumstances, a LOS D may be acceptable for a short duration during peak periods.</p>	<p>Development of the project would result in Level of Service (LOS) E or better. Refer to Section 4.1 Transportation/Circulation. The project is consistent with this policy.</p>
Policy C1.4.4:	<p>Promote safe circulation and emergency access, through the following means:.....</p> <p>a. Require a minimum 26-foot wide paved access from an improved public street to all developments.....</p> <p>b. Two points of ingress and egress should be provided to every subdivision or phase thereof. Exceptions may be granted for small subdivisions where physical constraints make it difficult or impossible to provide a second access point.</p>	<p>The project circulation would include an internal public roadway within the development providing access to the general hospital, medical offices building and private roadways within the senior housing/assisted living facility. Access to the project site would be provided from Palmdale Boulevard and Tierra Subida Avenue. At the time of preparation of this document no new access points are proposed for the project site, although, future extension of 5th Street West to the eastern boundary would allow for a fourth access point to the project. With compliance with applicable City development standards and ordinances, the project is consistent with this policy.</p>
Policy C1.4.5:	<p>Locate and design intersections so as to promote safe and efficient circulation, through the following means:</p> <p>a. Local to local street intersections should be spaced at least 150 feet apart (from centerline to centerline).</p> <p>b. Intersections, including knuckles, should be generally perpendicular. Public street should intersect at a 90 degree angle plus or minus five degrees. Knuckles should be constructed at a 90 degree angle, plus or minus 10 degrees.</p> <p>c. Excessive grade variations, curves or other features which impair sight distance at intersections shall be avoided.</p> <p>d. Local collector street intersections should be spaced no less than 300 feet apart, where necessary to provide adequate queuing room for left turn movements on to collector streets. Where left turn movements onto collector streets are not needed, the spacing requirements may be reduced to 150 feet.</p> <p>e. On local to local intersections, four-way intersections should be avoided.</p>	<p>The project design would include requirements to be incorporated to the satisfaction of the City Engineer. The overall Tentative Tract Map will include applicable roadway and design standards per the City. With the incorporation of required standards and codes, the project is considered consistent with this policy.</p>

Applicable General Plan Goal/Objective		Project Consistency Discussion
	<i>f. For intersections of collectors or larger streets, four-way intersections are preferred over offset or "T" intersections.</i>	
Policy C1.6.2:	<i>Require assurances of long-term maintenance for all private streets constructed within the City.</i>	All facilities within the project are required under standard Conditions of Approval and the Palmdale Municipal Code to provide maintenance of private streets. The project is considered consistent with this policy.
Policy C1.9.1:	<i>Encourage use of landscaping and construction materials which discourages graffiti on walls adjacent to public rights-of-way.</i>	The proposed project would incorporate City landscaping requirements to assist in the discouragement of graffiti on walls adjacent to public rights-of-way. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> . The project is considered consistent with this policy.
ENVIRONMENTAL RESOURCES		
Policy ER1.2.1:	<i>New development with the potential to substantially obscure or negatively alter the scenic backdrop to the City should be discouraged. "Scenic backdrop" refers to the significant ridgelines of the San Gabriel Mountains, the Sierra Pelona and the Ritter and Portal Ridges that form the City's skyline views.</i>	View from the valley floor towards the south would not be substantially obscured due to the potential for development to occur adjacent to the project site along Palmdale Boulevard and proposed terrace grading of the site to reduce development heights of the two to five-story hospital building and three-story office building. Viewsheds to the valley floor from the southern and western adjacent uses across the site would be obstructed. However, due to the grade separation of homes along Tierra Subida Avenue and the proposed terraced grading of the site viewshed obstructions would be reduced. Views across the site to the valley floor from the southern boundary be partially obscured. However, the existing residential areas along the southern boundary include walls, trees and open space areas along the project boundary, while the proposed residential tract near Tierra Subida would include walls and residential backyards. The project would incorporate design standards to the extent feasible. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> . The project is considered consistent with this policy.
Policy ER1.2.2:	<i>The following roadways are designated as City scenic highways. Apply special design standards for projects adjacent to these highways (as contained in the implementation section) in order to protect their scenic qualities. (General Plan Amendment 98-3, adopted by City Council June 10, 1998).</i>	The project design will incorporate special design standards for projects adjacent to Tierra Subida Avenue. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> . The project is considered consistent with this policy.

	Applicable General Plan Goal/Objective	Project Consistency Discussion
	<ul style="list-style-type: none"> a. Barrel Springs Road b. Tierra Subida Avenue c. Sierra Highway, South of Avenue S d. Elizabeth Lake Road e. Pearblossom Highway f. Bouquet Canyon Road g. Godde Hill Road h. Antelope Valley Freeway, south of Rayburn Road 	
<p>Policy ER2.2.1:</p>	<p><i>Cooperate with the preparation and the implementation of the West Mojave Coordinated Management Plan for protection of desert tortoise and Mojave ground squirrel.</i></p>	<p>Current biological resource studies of the project site show that neither of these species exist on site.</p>
<p>Policy ER3.1.2:</p>	<p><i>Adopt grading standards that respect the natural terrain, minimize earth moving activity, minimize visual effects of large cut and fill slopes, and provide for the preservation of unique and significant natural landforms where feasible.</i></p>	<p>Grading of the project site would be in compliance with applicable City grading standards. The project would be terraced graded to reduce potential large cut and slopes. Compliance with City grading standards and sensitive site grading design, the project is considered consistent with this policy.</p>
<p>Policy ER4.1.5:</p>	<p><i>Cooperate with Los Angeles County Health Department and the Regional Water Quality Control Board in monitoring industrial and commercial uses utilizing hazardous or potentially polluting materials and fluids, to prevent their discharge into the groundwater aquifer.</i></p>	<p>The general hospital would result in the generation of hazardous waste. Refer to Section 4.11 Public Safety for a detailed discussion of medical waste hauling, treatment, containment, and storage of hazardous waste. The project site has a low probability of existing soil contamination as identified within the Phase I Site Assessment. The project is considered consistent with this policy.</p>
<p>Policy ER4.2.1:</p>	<p><i>Promote water conserving landscape techniques, through the use of native and drought-tolerant plant species and landscape design standards.</i></p>	<p>The proposed project would include landscaping treatments in accordance with the City's Landscape Ordinance standards. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i>, for further discussion. With incorporation of City standards, the project is considered to be consistent with this policy.</p>
<p>Policy ER4.2.3:</p>	<p><i>Require the use of water conserving appliances and plumbing fixtures in all new construction.</i></p>	<p>The proposed project would include landscaping treatments in accordance with the City's Landscape Ordinance standards. With incorporation of City standards, the project is considered to be consistent with this policy.</p>
<p>Policy ER4.3.1:</p>	<p><i>Assess the feasibility of utilizing reclaimed water for landscape irrigation on a city-wide basis. Factors to be considered include the potential quantities of reclaimed water as determined by the Sanitation Districts, and costs associated with developing infrastructure and delivery systems to facilitate utilization. Within those areas in</i></p>	<p>The Applicant shall coordinate with the City regarding reclaimed water facilities and infrastructure availability and will incorporate to the extent feasible. The project is considered to be consistent with this policy.</p>

Applicable General Plan Goal/Objective	Project Consistency Discussion
<p><i>Policy ER5.1.1: Reduce work-related trips through such means as promoting alternate work schedules, telecommuting, the use of alternative modes of transportation to the workplace and the creation of additional park-and-ride facilities.</i></p>	<p>The project as proposed would reduce trips for seniors with the incorporation of an senior housing/assisted living facility adjacent to the general hospital and in close proximity to the regional commercial uses to the north. The project is located in close proximity to the Antelope Valley freeway providing efficient access from the region to the general hospital. The Applicant shall coordinate with the City regarding alternative modes of transportation. The project is considered to be consistent with this policy.</p>
<p><i>Policy ER5.1.2 Reduce vehicle non-work trips through merchant transportation incentives and transit system improvements.</i></p>	<p>The Applicant shall coordinate with the City regarding transit system improvements along the project frontage and to the hospital and senior housing/assisted living facilities. The project is considered to be consistent with this policy.</p>
<p><i>Policy ER5.2.1: Reduce dust from unpaved roads and parking lots by requiring paving or vegetative stabilization of the unpaved areas; require that measures be taken at construction sites to prevent deposition of soil onto public rights-of-way.</i></p>	<p>The Applicant shall incorporate standard construction practices that include regular watering of construction piles and haul loads, speed limits in grading areas, using tarpaulins on soil haul trucks, using environmentally safe soil stabilizers, roll compacting soils, seeding graded areas, and sweeping adjacent streets. Based on the above discussion, the project is consistent with this policy.</p>
<p><i>Policy ER5.2.2: Encourage developers to maintain natural contours to the greatest degree possible, to eliminate the need for extensive land clearing, blasting, ground excavation, grading and cut-and-fill operations.</i></p>	<p>The project as proposed would be terrace graded in order to reduce grading activity and maintain the natural contour of the project site to the greatest degree possible. Based on the above discussion, the project is consistent with this policy.</p>
<p><i>Policy ER5.2.3: Require erosion control measures on new development, including covering soil with straw mats or use of chemical soil and dust binders, followed by seeding and watering as soon as possible after grading to prevent fugitive dust.</i></p>	<p>The Applicant shall incorporate standard construction practices that include regular watering of construction piles and haul loads, speed limits in grading areas, using tarpaulins on soil haul trucks, using environmentally safe soil stabilizers, roll compacting soils, seeding graded areas, and sweeping adjacent streets. Based on the above discussion, the project is consistent with this policy.</p>
<p><i>Policy Require that new development protect</i></p>	<p>The Applicant shall incorporate required mitigation</p>

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ER7.1.3:	<i>significant historic, paleontological, or archeological resources, or provide for other appropriate mitigation.</i>	measure to reduce impacts to paleontological and archeological resources as identified within this Draft EIR Section 4.10 <i>Cultural Resources</i> . Based on the above discussion, the project is consistent with this policy.
PUBLIC SERVICES		
Policy PS1.1.1:	<i>Require all new development, including major modifications to existing development, to construct required on-site infrastructure improvements pursuant to City standards.</i>	The project is located within an urbanized area, minimizing extension costs of public infrastructure and services. The Applicant shall construct required on-site infrastructure improvements pursuant to City standards. Based on the above discussion, the project is consistent with this policy.
Policy PS1.1.3:	<i>Require that on- and off-site improvements are constructed prior to occupancy of a new development project, or phase thereof, unless otherwise approved by the City.</i>	The Applicant shall provide the City with a Phasing Plan, identifying project phases for on and off-site construction. Off-site Phasing for potential public services would be reviewed and approved by the City and other approving agencies. Based on the above discussion, the project is consistent with this policy.
Policy PS1.1.6:	<i>When reviewing applications for land use designation changes (i.e., zone change, General Plan Amendment, specific plan amendment), conduct a thorough analysis of the impacts of the proposed change on all elements of the City's infrastructure systems, and require mitigation as deemed appropriate.</i>	See Section 4.6, <i>Public Services and Utilities</i> , for a complete discussion of the project's impacts to City infrastructure. No significant unavoidable impacts have been identified.
Policy PS1.3.6:	<i>Encourage mixed use development, to maximize use of infrastructure system.</i>	The project site is located within a redevelopment area and would provide for a mixture of uses including senior housing/assisted living facility, office, and a general hospital in a semi-urbanized area. The location of the proposed project site would maximize the use of the existing infrastructure system within this area. Based on the above discussion, the project is consistent with this policy.
Policy PS2.1.1:	<i>Require new development to obtain adequate water service to meet the increased service needs generated by that development.</i>	The Applicant shall coordinate with the City and LA County Water Works # 34 in order to provide adequate water service to the project site. Refer to Section 4.6, <i>Public Services and Utilities</i> , for a detail discussion of water service. Based on the above discussion, the project is consistent with this policy.
Policy PS2.2.2:	<i>Require new development to pay necessary fees for expansion of the sewage disposal system to the appropriate agencies, to handle the increased load which it will generate.</i>	The Applicant shall participate in fair-share sewage fee programs as identified by the appropriate agency. Refer to Section 4.6, <i>Public Services and Utilities</i> , for a detail discussion of sewage service. Based on the

	Applicable General Plan Goal/Objective	Project Consistency Discussion
		above discussion, the project is consistent with this policy.
Policy PS3.1.2:	<i>Evaluate the impact of all new development and expansion of existing facilities on storm runoff and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates it.</i>	If required by the final hydrology study, the Applicant shall participate in funding of the potential expansion of existing storm drainage facilities (e.g. expansion of the City's detention basin). Refer to Section 4.4, <i>Hydrology</i> , for a detail discussion of drainage facility requirements. Based on the above discussion, the project is consistent with this policy.
Policy PS3.2.1:	<i>Where feasible, plan for detention or retention facilities in areas where groundwater recharge can be accomplished.</i>	The Applicant shall comply with City required detention basin requirements as identified within Section 4.4 <i>Hydrology</i> . Based on the above discussion, the project is consistent with this policy.
Policy PS4.1.1:	<i>Through the development review process, ensure that adequate school sites are reserved to serve the ultimate needs of the population; coordinate with school districts to identify appropriate sites and consider school district master plans in evaluating development proposals.</i>	See Section 4.6, <i>Public Services and Utilities</i> , for a complete discussion of the project's impacts to City infrastructure. No significant unavoidable impacts have been identified.
Policy PS4.1.4:	<i>Condition approvals of development projects to meet the funding requirements of applicable school districts to the extent permitted by law. On legislative decisions such as zone changes, General Plan Amendments, require appropriate school mitigation as determined by the affected districts to the extent permitted by law.</i>	The Applicant shall participate in fair-share contribution to school fee programs as identified by the appropriate agency. Refer to Section 4.6, <i>Public Services and Utilities</i> , for a detail discussion of school service. Based on the above discussion, the project is consistent with this policy.
Policy PS5.1.3:	<i>Through the development review process, assess fire protection needs of development project and require mitigation needed to maintain adequate service levels, including but not limited to reservation of sites for fire stations and fair-share contributions for fire suppression equipment.</i>	The Applicant shall participate in fair-share contribution to fire protection needs as identified by the appropriate agency. Refer to Section 4.6, <i>Public Services and Utilities</i> , for a detail discussion of fire service. Based on the above discussion, the project is consistent with this policy.
Policy PS5.5.1:	<i>Encourage the balanced development of medical care facilities throughout the City.</i>	The project as proposed would provide for a 170-bed general hospital facility providing additional medical facilities to the region. Although the City of Palmdale General Plan identifies a total of two hospitals required to service the community at build-out, the development of this general hospital would increase

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		services throughout the City and the region. Based on the above discussion, the project is consistent with this policy.
Policy PS6.2.1:	Identify hazardous waste generators and their waste streams by type and quantity, and facilitate the use of appropriate hazardous waste management technology by generators, placing the greatest emphasis on those technologies which achieve source reduction and waste minimization.	The proposed general hospital would generate hazardous medical waste. The project as proposed would treat all medical waste on-site prior to transfer to identified landfill. The Applicant shall provide sufficient information and/or a detailed risk assessment to the City and County for review and approval. Refer to Section 4.11, <i>Public Safety</i> , for a detailed hazardous waste discussion. Based on the above discussion, the project is consistent with this policy.
Policy PS6.2.7:	Require disclosure of the presence of hazardous materials on property proposed for development.	A PHASE I Site Assessment was complete for a majority of the project, with a records search of potential hazardous waste within a 1/8-mile radius. Subsurface soil sampling revealed hazardous materials were not identified in the vicinity of the project area.
SAFETY		
Policy S1.1.3:	Require geotechnical studies, to be reviewed and approved by the City's geologist, for development proposals in areas where geotechnical hazards may be present, and implement the recommendations of those reports as deemed necessary by the City.	The project design would incorporate all detailed geotechnical recommendations as set forth in the project geotechnical information to be reflected in approved grading plans, subject to review and approval of the City Geologist. These measures are anticipated to include, but not be limited to, removal and recompaction of all unsuitable soils where structures are proposed. Therefore, based on the above discussion, the project is considered consistent with this policy.
Policy S1.2.1:	Require that new development shall not be exposed to flood hazards or contribute to an existing flood hazard, in accordance with the City's Floodplain Management Ordinance and related criteria within the City's Engineering Design Standards.	The project is designated within the 500-year floodplain. The project design would incorporate the City's Floodplain Management Ordinance and related criteria within the City's Engineering Design Standards to ensure public safety. Therefore, based on the above discussion, the project is considered consistent with this policy.
Policy S1.2.7:	Ensure that storm water drainage is designed for peak flow conditions.	The Applicant shall submit a drainage plan that is designed to convey peak flow conditions for review and approval by the City Engineer. Refer to Section 4.4, <i>Hydrology</i> , for further discussion. Therefore, based on the above discussion, the project is considered consistent with this policy.
Policy	Where feasible, require new development to	The Applicant would participate in payment of fair-

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S1.3.7:	<i>pay for fire protection services and facilities needed to support it.</i>	share fire protection facility fees as identified by the City of Palmdale and the Los Angeles County Fire Department. With payment of applicable fees, the project is considered consistent with this policy.
Policy S1.3.10:	<i>Require that all new development is served by a water system that meets the fire flow requirements established by the fire department.</i>	The project would required water fire flow of 3,500 gpm for the hospital and office area and 3,750 gpm for senior housing/assisted living, in conformance with minimum fire flow requirements. All new structures would be required to meet the applicable provisions of the Uniform Fire Code and the project site would be developed with the water facilities to meet fire flow requirements (i.e. fire hydrants where required). The project would incorporate automatic fire sprinklers for buildings over 5,000 square feet. Water service would be provided by the LA County Water Works # 34 (Desert View). Based on the above discussion, the project is consistent with this policy.
Policy S2.2.1:	<i>Require all development to comply with applicable FAA regulations which affect development in the Accident Potential Zones.</i>	The project is located outside of the Accident Potential Zone II, approximately one mile to the northeast. The project as proposed would include helipad services for the hospital, with an estimated one to two touchdowns per month. The Applicant shall coordinate with the FAA and comply with applicable FAA requirements regarding the operation of a heliport. Based on the above discussion, the project is consistent with this policy.
Policy S2.3.4:	<i>Restrict or prohibit land uses and activities that generate potentially hazardous materials or wastes that cannot be properly maintained or disposed.</i>	The project would include a general hospital that would generate hazardous waste on-site and would be treated on-site prior to transport. The applicant would comply with all applicable city, state, and federal codes regarding use, storage and transport of hazardous materials. Refer to Section 4.11, <i>Public Safety</i> , for a detailed discussion of hazardous waste generation by the general hospital. Based on the above discussion, the project is consistent with this policy.
Policy S2.3.6	<i>Require that that all proposed hazardous waste facilities comply with AB2948 (Tanner Legislation) and Chapter 9 Article 96 of the Palmdale Zoning Ordinance.</i>	The Applicant would provide documentation regarding compliance with AB2948 and Chapter 9 Article 96 of the Palmdale Zoning Ordinance. Refer to Section 4.11, <i>Public Safety</i> , for a detailed discussion. Based on the above discussion, the project is consistent with this policy.
Policy S2.5.2	<i>Require all commercial and industrial projects to provide adequate lighting for buildings and parking areas, and visibility for patrol vehicles, to assist in</i>	The Applicant would prepare and submit a photometric lighting plan for the project to the City for review and approval. Parking lot lighting and building lighting would comply Article 86, Section

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	law enforcement surveillance.	86.03 Lighting Requirements of the City's Zoning Ordinance. Based on the above discussion, the project is consistent with this policy.
NOISE		
Policy N1.2.2:	<i>Restrict construction hours during the evening, early morning and Sundays.</i>	The construction activity would comply with all applicable requirements as identified within Section 8.28 of the Municipal Code (Building Construction Hours of Operation and Noise Control). Refer to Section 4.2, <i>Noise</i> , for a detailed discussion of construction noise. Based on the above discussion, the project is consistent with this policy.
HOUSING		
Policy H1.1.1:	<i>Encourage a variety of housing types such as single family attached (townhouses), multifamily units, planned unit developments and other housing types that make housing more affordable.</i>	The project design includes an affordable senior housing/assisted living facility to enhance the City's housing mix. Based on the assessment of the City's housing needs a total of 9,878 new units will be needed to accommodate anticipated population growth in the City of Palmdale during the 1998-2005 planning period. ⁹ The City has available incentives for development of affordable senior housing to contribute to the 3,495 low and very low-income units need throughout the City. Based on the above, the project is considered consistent with this policy.
Policy H1.1.3:	<i>Encourage the development of housing affordable to lower income groups in areas well served by public transportation, schools, retail and other services.</i>	The project design includes an affordable senior housing/assisted living facility adjacent to the proposed general hospital and in the area of retail and commercial uses to the north and northwest. Public transportation would be provided in the area to service the overall project site. Based on the above, the project is considered consistent with this policy.
Policy H5.1.1:	<i>Support independent living for elderly and disabled.</i>	The project design includes an affordable senior housing/assisted living facility in order to support independent living for elderly requiring different levels of care. Based on the above, the project is considered consistent with this policy.
PARKS, RECREATION AND TRAILS		
Policy PRT5.1.6:	<i>Provide for linkage of bikeways to the multi-use trails network within the Planning Area.</i>	The project design would include the extension of the City of Palmdale's Bikeway along Tierra Subida. Bikeway improvements would be identified within the Street Improvement plans and Tentative Parcel Map for review and approval by the City Engineer.

⁹ City of Palmdale Housing Element, Section V. HOUSING NEEDS AND RESOURCES, B. Regional Housing Needs Assessment.

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		Based on the above discussion, the project is consistent with this policy.
COMMUNITY DESIGN ELEMENT		
Policy CD1.1.2:	<i>The relationship of building to site to street for each development project should be appropriate for the type and intensity of development, and compatible with adjacent properties.</i>	The proposed project would be developed within an area currently designated for regional commercial uses. The development of a mixed-use project would provide for a less intense development than what is currently proposed providing for a less intensive use. The project design would include appropriate setbacks and landscaping and would be generally compatible with the existing residential and commercial uses. Based on the above, the project is considered consistent with this policy.
Policy CD1.3.4:	<i>Landscape design should ensure that the local stock of native trees and vegetation is replenished.</i>	The proposed project would include native trees and vegetation within the landscape plan to the satisfaction of the City Engineer and per Article 86, Section 86.01 Landscaping Requirements of the City's Zoning Ordinance.
Policy CD1.4.4:	<i>Site entry points and access ways should be emphasized to guide people to their destinations.</i>	The project design would include a main entry point along Palmdale Boulevard that would include appropriate signage and landscaping to guide people to the hospital and other uses. Secondary entry points would be along Tierra Subida Avenue and would include signage and landscaping as required by the City's Zoning Ordinance (Article 86 and Article 88). The project is considered consistent with this policy.
Policy CD1.4.6:	<i>Site design shall comply with handicapped access requirements and provide a convenient circulation system for people with disabilities.</i>	The project design would include ADA requirements and incorporate a circulation system to provide convenient access to project uses. With incorporation of efficient design features to assisted people with disabilities, the project is considered consistent with this policy.
Policy CD1.5.1:	<i>The relationship between buildings and spaces within a development project should be evaluated to ensure that space is usable and not devoid or purpose; space should be organized to create a setting which is functional and supportive to the needs of pedestrians and/or vehicles, and dead spaces should be avoided.</i>	The project design would incorporate terrace grading to reduce potential view obstructions with the surrounding area. The design would incorporate building locations to ensure usable spaces and incorporate varying setbacks, enriched parkways, and building techniques that create spaces that are functional to the public. With implementation of City Municipal Code setback requirements and design standards for the project, the project is considered consistent with this policy.
Policy	<i>Architectural treatment should be included on all sides of buildings, rather than on the</i>	The project design of buildings would be in accordance with applicable City design standards.

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CD1.8.4:	<i>front or street side only.</i>	Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for a discussion of architectural treatments. Based on the above, the project is in compliance with this policy.
Policy CD1.9.1:	<i>Loading areas and facilities shall be located behind the main structure, so as to be screened from public rights-of-way by the building placement. For buildings abutting the freeway, loading areas should be located on the side of the building away from oncoming traffic on adjacent travel lanes. All loading areas shall be screened by walls which are architecturally integrated with the main structure(s). Landscaping shall be provided where appropriate to soften the height and mass of screen walls.</i>	The proposed project would include loading areas for the general hospital and senior housing/assisted living facilities. Loading areas would include screening and landscaping as per the City's Zoning Ordinance (Article 86 Landscaping, Lighting, Screening and Wall Standards) and shown within the landscape plan. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion. With implementation of City Municipal Code requirements and design standards for the project, the project is considered consistent with this policy.
Policy CD1.9.2:	<i>Screening for roof-mounted equipment shall be integrated into the building design, such as with parapet walls or roofline treatment, rather than added as a separate device which is not part of the structure and appears to be an afterthought.</i>	The proposed project includes screening of roof-mounted equipment as part of the building design and would be in compliance with applicable City General Plan policies. Municipal Code requirements. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion of roof-mounted screening. Based on the above, the project is consistent with this policy.
Policy CD1.9.3:	<i>Trash enclosures shall be designed to integrate with the site design, using the same materials and architectural details. Where appropriate, design shall include a pedestrian entrance without a gate, as well as metal gates fastened to pipes embedded in concrete (rather than bolted to masonry enclosure walls). Roof or lattice treatment shall be provided to prevent wind-blown trash from leaving the enclosure. Trash enclosures shall be screened with appropriate plant material, including vines on overhead trellises, wherever possible.</i>	The proposed project would include complementary trash enclosures as part of the proposed uses and to include appropriate landscaping as per the City's Municipal Code (Article 85) and would be shown within the landscape plan. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion. Based on the above, the project is consistent with this policy.
Policy CD1.9.4:	<i>Screening shall be provided for utility equipment and appurtenances, including but not limited to water backflow devices, utility boxes, meters and irrigation equipment; such screening shall be shown on the approved landscape plans, and may include walls, landscaping, or other approved methods.</i>	The proposed project would provide for screening of utility equipment and appurtenances and identify screening treatments on the landscape plan. Project proposed screening would be in compliance with the City's Zoning Ordinance screening requirements (Article 86). Based on the above, the project is considered consistent with this policy.
Policy CD2.2.1:	<i>Require drought-tolerant vegetation and water-conserving irrigation systems within</i>	The project as proposed would include drought-tolerant vegetation as per the City's Landscape Planting Palette and would incorporate water-

	Applicable General Plan Goal/Objective	Project Consistency Discussion
	<i>landscaping themes for new development.</i>	conserving irrigation system to promote water conservation. The project's proposed landscape plan would be in compliance with the City's Municipal Code (Article 86, Section 86.01 Landscaping Requirements). Based on the above compliance with landscaping requirements, the project is considered consistent with this policy.
Policy CD2.2.5:	<i>Landscape design should improve the environment within and adjacent to new developments by reducing heat, glare and noise, and by promoting ground water recharge, retardation of storm water runoff, and improvement of air quality.</i>	The project landscape plan would provide for landscaped parkways and open space areas throughout the project site through the incorporation of drought tolerant plants and permeable spaces promoting groundwater recharge and retardation of storm water runoff, especially within the parking areas. Based on the above discussion, the project is considered to be consistent with this policy.
Policy CD5.1.1:	<p><i>The street frontage created by multi-family projects shall function effectively with existing development in the vicinity, through the following means:</i></p> <p><i>a. Setbacks should be consistent with those used on adjacent properties.</i></p> <p><i>b. Height and massing shall be compatible with adjacent development; for example, if the project faces single-story residential development, massing adjacent to the street should be single-story.</i></p> <p><i>c. Landscape type and placement should be compatible with that currently in use on the street.</i></p> <p><i>d. Building orientations can be skewed to create a variety of view orientations on site and create visual interest on the streetscape.</i></p>	The project as proposed would include a three-acre affordable senior housing/assisted living facility within the western portion of the project site, partially adjacent to proposed single family units (backyards) along the southern boundary and existing single family units (backyards) along the western boundary across Tierra Subida Avenue. The affordable senior housing/assisted living facility would incorporate a 20-foot setback from the single family residential areas and locate the actual building further to the east of the parcel to reduce visual impacts. Landscaping along Tierra Subida Avenue will be consisted with the existing landscaping adjacent to the existing landscaping along Tierra Subida Avenue's western right-of-way. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion of the projects viewshed and line-of-sight analysis. Based on the above discussion, the project is considered consistent with this policy.
Policy CD5.1.2:	<i>Where parking areas are placed adjacent to a perimeter street, vehicles should be screened to a height of at least three feet by means of landscaping, low profile walls, or a lowering in grade of the parking area relative to the street.</i>	The project as proposed would include parking areas located adjacent to perimeter streets. The project landscape plan would include appropriate landscaping, while the grading plan would provide for grade relief between the parking area and perimeter streets. Based on the above, the project is considered consistent with this policy.
Policy CD5.2.3:	<i>Parking areas, pedestrian walkways, and common areas shall be illuminated by lighting fixtures of a pedestrian scale at a level adequate to ensure safety of users. Where stairs or changes in grade occur, these</i>	The proposed project would incorporate light fixtures at a pedestrian scale as per the City's Zoning Ordinance. The Applicant would provide a lighting plan for review and approval by the Planning

Applicable General Plan Goal/Objective		Project Consistency Discussion
	<i>areas shall be directly lighted.</i>	Department. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion. Based on the above, the project is considered consistent with this policy.
Policy CD5.3.1:	<i>Consideration shall be given to sharing access with other adjacent developments, where feasible.</i>	Currently, the proposed project would not provide for shared access. Although, at a future date, a shared access road may be proposed to access the site from the east through the extension of 5 th Street west to the project.
Policy CD5.3.3:	<i>Pedestrian routes to transit stops shall be provided.</i>	The proposed project would provide sidewalk access to transit stops along Palmdale Drive. The Applicant would participate in fair-share fees for transit improvements as determined by the City. The project is considered consistent with this policy.
Policy CD5.4.6:	<i>Common use areas shall be located for residents' safety and convenience; for example, laundry areas should be located near children's play areas, to provide for visibility by caretakers.</i>	Compliance with this policy will be met during the development review process when the senior housing/assisted living facility application is submitted to the City.
Policy CD5.4.7:	<i>Architectural treatment of buildings shall use variation in roof lines, massing, height, relief and wall planes to break up the building bulk and create visual interest. Architectural treatments shall be included on all sides of structures.</i>	The project architectural design and treatment would include variations of roof lines, massing, and height relief. The general hospital would include a terraced building footprint to reduce grading and provide building footprint variations. Final building designs would be submitted to the City for review and approval. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i> , for further discussion. Based on the above, the project is considered consistent with this policy.
Policy CD5.6.2:	<i>Ensure that the design of senior housing projects provides appropriate features to accommodate the needs of residents as they may change over time during their residency at the project.</i>	The proposed affordable senior housing/assisted living facility would further assist in the needs of seniors by providing additional assistance to those individuals who may need increased care. In addition, the facility is located adjacent to the general hospital providing immediate access to specialized services. Based on the above, the project is considered consistent with this policy.
Policy CD6.1.1:	<i>Street setbacks on adjacent properties should be considered in the site design, so that the street functions well as a whole.</i>	The project design would include along Tierra Subida Avenue as directed by the City Engineer and reflected on the parcel map. With implementation of City requirements, the project is considered consistent with this policy.
Policy CD6.2.2:	<i>The location and design of structure, parking areas, access points and on-site circulation routes should facilitate effective circulation</i>	The project design would include a perimeter roadway providing access to the different uses of the project site. This roadway would include a sidewalk

	Applicable General Plan Goal/Objective	Project Consistency Discussion
	<i>for pedestrians, passenger vehicles, and service vehicles; conflict points between these should be avoided.</i>	and include designated crossing areas to facilitate safe environment for pedestrians and vehicular traffic. Based on the above, the project would be consistent with this policy.
Policy CD6.2.3:	<i>Except as otherwise approved, a minimum of two means of ingress and egress shall be provided to each site.</i>	As proposed, the project would provide up to four means of ingress and egress.
Policy CD6.2.4:	<i>Access points should be aligned with existing driveways; intersections, and median openings, where appropriate.</i>	The project access points from roadways would be aligned with existing intersections. The primary access point along Palmdale Boulevard would be at the intersection of Trade Center Drive/7 th Street, while the secondary access along Tierra Subida Avenue would be at the intersection of Date Palm Drive. Based on the above, the project is considered consistent with this policy.
Policy CD6.2.7:	<i>Adequate vehicle stacking shall be provided at project entrances and exits, and for all drive-through facilities.</i>	The project design would incorporate access roads with adequate stacking as required by the City's Zoning Ordinance and Engineering Standards. Refer to Section 4.1, <i>Transportation/Circulation</i> , for a discussion of project circulation. Based on the above, the project is considered consistent with this policy.
Policy CD6.2.8:	<i>On-site pedestrian walkways should be clearly delineated with special pavement, landscaping and lighting. Each development shall contain at least one clearly designated route for pedestrians connecting the street, the parking area, and the main entrance(s).</i>	The proposed project landscape plan would identify appropriate paving treatments, landscaping and lighting for the project site. The landscape plan would be prepared in compliance with the City's Landscaping Municipal Code requirements to the satisfaction of the City. Based on the above, the project is considered consistent with this policy.
Policy CD6.2.13:	<i>Where bus shelters are provided adjacent to or within a development, they should be located near accessways or activity centers rather than in isolated locations; bus shelter design shall be similar to and compatible with the main structure(s) and site design, using similar architectural features and materials.</i>	The Applicant would coordinate with the City regarding bus transit facilities to ensure access is available. In the event bus shelters are proposed, similar architectural features and materials would be incorporated to the extent feasible. Based on the above, the project would be consistent with this policy.
Policy CD6.4.1:	<i>Consideration should be given to the types of users desired and providing sufficient parking for future users, rather than trying to maximize building floor area.</i>	As proposed, the project proposes less square footage than that allowed per zoning and more than adequate parking.
Policy CD6.4.3:	<i>Parking lot landscape design should provide shading for parked vehicles and screening to break up and soften the appearance of large</i>	The proposed project parking areas would be separated by landscape medians and open space areas to the extent feasible. The Applicant would

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	<p><i>expanses of hard paved surfaces.</i></p> <p>provide the City with a landscape plan that would include vegetation to provide shading, screening and provide visual breaks of hard paved surfaces in compliance with the City's Municipal Codes. Based on the above, the project would be consistent with this policy.</p>
<p>Policy CD8.2.1:</p> <p><i>Plants should be used to emphasize project and building entries; contrast with or reinforce building lines; soften hard lines, blank wall and pavement expanses; define outdoor spaces and delineate pathways; frame attractive views; and screen unattractive views and features.</i></p>	<p>The proposed project landscape plan would include a variety of vegetation that would provide a mixture of textures and heights to provide visual relief and screen unattractive areas. The landscape plan would provide variations in planting per the City's General Plan and Zoning ordinance to enhance the overall project appearance. With implementation of City landscaping requirements, the project is considered consistent with this policy.</p>
<p>Policy CD8.4.1:</p> <p><i>Irrigation systems shall be designed to minimize maintenance and water consumption.</i></p>	<p>The Applicant would prepare a detailed irrigation plan to the satisfaction of the City Engineer that would minimize maintenance and water consumption. With implementation of City requirements, the project is considered consistent with this policy.</p>
<p>Policy CD8.4.2:</p> <p><i>For phased development, interim landscaping shall provide for control of dust and weeds on the undeveloped portion of the site, and provision shall be made for ongoing maintenance.</i></p>	<p>The proposed project would include grading of the whole site with phased construction of the separate uses. As part of the phased construction, interim landscaping would be provided for those areas to be developed at a later phase. Refer to Section 4.7, <i>Aesthetics/Light and Glare</i>. With implementation of interim landscaping, the project is considered consistent with this policy.</p>
<p>Policy CD8.4.4:</p> <p><i>Landscaping shall be provided for erosion control where appropriate, as required in the City's Engineering Design Standards.</i></p>	<p>The proposed project landscape plan would include appropriate erosion control measures, as required by the City's Engineering Design Standards. With implementation of City Engineer Design Standards, the project would be consistent with this policy.</p>
<p>Policy CD9.1.9:</p> <p><i>Enhance the streetscapes on major thoroughfares throughout the City, including but not limited to Palmdale Boulevard and Avenue S, by providing landscaping, undergrounding utilities, and completing street improvements where necessary. Where opportunities for wider landscaped setbacks exist due to utility easements or seismic setbacks, ensure that these areas are designed and maintained to enhance the streetscape.</i></p>	<p>The project as proposed would include access to Palmdale Boulevard at the alignment of 7th Street West. Roadway improvements and landscaping would be included as part of the project overall design to the satisfaction of the City Engineer. Based on compliance with City requirements, the project would be consistent with this policy.</p>

Section 4.9

Biological Resources

4.9 BIOLOGICAL RESOURCES

This Section identifies existing biological resources on-site, analyzes potential project impacts to these resources, and recommends mitigation measures to reduce the significance of identified impacts. Information for this section was obtained from the City of Palmdale General Plan and the *Biological Constraints Survey for an Approximately 40-acre Site in the City of Palmdale, Los Angeles County, California*, prepared by BonTerra Consulting on February 5, 2003 (refer to Appendix 10.8). BonTerra Consulting conducted a field survey of the proposed project site on February 4, 2003.

ENVIRONMENTAL SETTING

The project site is located on undeveloped land southeast of the intersection of Palmdale Boulevard and Tierra Subida Avenue. The site is moderately flat, sloping gradually downward from southwest to northeast with elevations ranging from approximately 2,725 ft above mean sea level (msl) to 2,695 ft above msl. Substrate within the project site consists of poorly sorted, medium-grained, sub-angular sand with scattered patches of pebbles. One fluvial feature, an incised channel, which appears to have been formed by runoff from a storm drain outlet located immediately southwest of the site, crosses the site from the southwest to northeast. Vegetation on the project site is comprised of low-lying shrubs, ground cover, and non-native grasses. There is some evidence of vehicular and pedestrian use of the site in the form of tire tracks, trails, and scattered debris.

Land surrounding the project site is developed with a variety of uses including vacant commercial property and an older shopping center to the north, vacant commercial property and multi-family housing to the east and southeast, and single-family homes across Tierra Subida to the west. Adjacent to the southern boundary of the project site is mostly vacant undeveloped land, while single-family residential homes are located further to the east and further to the south across Avenue Q-8.

REGULATORY FRAMEWORK

U.S. FISH AND WILDLIFE SERVICE REQUIREMENTS

The U.S. Fish and Wildlife Service (USFWS) protects endangered and threatened species (listed species) under the Federal Endangered Species Act (FESA). Endangered species are defined as a species in "danger of extinction throughout all or a significant portion of its range" while a threatened species is likely to become endangered in the foreseeable future.¹ The USFWS also tracks species that are candidates for listing as federally proposed endangered species. Although there is no formal protection for these species,

¹ "Take" of listed species incidental to otherwise lawful activities can be permitted by the USFWS. "Take" of listed species is prohibited under Section 9 of the FESA. "Take" is to harass, harm, pursue, hunt, shoot, wound, trap, capture, or collect or attempt to engage in any such conduct. Harm is further defined as significant habitat alteration that results in death or injury to listed species by significantly impairing behavior patterns such as breeding, feeding, or sheltering. "Take" of listed species incidental to otherwise lawful activities can be permitted by the USFWS. Procedures for obtaining a permit for incidental take are described under Section 7 of the FESA for federal actions and Section 10 for non-federal actions.

consultation with the USFWS regarding candidate species can prevent project delays that could occur if the species is emergency-listed prior to project completion.

CALIFORNIA DEPARTMENT OF FISH AND GAME REQUIREMENTS

California Endangered Species Act Sensitive Species

California Endangered Species Act (CESA) definitions of endangered and threatened species parallel definitions contained in the FESA. Endangered species are in "serious danger of becoming extinct" and threatened species are "likely to become an endangered species in the foreseeable future" according to Sections 2062 and 2067, respectively, of the Fish and Game Code of California. "Candidate species" are species that are under formal review by California Department of Fish and Game (CDFG) for addition to the endangered or threatened species lists (Section 2067). Section 2081 of the Code provides a permitting process that allows for take of endangered, threatened, and candidate species. CDFG designates species as being of special concern prior to their being considered for protected status. Species of special concern are those species for which CDFG has information indicating that the species is declining. Species of special concern are included in the definition given in Section 15380(d) of California Environmental Quality Act (CEQA).

California Natural Diversity Database

The California Natural Diversity Database (CNDDDB) ranks the overall condition of species on global (throughout its range) and state (within California) levels. Additionally, subspecies and varieties are assigned a ranking for the global condition of that subspecies or variety. The ranking is numerical ranging from 1 to 5 with 1 indicating very few remaining species or little remaining habitat and 5 indicating a "demonstrably secure to ineradicable" population condition. State ranks may also include a threat assessment ranging from 1 (very threatened) to 3 (no current threats known).

BIOLOGICAL FIELD SURVEY

PLANTS

The general biological survey performed by BonTerra Consulting revealed a single vegetation type present throughout the proposed project site, rabbitbrush scrub, which is characterized by rubber rabbitbrush (*Chrysothamnus nauseosus*) as the dominant shrub in the canopy with other plants growing at lower densities. The other shrubs observed on the project site in addition to rabbitbrush scrub included, big sagebrush (*Artemisia tridentata*), California buckwheat (*Eriogonum fasciculatum*), and boxthorn (*Lycium* sp.). The dominant species in the sub-shrub/groundcover layer includes red-stemmed filaree (*Erodium cicutarium*) and lupine (*Lupinus* sp.), while fiddleneck (*Amsinckia intermedia*), cammissonia (*Cammissonia* sp.), cryptantha (*Cryptantha* sp.), buckwheat (*Eriogonum* sp.), Spanish needle (*Palafoxia linearis*), pectocarya (*Pectocarya linearis*), ragwort (*Senecio* sp.), and sisymbrium (*Sisymbrium altissimum*) occur at lower densities. The non-native grasses

observed throughout the project site included, oat (*Avena* sp.), red brome (*Bromus diandrus*), and Mediterranean schismus (*Schismus barbatus*).

ANIMALS

Rabbitbrush scrub has the potential to support a number of animal species, several of which were identified during the general biological survey performed by BonTerra Consulting. Common bird species or evidence of their presence identified during the survey included ring-billed gull (*Larus delawarensis*), California gull (*Larus californicus*), rock dove (*Columba livia*), morning dove (*Zenaida macroura*), Say's phoebe (*Sayornis saya*), common raven (*Corvus corax*), great-tailed grackle (*Quiscalus mexicanus*), house wren (*Troglodytes aedon*), northern mockingbird (*Mimus polyglottos*), European starling (*Stumus vulgaris*), lark sparrow (*Chondestes grammacus*), Lincoln's sparrow (*Melospiza lincolni*), western meadowlark (*Stumella neglecta*), and house finch (*Carpodacus mexicanus*). Several other year-round bird species have the potential to occur on the site, but were not observed during the survey.

No raptor species were observed during the survey, nor was there any evidence of their presence on the project site. However, the site does have the potential to provide foraging habitat for a number of raptor species including, turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), prairie falcon (*Falco mexicanus*), and American kestrel (*Falco sparverius*), although no nesting habitat for these species was observed. During the field survey, suitable foraging and breeding habitat was identified for the burrowing owl (*Athene cunicularia*). The burrowing owl, a California Species of Special Concern, is discussed further below under Special-Status Animal Species.

The single mammal species observed during the survey was the California ground squirrel (*Spermophilus beecheyi*), which was present in high numbers throughout the project site. While no other mammal species were observed during the survey, there was evidence at the site indicating the presence of both the desert Kit fox (*Vulpes velox*) and coyote (*Canis latrans*). Several active burrows were observed throughout the project site that could provide potential habitat for a number of small mammal species. Other mammal species that have the potential to occur on the project site include, black-tailed jackrabbit (*Lepus californicus*), little pocket mouse (*Perognathus longimembris*), western harvest mouse (*Reithrodontomys megalotis*), deer mouse (*Peromyscus maniculatus*), and house mouse (*Mus musculus*).

Several reptile species are expected to potentially occur on the site, however, none were observed during the survey. Reptile species that may potentially occur on the proposed project site include, side-blotched lizard (*Uta stansburiana*), western fence lizard (*Sceloporus occidentalis*), western whiptail (*Cnemidophorus tigris*), coachwhip (*Masticophis flagellum*), western patch-nosed snake (*Salvadora hexalepis*), gopher snake (*Pituophis melanoleucus*), California glossy snake (*Arizona elegans*), night snake (*Hypsiglena torquata*), and southern Pacific rattlesnake (*Crotalus viridis helleri*).

Fish and amphibian species are not expected to occur on the site due to the lack of permanent or temporary surface water bodies.

SPECIAL-STATUS PLANT AND ANIMAL SPECIES

Several species of plants and animals that are known to occur in the vicinity of the project site have special status under federal and state endangered species legislation. In addition, state resource agencies and professional organizations have identified a number of sensitive species that also occur in the vicinity of the site. Such species are known collectively as special-status species, and include: 1) plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered under the FESA or the CESA; 2) animals listed as "fully protected" under the California Fish and Game Code; 3) animals designated as "Species of Special Concern" by CDFG; and 4) plants listed as rare or endangered in the *Inventory of Rare and Endangered Vascular Plants of California* (California Native Plant Society [CNPS 2001 and 2002]).

In order to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the proposed project, BonTerra Consulting conducted a literature search from several sources including, the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2001 and 2002), compendia of special status species published by the USFWS and CDFG, and the CDFG's California Natural Diversity Database (CDFG 2002).

SPECIAL-STATUS PLANT SPECIES

Upon completion of the literature review and field survey, BonTerra Consulting determined that the project site provided potential habitat for five special-status plant species, Lancaster milk-vetch (*Astragalus preusii* var. *laxiflorus*), alkali mariposa lily (*Calochortus striatus*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), white-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*), and Mason's neststraw (*Stylocline masonii*). In making this determination eight other plant species that were listed either by the USFWS, the CDFG, or the CNPS as potentially occurring on the site were rejected because they were either not present during the field survey or they have microhabitat requirements that were not present on the site (e.g. rocky soils, granitic soils, higher elevations, mesic conditions, shade, presence of associated species, etc.). A listing of special-status plant species known to occur in the project vicinity, including their regulatory status and potential to occur on the proposed project site is included in the report contained in Appendix 10.8.

Lancaster milk-vetch (*Astragalus preusii* var. *laxiflorus*)

This perennial herb has no federal or state listing status, and a CNPS List status of 1B. It grows in chenopod scrub at approximately 2,300 feet above msl. The project site contains xeric scrub, which is not considered suitable habitat for this species. However, the species occurs in the vicinity of Lancaster in close proximity to the project site. Therefore, Lancaster milk-vetch is considered to have a low potential to occur on the project site.

Alkali mariposa lily (*Calochortus striatus*)

Alkali mariposa lily has no federal or state listing status, and a CNPS List status of 1B. It occurs in mesic, alkaline areas with chaparral, chenopod scrub, Mojavean desert scrub, meadows and seeps from approximately 230 to 5,235 feet above msl. The flowering period for this bulbiferous perennial herb is between April and June. The project site contains open xeric scrub, which is not considered suitable habitat for this species. However, the incised channel located in the southwestern portion of the project site may provide marginally suitable habitat to support this species. Therefore, the alkali mariposa lily is considered to have a low potential to occur on the project site.

Parry's spineflower (*Chorizanthe parryi* var. *parryi*)

The Parry's spineflower has no federal or state listing status, and is a CNPS List status of 3. It is a perennial herb that blooms between April and June. It grows in sandy or rocky openings of chaparral and coastal scrub from approximately 130 to 5,600 feet above msl. The project site has open xeric scrub that may be marginally suitable for this species. However, this species may already have been extirpated from Los Angeles County. Therefore, Parry's spineflower is considered to have a low potential to occur on the project site.

White-bracted Spineflower (*Chorizanthe xanti* var. *leucotheca*)

White-bracted spineflower has no federal or state listing status, and is a CNPS List status of 1B. It is an annual herb that occurs in Mojavean desert scrub and pinyon and juniper woodland from approximately 985 to 3,940 feet above msl with a typical flowering period of April to June. The project site contains open xeric scrub habitat that may be considered suitable for this species, therefore, it is considered to have a low to moderate potential to occur on the project site.

Mason's neststraw (*Stylocline masonii*)

Mason's neststraw has no federal or state listing status, and is a CNPS List status of 1B. This annual herb typically blooms between March and May. It grows in sandy soils of chenopod scrub and pinyon and juniper woodland from approximately 325 to 3,935 feet above msl. There is marginally suitable habitat for mason's neststraw on the project site. Therefore Mason's neststraw has a low potential to occur on the project site.

SPECIAL-STATUS ANIMAL SPECIES

Of the potential special-status animal species that could potentially occur on the site, BonTerra Consulting identified the burrowing owl (*Athene cunicularia*) as the only one that has the potential to occur and breed on the site. Several other species, including the Santa Ana sucker (*Catostomus santaanae*), unarmored threespine stickleback (*Gasterosteus aculeatus*), arroyo chub (*Gila orcutti*), arroyo toad (*Bufo californicus*), California red-legged frog (*Rana aurora draytonii*), mountain yellow-legged frog (*Rana muscosa*), silvery legless lizard (*Anniella pulchra pulchra*), southwestern pond turtle (*Clemmys marmorata pallida*),

coast horned lizard (*Phrynosoma coronatum*), two-striped garter snake (*Thamnophis hammondi*), Cooper's hawk (*Accipiter cooperii*), Swainson's hawk (*Buteo swainsoni*), Le Conte's thrasher (*Toxostoma lecontei*), San Joaquin pocket mouse (*Perognathus inornatus*), and Mojave ground squirrel (*Spermophilus mohavensis*) were rejected because the project site lacked suitable habitat and/or was outside of their known distribution area. The complete list of special-status animal species known to occur in the project vicinity, including their regulatory status and potential to occur on the proposed project site is included in the report contained in Appendix 10.0 G.

Burrowing owl (*Athene cunicularia*)

The burrowing owl is a federal Species of Concern and a California Species of Special Concern. The burrowing owl, a small, terrestrial owl of open country, is a year-round resident of short-grass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, and desert floors. These owls require open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of small mammal burrows. Owls use the burrows for roosting and nesting cover. Burrowing owls may also dig their own burrow in soft, friable soils, or use pipes and culverts where burrows are scarce. In California, burrowing owls are found in close association with California ground squirrels. Ground squirrels provide nesting and refuge burrows, and maintain vegetation height, which provides foraging habitat and visual protection from avian predators.

As habitat areas become surrounded by human developments and are increasingly fragmented and isolated within developed environments, they become increasingly inhospitable to breeding burrowing owls. Burrowing owl populations are thought to be declining throughout much of their range in the United States and Canada. Loss of habitat, and campaigns against burrowing mammals upon which burrowing owls depend for nesting habitat are causing this decline. In California, the burrowing owl has been designated as a Species of Special Concern due to diminishing habitat and concurrent population declines.

The project site represents favorable habitat for the burrowing owl with its presence of flat, sparse scrub and numerous California ground squirrel burrows. However, no burrowing owls were observed on the project site, nor was there any evidence of their use of the site during the field survey.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

The following significance criteria are the City of Palmdale Environmental Checklist. For the purposes of this analysis, an impact to biological resources is considered significant if the project would:

- Adversely impact a significant stand of desert vegetation on the site which will be adversely impacted by the project;

- Result in a reduction of the numbers of any unique, rare, or endangered species of plants;
- Result in the introduction of invasive, non-native species of plants into an area; or would create a barrier to the normal replenishment of existing native plant species;
- Result in a significant reduction in acreage of native vegetation (refer to Section 7.0, *Effects Found Not to Be Significant*);
- Result in a significant loss of biological diversity;
- Result in the reduction of the numbers of any unique, rare, or endangered species of animals;
- Be located in a Significant Ecological Area where the introduction of animals associated with urbanization could adversely affect native species; or where the project will result in a barrier to the migration or movement of animals;
- Cause significant deterioration of, or loss of, existing fish or wildlife habitat.

In addition to these criteria, the removal or disturbance of nesting raptors, as discussed in California Fish and Game Code Section 3503.5, and the elimination of a plant or animal community, or reduction in the number or restriction in the range of an endangered, rare, or threatened species, as mentioned in State CEQA Guidelines Section 15065 (a) would be considered significant impacts.

SPECIAL-STATUS PLANTS

- 4.9-1 *Construction of the proposed project could cause the elimination of the following five special-status plant species from the project site, Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw. Significance: Less Than Significant Impact With Mitigation Incorporated.*

Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw have the potential to occur on the project site, although none of the plants were observed during the general biological survey performed by BonTerra Consulting because the survey was performed during a time that was not conducive to identifying annual or bulbiferous plant species that hibernate during the winter. Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw are not state or federally protected endangered species, but they are maintained on the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (List 1B and 3). Therefore, state or federal resources agency authorizations would not be required for impacts to these species. However, State CEQA Guidelines Section 15065 (a) states that a lead agency shall find that a project may have a significant effect on the environment if the project has the potential to threaten to eliminate a plant or animal community, or reduce the number or restrict the range of an endangered, rare, or threatened species.

Construction activities, including grading and earth excavation, could potentially result in significant impacts to Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw, if any of the plant species occur on site. Therefore, pre-construction surveys conducted during the appropriate survey "window" would be required to determine the presence/absence of Lancaster milk-vetch, alkali mariposa lily, Parry's spineflower, white-bracted spineflower, and Mason's neststraw on the project site. If any of the aforementioned species are identified, preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility in consultation with the California Department of Fish and Game would reduce impacts to less than significant levels.

SPECIAL-STATUS ANIMALS

- 4.9-2 *Construction of the project and associated disturbance could result in impacts to burrowing owls including, direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. The loss of burrowing owls, nests, or occupied habitat constitutes a significant impact. Significance: Less Than Significant Impact With Mitigation Incorporated.*

The burrowing owl has the potential to occur on the project site. Burrowing owls are a USFWS Species of Concern and a CDFG Species of Special Concern. Nesting pairs of burrowing owls are protected under Fish and Game Code Section 3503.5, which states that it is "unlawful to take, possess, or destroy any birds in the order Faconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." If burrowing owls are present on, or immediately adjacent to the site at the time of construction, construction could cause disturbance of the burrows. Disturbance of burrows during the breeding season could result in direct owl mortality, destruction of occupied burrows, loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by the CDFG. The destruction of occupied burrowing owl burrows during any season is also considered a taking. Any loss of burrowing owls or fertile eggs, any activities resulting in nest abandonment, or the destruction of occupied burrowing owl burrows would constitute a significant impact. The potential for disturbance and/or loss of burrowing owls, nests, and burrowing owl habitat would be considered a cumulatively significant impact due to the continued incremental loss of suitable habitat within the Antelope Valley.

The measures necessary to mitigate the potential loss of owls, nests and/or occupied habitat would involve a combination of avoidance during the nesting season, conducting pre-construction surveys, and local relocation as described in mitigation measures 4.9-2a and 4.9-2b.

MITIGATION MEASURES

SPECIAL-STATUS PLANTS

4.9-1 Prior to vegetation clearing, grading, or other disturbance, the project site shall be surveyed to determine presence or absence of special status plant species and vegetation types. Surveys shall focus on CNPS List 1B and 3 species whose presence could not be determined during preliminary surveys conducted outside the blooming period (i.e., Lancaster milk-vetch, Alklali mariposa lily, Parry's spineflower, white-bracted spineflower, Mason's neststraw). If identified on the project site, the location and extent of special status plant species populations shall be mapped and the size of the populations accurately documented. Depending on the size and extent of the populations encountered and the judgment of the lead agency, in consultation with the California Department of Fish and Game, appropriate mitigation may include preservation in place, relocation to preserved open space within the City of Palmdale, and/or seed collection and storage at an appropriate facility (e.g., the Rancho Santa Ana Botanic Gardens or the UC Riverside Herbarium).

SPECIAL-STATUS ANIMALS

4.9-2a If construction begins between March 1 and August 31, seven days prior to the onset of construction activities, a qualified biologist shall survey within the limits of project disturbance and adjacent areas for the presence of any active burrowing owl burrows. Any active burrows found during survey efforts shall be mapped on the construction plans and the results of the surveys shall be provided to the CDFG. If no active burrowing owl burrows are found, no further mitigation would be required, however, if burrowing owls are found to be present on the project site, the project applicant shall consult with the CDFG.

If nesting activity is observed at any burrowing owl burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the project site normally occurs from March 1 to August 31 with a peak in breeding activity generally occurring in April and May. To protect nest sites, the following restrictions on construction shall be required between March 1 and August 31 (or until nests are no longer active as determined by a qualified biologist): 1) clearing limits shall be established with a minimum of 300 feet, or as otherwise determined by a qualified biologist, in any direction from any occupied burrow exhibiting nesting activity; and 2) access and surveying shall not be allowed within 100 feet of any burrow exhibiting nesting activity. Any encroachment into the 300/100 foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants.

4.9-2b If construction begins between September 1 and January 31 (during the non-breeding season), at least three days prior to site preparation for construction, the project sponsor shall complete a survey within the project's impact areas. If owls are found within the project area during the non-nesting season, a qualified biologist, in consultation with and given authorization by CDFG, shall exclude burrowing owls from occupied

burrows in the immediate impact zone and within a 150-foot buffer zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. Any eviction activities shall be dependant on a signed Mitigation Agreement (MA) between the project sponsor and CDFG.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.10

Cultural Resources

4.10 CULTURAL RESOURCES

The information in this section is based upon the *Paleontological Resources Assessment Report, Palmdale Medical Center/Universal Health Services, Inc., City of Palmdale, Los Angeles County California* (June 9, 2003), prepared by CRM TECH and the *Historical/Archaeological Resources Survey Report, Palmdale Medical Center/Universal Health Services, Inc., City of Palmdale, Los Angeles County California* (June 10, 2003), prepared by CRM TECH (refer to Appendix 10.9). Additional background information was obtained from the *Draft Environmental Impact Report, City of Palmdale General Plan* (August 1992). The purpose of the following discussion is to identify existing conditions, discuss potential project impacts relative to paleontological and archaeological resources, and recommend mitigation measures to reduce the significance of potential impacts.

ENVIRONMENTAL SETTING

PALEONTOLOGICAL RESOURCES

The proposed project area is situated in the southern portion of the Antelope Valley in the western Mojave Desert within an uplifted area that is adjacent to the northern side of the San Andreas Fault Zone. Uplifting along the northern side of the fault has been occurring in the region for many years, including into historic times, resulting in older rocks being brought to the surface where they are often found exposed and/or covered by a thin layers of Recent Alluvium. Alluvial soils in this area of the Antelope Valley have been mapped as Pleistocene to early Holocene in age.

PREHISTORIC RESOURCES

The proposed project site lies in the northeastern edge of the ethnographic territory of the Tataviam. The Tataviam are believed to belong to the Takic family language group, although it is thought that their language diverged from other languages in the family around 1,000 B.C. and became unrecognizable to neighboring groups such as the Kitanemuk, Chumash, and Gabrielino. However, the general ecological adaptation and subsistence technology of the Tataviam differed little from that of their neighbors. Tataviam territory was principally located in the upper reaches of the Santa Clara River drainage, on the south-facing slopes of the Liebre and Sawmill Mountains. Unfortunately, little historical information is available on the Tataviam, who had less than 1,000 members at the time of European contact.

HISTORIC RESOURCES

In 1772, Spanish explorers, led by Captain Pedro Fages and Father Juan Crespi, became the first outsiders to enter the Antelope Valley. Over the next 70 years, a number of explorers traversed the Antelope Valley, but did not settle in the region. Even the earliest gold discovery in California, which took place in nearby Placerita Canyon in 1842, did not have a significant impact on settlement in the area. The Antelope Valley was used as hunting grounds for its legendary herds of antelopes and as a route for travelers until the 1870s, when settlers began to set up homesteads in the region wherever surface water was found. In 1876, Southern Pacific Railroad completed its Antelope Valley line and in the decade that followed, a string of new towns were created around the rail line's train stations. The community of Palmenthal came into being in 1886, when 50 or 60 families of German and

Swiss descent emigrated primarily from Nebraska and Illinois and settled near the present day intersection of Avenue R-8 and 27th Street East. By 1888, Palmenthal was a thriving community consisting of a post office, church, school, general store, and several other businesses. However, due to the severe drought of 1894-1897 and problems with its land title, Palmenthal was almost completely abandoned and its post office was moved to the budding new town of Palmdale at the new Southern Pacific train station.

In the 20th Century, the town of Palmdale developed into an agricultural community after several water projects brought water to the arid region. Around 1900, a group of residents who later organized the Palmdale Water District in 1918 constructed a seven-mile ditch from Little Rock Creek to Harold Reservoir (now known as Lake Palmdale), while 1914 saw the completion of the Los Angeles Aqueduct. With water supplies securely in place, alfalfa, pear and apple production became a dominant feature of the local economy along with poultry farming. After WWII, the agricultural industry gave way to the aerospace and defense industry with the establishment of the U.S. Air Force Plant 42, which remains the largest industry in the Antelope Valley today.

IMPACT ANALYSIS

The following thresholds of significance are based on the City of Palmdale Environmental Checklist. For the purposes of this project, a cultural impact is considered significant if the proposed project would:

- Result in the alteration or destruction of a prehistoric or historic archaeological site, or historic structure(s); or
- Result in potential adverse impacts on paleontological resources.

PALEONTOLOGICAL RESOURCES

4.10-1 *Implementation of the proposed project has the potential to directly or indirectly damage paleontological resources. Significance: Less Than Significant Impact With Mitigation Incorporated.*

In January and February 2003 the Natural History Museum of Los Angeles County and the Regional Paleontologic Locality Inventory located at the San Bernardino County Museum searched relevant paleontological records, maps, and documents at the request of CRM TECH. In addition, CRM TECH performed a literature search of material in the CRM TECH library, as well as the personal library of the CRM TECH report writer. The records searches indicate that there are no known fossil localities at the proposed project site. In addition, the field assessment conducted by CRM TECH on March 28, 2003 did not find any fossils at the proposed project site. However, the records research did identify several fossil localities within a 1 to 1.5 mile radius of the proposed project site in subsurface rocks that are the same as those mapped at the proposed project site. The records research also determined that fossils were found in several other locations even farther away from the proposed project site in subsurface rocks that are the same as those mapped at the proposed project site. Based on the paleontological research performed for the proposed project site, the site is considered to have low potential for paleontological resources in surficial Holocene alluvial sediments. However, Pleistocene and older alluvial sediments have a high potential for containing paleontological resources. Excavation that would occur as a result of project

implementation could unearth paleontological resources. Therefore, monitoring of earthmoving activities for paleontological resources during grading and excavation by a qualified paleontologist and implementation of a program to mitigate impacts to the exposed or unearthed resources will reduce potential impacts to paleontological resources to less than significant levels.

PREHISTORIC RESOURCES

- 4.10-2 *Implementation of the proposed project has the potential to directly or indirectly damage and/or destroy prehistoric resources. Significance: Less Than Significant Impact With Mitigation Incorporated.*

At the request of CRM TECH, the South Central Coast Information Center (SCCIC) at California State University Fullerton conducted a records search of existing cultural resources reports and recorded prehistoric archaeological sites in or near the project area. According to the records on file at SCCIC, the project area was covered by a previous cultural resources study in 1990, but no prehistoric sites were identified on or adjacent to the proposed project site. Outside the proposed project site, but within a one-mile radius, SCCIC records identify more than 20 previous studies, which resulted in the discovery of one prehistoric archaeological site that consisted of a chipped stone and groundstone scatter as well as a steatite carving. A March 28, 2003 intensive-level, on-foot field survey of the proposed project area performed by CRM TECH, found no evidence of prehistoric resources. Based on the records research and the field survey results, the proposed project is not anticipated to have any impacts on prehistoric resources. However, development of the proposed project would involve site grading and excavation and the possibility exists that prehistoric resources, such as human remains, artifacts, and concentrations of shell/bone/rock/ash, could be unearthed as a result of construction activities. In the event that construction activities uncover prehistoric resources, all work shall be stopped or diverted until a qualified archaeologist is retained to examine the find and make appropriate recommendations. With implementation of Mitigation Measure 4.10-2, impacts to prehistoric cultural resources would be less than significant.

HISTORIC RESOURCES

- 4.10-3 *Historic resources were not identified on the proposed project site. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result. Significance: Less Than Significant Impact.*

At the request of CRM TECH, the South Central Coast Information Center (SCCIC) at California State University Fullerton conducted a records search of pertinent literature, historic and base maps, and record reviews. In addition, CRM TECH historian Bai "Tom" Tang performed historical background research of relevant literature and historic maps pertaining to the project vicinity. According to the records on file at SCCIC, the project area was covered by a previous cultural resources study in 1990, but no archaeological sites or other historical resources were recorded on or adjacent to the proposed project site. Outside the proposed project site, but within a one-mile radius, SCCIC records identify more than 20 previous studies, which resulted in the discovery of 5 historic sites that included trash scatters, remnants of a homestead, and remains of mining operations. Since none of these previously recorded sites were located in the immediate vicinity of the proposed project area, their further investigation is not required. The results of the historic map consultation

suggest that proposed project area experienced no settlement or land development activities during the historic period. The only evidence of any improvements made to the project area is a winding dirt road that appears on maps by the early 1930s. By the mid-1950s, Palmdale Boulevard, which is adjacent to the proposed project's northeastern boundary, came into being, but as late as then, no evidence of any settlement or land development activities was found within the proposed project's boundaries. Based on its depiction in historic maps, the project area appears to have remained vacant and undeveloped to the present time. The March 28, 2003 intensive-level, on-foot field survey of the proposed project area performed by CRM TECH found no evidence of historic resources. Based on the records research, the historical research and the field survey, historic resources do not exist within or adjacent to the proposed project site. Therefore, the project as currently proposed, will cause no substantial adverse change to any known historical resources and less than significant impacts would occur.

MITIGATION MEASURES

PALEONTOLOGICAL RESOURCES

4.10-1 A certified paleontologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said paleontologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to paleontological resources. The paleontological monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and should include, but not be limited to the following:

- The monitoring paleontologist shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates.
- If necessary, the paleontologist shall halt or divert equipment during grading and/or excavation to allow removal of abundant or large specimens.
- All collected material shall be curated at a local repository, which has the proper facilities for display, storage, and use by interested scholars. Prior to the initiation of mitigation activities, the paleontologist shall have a written repository agreement.
- Any micro-vertebrates (extremely small animals with backbones) and invertebrates recovered in samples shall be identified, stabilized, mapped on a USGS topographic map, and catalogued before being donated to a public, non-profit research institution and/or educational institution interested in the materials.
- The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts to paleontologic resources.

PREHISTORIC RESOURCES

4.10-2 A certified archeologist, approved by the City of Palmdale Planning Department, shall monitor all initial clearing, grubbing and site excavation activities. Said archeologist shall be present at the pre-grading conference and shall have the authority to enforce required mitigation measures related to archeological resources. The archeological monitoring program shall be developed in accordance with the provisions of CEQA as well as the standards of the Society for California Archeology and should include, but not be limited to the following:

In the event that archaeological traces are encountered, all construction within a 50-meter radius of the find would be halted, the City of Palmdale would be notified, and an archaeologist would examine the find and make appropriate recommendations.

- If human remains are discovered, the County Coroner shall be notified. The Coroner would determine whether or not the remains were Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission would be notified and the Commission would attempt to identify the most likely descendants of the deceased Native American(s).
- If the City of Palmdale determines that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted. Provisions for identifying descendants of a deceased Native American and for reburial would follow the protocol set forth in the CEQA Guidelines. If the site is found to be a significant archaeological site, a mitigation program shall be prepared and submitted to the City of Palmdale for consideration and approval, in conformance with the protocol set forth in CEQA and the CEQA Guidelines.
- A final report would be prepared when a find is determined to be a significant archaeological site, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of those resources, any testing, other recovered information, and conclusions.

HISTORIC RESOURCES

4.10-3 None required.

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 4.11
Public Safety

4.11 PUBLIC SAFETY

This Section analyzes potential impacts associated with public safety. Information for this section was obtained from the City of Palmdale General Plan and information provided by the City and Applicant including a PHASE I Environmental Assessment And Limited Subsurface Evaluation, GEOCON Consultants, Inc. February 26, 2002 and information provided by the applicant. Mitigation measures are recommended to reduce potential impacts to less than significant levels.

ENVIRONMENTAL SETTING

HAZARDOUS WASTE

Project Site and Surrounding Uses

The 18-acre area of the project site owned by the Bonino Family, LP. analyzed within the PHASE I Environmental Assessment is located generally south of Palmdale Boulevard, east of Tierra Subida. Geocon Consultants conducted a site reconnaissance, obtained soil samples, and performed observations of adjacent properties on February 4, 2002. Vegetation on site consists of sagebrush and grasses in addition to scatter trash and debris (e.g. miscellaneous paper and plastic products). No odors, pools of liquid, drums, significantly stained soil, distressed vegetation, unidentified substance containers, pits, or ponds were observed.

Adjacent properties to the project site include vacant land to the north, vacant land and residential development to the east and south, and Tierra Subida Avenue and residential development to the west. Surrounding areas include a strip mall complex and Palmdale Boulevard to the north, residential and commercial development to the east, with residential development to the south and west.

Site History

An aerial photograph survey was conducted for the site and surrounding area to identify potential uses of the site from 1953 to 1995. The site was previously utilized for agricultural uses with unimproved roadways and pathway traversing the site. As of 1972, the site appears to be vacant and undeveloped, similar to the site's current use. According to the aerial photograph survey surrounding uses in 1953 included agricultural uses to the north with residential development and commercial uses to the northwest. In 1980, additional residential development is visible with a small area of agricultural development along the southwestern boundary of the project site. Since 1980, additional residential development has occurred throughout the area.

Database Review

A database review was conducted by Fidelity National Information Solutions that included a search of federal, state, and local databases for the site and the surrounding areas. No properties located within 1/8-mile radius of the site were listed. There are two leaking underground storage tank (LUST) cases listed for EDS Exxon SVC, located at 400

West Palmdale Boulevard, and ARCO Petroleum Products, located at 411 West Palmdale Boulevard. According to the Fidelity report, these properties are located between a ¼ to ½ of a mile from the site. The status of the LUST cases at the properties is "closed".

Geocon Consultants reviewed the California Department of Conservation Division of Oil and Gas Wildcat Map W1-1 to estimate the distance and direction to the nearest oil and gas wells from the site. According to the Wildcat Map, no wells are interpreted to be located within a 2-mile radius of the site. The Palmdale Water District was also contacted to obtain information pertaining to the reported source of water and methods of sewage disposal. A District representative indicated that water for the site is supplied primarily from the California State Project, local groundwater wells, and local surface water supplied by Little Rock Dam and Palmdale Lake. The representative was not aware of reported drinking water contamination problems.

Limited Subsurface Evaluation

A limited on-site soil sampling and analysis was conducted at the site to evaluate the near-surface soils for potential impacts resulting from prior site usage. A total of ten soil samples to an approximate depth of six inches were manually connected with a hand auger from the project site on February 4, 2002. Sampling locations were selected using random statistical analysis. The samples were sealed in appropriate containers, chilled, and transported to a State of California certified analytical laboratory under chain-of-custody protocol. The samples were analyzed for the constituents that include Organochlorine pesticides by EPA Method 8081, Title 22 Metals by the EPA Method 6010B and 7471A, and Total recoverable petroleum hydrocarbons (TRPH) by EPA Method 6164.

As a result of subsurface soil sampling organochlorine pesticides were not detected. TRPH was detected in one sample located in the southeastern portion of the property (sample E-6) at a concentration of 50 milligrams per kilogram (mg/kg). The concentration of TRPH in sample E-6 is at a lower limit of detection for analytical method used and is below generally accepted regulatory action levels. Analytical results of metal analyses were compared to USEPA Region IX Preliminary Remediation Goals (PRGs) for residential soils. Concentrations of heavy metals were below generally accepted U.S. EPA PRGs for residential soils. Further, metals concentrations found in on-site superficial soils are generally consistent with background concentrations of heavy metals typically found in the City of Palmdale and Southern California soils.

Regulatory Framework

The following local, state, and federal requirements regulate the proper storage, management, and disposal of hazardous materials that would be routinely used by Universal Health Services, Inc. on the project site.

The management of hazardous materials¹ is regulated by various federal, state, and local agencies. Federal and state agencies include the U.S. Environmental Protection Agency (U.S. EPA), U.S. Department of Transportation (DOT), California Environmental Protection Agency (CAL EPA), CAL EPA Division of Toxic Substance Control (DTSC), California State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), Antelope Valley Air Quality Management District (AVAQMD), and the California Highway Patrol. Local Agencies include Los Angeles County Fire Department Health Haz Mat Division. Table 4.11-1 lists the federal, state, and local regulatory agencies that oversee hazardous materials handling and hazardous waste management, and the statutes and regulations they administer.

Medical waste management is regulated under the Medical Waste Management Act, which is enforced locally by the LACHD. The Act regulates the generation, hauling, treatment, containment, and storage of medical waste.

The City of Palmdale has an adopted Hazardous Waste Management Plan to comply with state law. This plan requires all developments to:

- a. Provide a list of all chemicals that will be used in the construction and operation of the project;
- b. Comply with all existing regulations governing the generation, handling, storage, transport, treatment and disposal of hazardous waste; and
- c. Identify any hazardous waste existing on the site proposed for development.

Permits

Operating permits are required for the treatment of medical waste, the operation of underground and aboveground fuel storage tanks, treatment of hazardous waste, and toxic air emissions. The permits required for the hospital operation related to hazardous materials include:

California Environmental Protection Agency Department of Toxic Substances Control

- Hazardous Waste Generator Number
- Hazardous Waste Facility Permit

Antelope Valley Air Quality Management District (See Section 4.3, *Air Quality*, for additional discussion.)

- Operating permits for utility sources, i.e. boilers and generators.
- Operating permits for ethylene oxide sterilizers and abaters.

¹ California's hazardous materials laws define hazardous material as any material because of its quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any other material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment (California Health and Safety Code, §25,50100.)

**TABLE 4.11-1
SUMMARY OF HAZARDOUS MATERIALS REGULATIONS**

	Regulatory Agency	Applicable Codes and Regulations
Federal Agencies	U.S. Dept. of Transportation	Hazardous Materials Transportation Act - Code of Federal Regulations (CFR) 49
	U.S. Environmental Protection Agency	Federal Water Pollution Control Act
		Clean Air Act
		Resource Conservation & Recovery Act (RCRA)
		Comprehensive Environmental Response, Compensation & Liability Act (CERCLA)
		Superfund Amendments and Reauthorization Act
	Occupational Safety & Health Administration	Occupational Safety & Health Act & CFR 29
State Agencies	Dept. of Toxic Substances Control	California Code of Regulations (CCR) Titles 17, 19 and 22
	Dept. of Industrial Relations (CAL-OSHA)	California Occupational Safety & Health Act, CCR Title 8
	State Water Resources Control Board & Regional Water Quality Board	Porter-Cologne Water Quality Control Act Underground Storage Tank Law
	Health & Welfare Agency	Safe Drinking Water & Toxic Enforcement Act
	Air Resources Board & Air Pollution Control District	Air Resources Act
	Office of Emergency Services	Hazardous Materials Release Response Plans / Inventory Law Acutely Hazardous Materials Law
	Dept. of Fish & Game	Fish & Game Code
	Dept. of Food & Agriculture	Food & Agriculture Code
	Department of Health Services, Division of Drinking Water and Environmental Management	Medical Waste Management Act
	State Fire Marshal	Uniform Fire Code, CCR Title 19
	County of Los Angeles	Fire Code
Local Agencies	Los Angeles County Fire Department Health/Hazmat Division	Hazardous Materials Management Plan
	City of Palmdale	Los Angeles County Fire Department

Los Angeles County Fire Department Health/Haz Mat Division

- Hazardous Materials and Disclosure Plan

Los Angeles County Department of Public Works Environmental Programs Division
and Sanitation Districts of Los Angeles County

- Joint Permit for Industrial Waste

HELIPAD

The proposed project would include a helipad to be located on the southern side of the hospital near the emergency room entrance. Design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Helipads and would also be subject to review and approval by the State of California Department of Transportation Aeronautics Division. The helipad would be used for transferring patients to tertiary facilities for advanced care at a rate of approximately two trips per month..

The proposed project helipad site is not located within any airport Safety Review Area; however, it is located within approximately 2 miles from U.S. Air Force Plant 42.

SEISMICITY

The proposed project is located approximately one-mile to the northeast of the San Andreas Rift Zone and is highly susceptible to intense ground shaking and rupture. Refer to Section 4.3, *Geology and Soils*, for a detailed discussion of potential impacts and associated mitigation measure regarding seismic events.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

The following thresholds of significance are based on the City of Palmdale Environmental Checklist. For the purposes of this project, an impact is considered significant if the proposed project would:

- Result in a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset condition;
- Result in possible interference with any emergency response plan or emergency evacuation plan;
- Be located on a site included on any known State Hazardous Waste List;
- Be located within or adjacent to a high fire hazard area as shown in the General Plan, identified by the Los Angeles County Fire Department based on a site inspection;

- Create any health hazard or potential health hazard (excluding mental health); or
- Result in the exposure of people to potential health hazards.

HAZARDOUS WASTE

Project Site

4.11-1 *Construction of the proposed project could expose workers to previously undetected pocket of contaminated soils. Significance: Less Than Significant Impact.*

The project site is currently vacant with exception to some vegetation and scattered trash and debris. The site nor the adjacent properties located within 1/8-mile radius of the site were listed on searched regulatory databases. No organochlorine pesticides were detected in soil samples, although TRPH was detected in one sample taken in the southeastern portion of the project, the concentration of TRPH was below generally accepted regulatory action levels. Further, concentrations of metals detected within on-site soils were below PRGs.

No adverse conditions were identified during preparation of the Environmental Site Assessment. Therefore, the potential for existing presences of hazardous substances/wastes on-site or in the vicinity of the project is considered less than significant.

HAZARDOUS MATERIAL USE AND GENERATION

4.11-2 *Operation of the proposed hospital facility could expose individuals to increased health risk associated with use, storage, transportation, and disposal of hazardous substances. Significance: Less Than Significant Impact With Mitigation.*

As described above, the Palmdale Medical Center would be under the jurisdiction of the Resource Conservation and Recovery Act. Thus, the proposed project would be considered a small quantity generator by the United States Environmental Protection Agency. Hazardous waste that would likely be generated by operation of the proposed project can be divided into four categories:

1. Chemical Waste
2. Infectious Waste
3. Low Level Radioactive Waste

Chemical Waste

Operation of the Palmdale Medical Center would result in the generation of very little chemical waste. Any chemical waste that would be produced would be stored onsite until pickup and disposal by a licensed transportation, storage, and disposal (TSD) vendor. The Palmdale Medical Center would generate approximately 72 pounds of chemical waste per month.

Infectious Waste

Infectious waste is material that is, or may be, contaminated with body fluids but is not cleaned, sanitized, or sterilized for reuse. As with all medical waste generated onsite, infectious waste is strictly regulated by the California Office of Statewide Health Planning and Development (OSHPD). Infectious waste would be collected in accordance with OSHPD standards and carried to the dock disposal area where it would be loaded into a Sani-Pac for sterilization and compaction. The sterilized and compacted waste would then be transported from the site for disposal in a sanitary landfill as solid waste. (See Section 4.6, *Public Services and Utilities*, for discussion regarding solid waste impacts.) The Palmdale Medical Center would generate approximately 3,296 pounds of infectious waste per month.

Low-Level Radioactive Waste

Low-level radioactive waste generated by the hospital would consist of radioactive isotopes that decay to background radiation levels within a period of one day to one month. No radioactive isotopes would be stored onsite. When needed, a certified vendor would deliver the material in the morning for use by the hospital and return in the afternoon to pickup the used material. The Palmdale Medical Center would use approximately 2 pounds of low-level radioactive material per month.

Compliance with the Federal, State, and Local laws and regulations described above in the use, transportation, and disposal of hazardous wastes would reduce impacts to a less than significant level.

HELIPAD

4.11-3 *Development of the helipad could present a safety hazard for people residing or working in the project area. Significance: Less than Significant Impact With Mitigation.*

As with the operation of any aircraft, the operation of emergency helicopter service poses certain threats to the public's health and safety. As described in Section 4.2, *Noise*, helicopter operations can generate high noise levels. Helicopter operations at the proposed helipad would have to comply with Federal Aviation Regulations Part 36: Noise Standards: Aircraft Type and Airworthiness Standards, which would help maintain noise and acceptable levels.

There are other accidents that could occur during helicopter flights, takeoff, and landing. Although no accident threat could be completely eliminated, design of the helipad in compliance with Federal Aviation Administration *Heliport Design Advisory Circular 150/5390-2A*, which includes guidelines for the design of hospital heliports. These guidelines address characteristics such as final approach and takeoff area, safety area, touchdown and lift-off area, approach and takeoff surfaces, heliport markers and markings, heliport lighting, and wind direction indicators. Helipad use at the hospital is not expected to exceed two visits per month. Additionally, compliance with FAA requirements and guidelines such as these would ensure operation of the helipad would reduce impacts to a less than significant level.

Limiting flights over residential areas could reduce the hazards associated with the risk of potential crashes. As the prevailing wind in the area is from the west and southwest, the likely flight path to and from the hospital would be from the east. Although emergency conditions and weather may result in different flight paths, the majority of flights are expected to be over commercial areas. Helipad use at the hospital is not expected to exceed two visits per month. Additionally, compliance with FAA provisions for helicopter operations would reduce impacts to less than significant levels.

MITIGATION MEASURES

PROJECT SITE

4.11-1 None required.

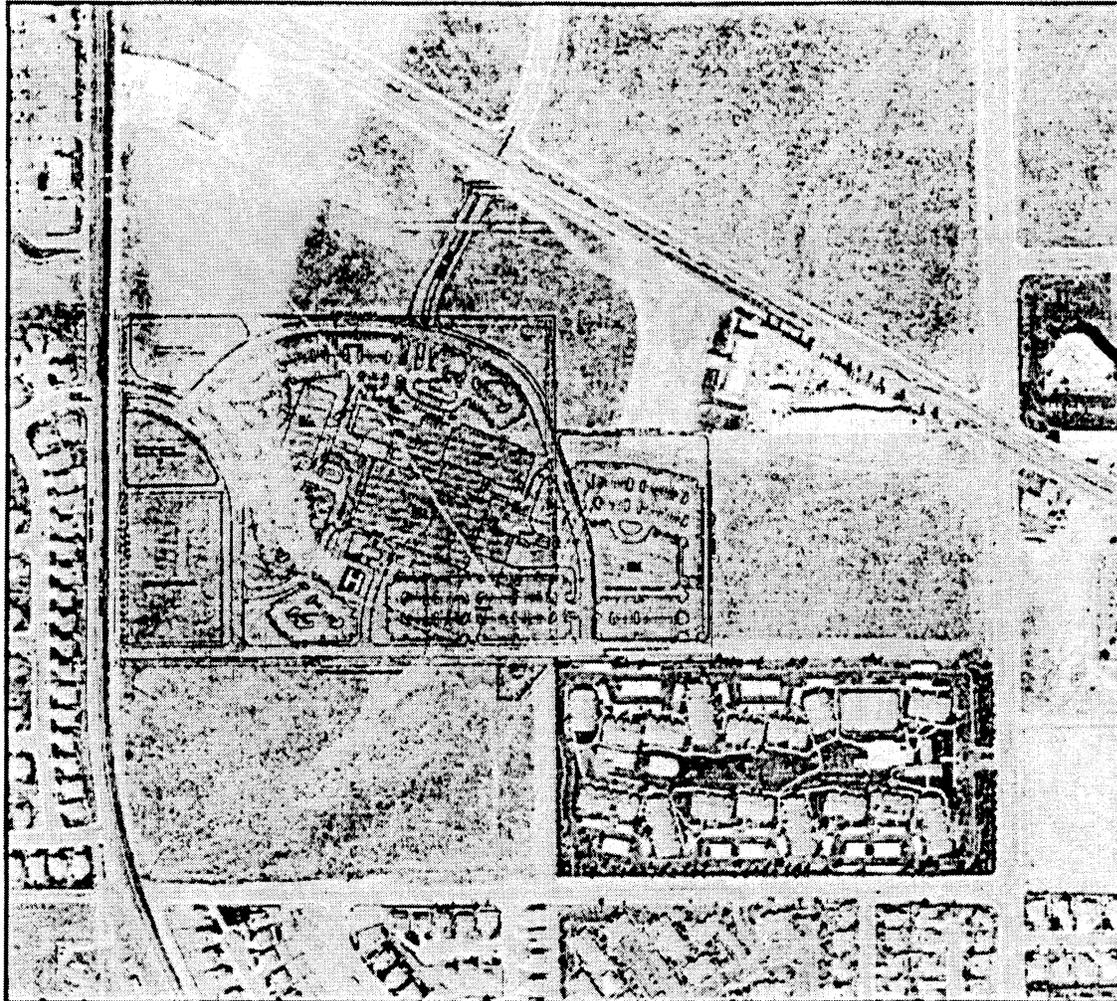
HOSPITAL

- 4.11-2a The Palmdale Medical Center shall obtain a Hazardous Waste Generator Number from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.
- 4.11-2b The Palmdale Medical Center shall obtain a Hazardous Waste Facility Permit from the California Environmental Protection Agency Department of Toxic Substances Control before issuance of the Certificate of Occupancy.
- 4.11-2c The Palmdale Medical Center shall prepare a Hazardous Materials and Disclosure Plan in accordance with the Los Angeles County Fire Department Health Haz Mat Division before issuance of the Certificate of Occupancy.
- 4.11-2d The Palmdale Medical Center shall obtain a joint permit for industrial waste discharge from the Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County before issuance of the Certificate of Occupancy.
- 4.11-2e Hazardous materials and waste shall be securely stored in the hospital so as to not be upset in the event of ground shaking related to movement along a regional fault.

HELIPAD

- 4.11-3a Final design of the helipad must comply with the Federal Aviation Administration *Helipad Design Advisory Circular 150/5390-2A*, Chapter 5, Hospital Helipads and the requirements of the State of California Department of Transportation, Aeronautics Division. The applicant must obtain a State helipad permit from the State of California Division of Aeronautics. Additionally, the applicant must file Federal Aviation Administration form 7480-1 (Notice of Landing Area Proposal) for the helipad facility and Form 7460-1 (Notice of Proposed Construction of Alteration) for the proposed buildings around the helipad. Copies of approved plans and permits must be submitted to the City of Palmdale prior to issuance of building permits for the helipad.

4.11-3b Helicopters serving the Palmdale Medical Center should avoid flying over nearby residential neighborhoods whenever possible. This mitigation measure will be implemented by coordination between the Palmdale Medical Center and EMS helicopter providers flying into the helipad.



H HELICOPTER LANDING PAD

--- PROPOSED HELICOPTER FLIGHT PATH

NOTE: Final Flight Path to be determined after
consultation with State of California Division of Aeronautics



 NOT TO SCALE

PROPOSED HELICOPTER FLIGHT PATH

UNAVOIDABLE SIGNIFICANT IMPACTS

None have been identified.

Section 5

Long-Term Implications of The Proposed Project

5.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR discuss "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented."

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse there after unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Construction and implementation of the proposed project would involve the commitment of energy and human resources. This commitment of energy, labor, and building materials would be commensurate with that of other projects of similar nature and magnitude. Labor would also be committed to the construction of buildings and infrastructure necessary to support the new development. Ongoing maintenance of the project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. This commitment of energy resources would be a long-term obligation, as once the project site has been developed, it is highly unlikely that the land could be returned to its original condition. However, as discussed in Section 4.10, Public Services and Utilities, impacts resulting from increased energy usage would be considered less than significant.

Significant irreversible environmental changes that would be involved in the proposed action should it be implemented are summarized as follows:

- Construction of the proposed project will require use of steel, sand, gravel, and other natural resources. Although not considered to represent an unusual demand for these resources during construction, this nonetheless represents an incremental increase in demand for non-renewable resources.
- Development of presently vacant land that would be physically altered to create general hospital, medical office and residential uses, which can be considered a permanent investment in new infrastructure, as well as a long-term increase in demand for energy, water, and other natural resources.
- Operation of construction equipment for site grading and other related construction activities would require the use nonrenewable petroleum products.

5.2 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

Section 15126 of the CEQA Guidelines requires that an EIR include a discussion of the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section of the EIR provides an analysis of such potential growth-inducing impacts based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area);
- Foster economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.);
- Foster population growth (i.e., the construction of additional housing), either directly or indirectly;
- Establishment of a precedent setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an "infill" type of project).

Should a project meet any one of the above listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated against these four criteria in this section.

It must be emphasized that the CEQA Guidelines require an EIR to "discuss the ways" [emphasis added] a project could be growth inducing and to "discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment" [emphasis added]. However, the CEQA Guidelines do not require that an EIR predict (or speculate), specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines §15145).

In addition to analyzing whether a project would influence the rate, location and type of development within the City, potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint.

REMOVAL OF AN IMPEDIMENT TO GROWTH

The proposed project involves the development of approximately 37 acres within the City of Palmdale. The proposed project would be an infill development as nearly all of the land near the project is developed. The existing infrastructure in the site vicinity

includes electrical, cable, telecommunications, drainage and roadways. Development of the proposed site would not cause significant extension of infrastructure (electrical, cable, telecommunication, drainage and/or roadway linear facilities) into areas that would encourage additional growth as a result of their extension. These facilities will require only minor modifications/extensions to serve the project site. Additionally, the project site is surrounded by existing development and is designated for development in the City's General Plan. Therefore, the project does not represent a significant extension of infrastructure relative to potential for growth-inducing impacts.

Implementation of the proposed project would address a serious deficiency of medical service in the City of Palmdale and the Antelope Valley. Construction of the Palmdale Medical Center will not remove an impediment to growth. It will merely meet an already identified need.

ECONOMIC EXPANSION

In 2000, the civilian labor force in the County of Los Angeles totaled approximately 3,906,924 persons. An estimated 4.7 percent of the County's civilian labor force (336,856 persons) was unemployed at the time of the Census. The majority of the County's labor force (approximately 18.3 percent) was employed in educational, health, and social services related occupations. The second highest concentration of the labor force (approximately 14.8 percent) was found in manufacturing.¹

In 2000, the City of Palmdale's civilian labor force consisted of approximately 48,286 persons. At the time of the Census, an estimated 6.1 percent (4,709 persons) of the City's civilian labor force was unemployed. The majority of the City's labor force (approximately 19.2 percent) was employed in educational, health, and social services related occupations. The second highest concentration of the labor force (approximately 15.8 percent) was found in manufacturing.² According to SCAG, the City's employment in 2000 was an estimated 55,995 jobs. SCAG projects that the City's employment trends will continue to increase over the next twenty years with 71,719 jobs by 2010 and 81,285 jobs by 2020, representing a 68.9 percent increase over the next 20 years.

Implementation of the proposed project would be similar in nature to the existing pattern of land use in the City. Development of the proposed project will generate considerable short-term employment opportunities associated with site excavation and construction activities and would mainly consist of temporary construction workers. Ultimately, project implementation would result in the creation of approximately 540³ new jobs at the hospital and 110⁴ potential new jobs at the proposed MOB's and Senior Housing component at build out.

Although the project proposes both a General Plan Amendment and a Zone Change, future development as identified by the proposed project is consistent with the City of Palmdale's General Plan and the City of Palmdale's Zoning Ordinance (see Section 4.8,

¹ 2000 Census Summary File 3 Data Set.

² Ibid.

³ Memorandum from Don Pyskacek, Project Manager, Universal Health Services to Richard Kite, Associate Planner, March 15 2004.

⁴ Figure is projected due to the flexible nature of the build out for the ultimate project.

Land Use/Relevant Planning). Further, as described in Section 3.0, *Project Description*, implementation of the proposed project would meet a regional need for medical service and, thus, is not considered growth-inducing in this regard.

POPULATION GROWTH

Los Angeles County's 2000 population was an estimated 9,519,338 persons, representing a 7.4 percent increase over the 1990 population of 8,863,164 persons.⁵ Los Angeles County has the largest population of all counties in the State with approximately 28.1 percent of California residents living in the County. As of January 2000, the County's population was an estimated 9,519,338 persons.⁶ According to SCAG, the County's population is projected to increase to 10,361,133 persons by the year 2005 and 10,767,297 by the year 2010.

The City of Palmdale's 2000 population was an estimated 116,670 persons, representing a 69.5 percent increase over the 1990 population of 68,842 persons.⁷ As of January 1, 2003, the City's population was an estimated of 127,225 persons.⁸

SCAG is the responsible agency for developing and adopting regional growth forecasts for the County of Los Angeles and City of Palmdale. *SCAG 2020 Regional Growth Forecasts* is used as the basis of analysis for population, housing, and employment forecasts. According to SCAG projections, the City's population is projected to increase to 174,133 persons by 2010 and 226,275 persons by 2020, representing an approximately 93.9 percent increase in population over the next twenty years (between 2000 and 2020).⁹

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new homes or businesses could induce population growth directly, whereas, the extension of roads or other infrastructure could induce population growth indirectly. The employment generated by the Project could result in direct growth in the City's population since the potential exists that "future employees" (and their families) may choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, the extent to which job opportunities at the proposed project would be filled by local labor would depend in part on the available labor pool (in terms of number, skills, and experience) and in part on the number and types of jobs available in the City. Much uncertainty exists with regard to the number of new employees that may choose to relocate to the City. However, in consideration of the availability of an affordable housing market in the project area, a more conservative analysis of impacts associated with the City's permanent population is provided. For analysis purposes, it is assumed that the Palmdale Medical Center and the senior housing/assisted living facility would generate approximately 650 new jobs. Of these new jobs, 25 percent (150) of the project's net

⁵1990 and 2000 Census Data.

⁶Ibid.

⁷Ibid.

⁸City of Palmdale website: *Community Overview*, www.cityofpalmdale.org.

⁹Southern California Association of Governments, 2001 RTP Growth Forecast, City Projections, adopted April 2001.

new employees would choose to relocate to the City, creating a potential demand for 150 housing units, and a resultant potential population increase of approximately 495 persons (based on an estimate of 3.3 persons per household)¹⁰. As a result, the City of Palmdale will undoubtedly share in the responsibility for housing future residents in the region, as discussed in the *Jobs-Housing Balance* discussion below. This project would not inhibit the City's ability to accommodate its regional fair share of housing, nor would it induce population growth. In fact, when considering the senior housing/assisted living component of the proposed project, it is plain the proposed project would help the City meet its fair share of regional housing.

Housing

According to the California Department of Finance, as of January 2003, the housing stock in Los Angeles County was an estimated 3,309,085 housing units and the vacancy rate was 4.18 percent. This represents an increase of approximately 4.6 percent over the 3,163,310 housing units estimated in 1990. The average number of persons per household in the County was 3.09.

As of January 2003, the total housing stock in the City of Palmdale was an estimated 39,020 housing units and the vacancy rate was 7.58 percent. This represents an increase of approximately 59.7 percent over the estimated 24,439 housing units reported in 1990.¹¹ This vacancy rate is much higher than the County's vacancy rate of 4.18 percent. The average number of persons per household in the City was 3.53 (January 2003).

Implementation of the proposed Palmdale Medical Center would result in the creation of 80 new housing units. However, as discussed above the proposed project could create a demand for 495 additional units, resulting in a net demand of 415 new housing units.

Sufficient housing exists within the City to accommodate the additional demand, based on the City's existing housing supply and vacancy rate. As previously noted, the City's existing (January 2003) housing supply is 39,020 housing units and vacancy rate is 7.58 percent (approximately 2,957 vacant housing units). Vacancy rates of 4.0 percent are typically considered ideal to provide an adequate return for property owners and to provide for adequate "turnover" and mobility within the market. Assuming that future Palmdale Medical Center employees would occupy existing housing, project implementation would decrease the City's housing vacancy rate to approximately 6.3 percent (2,463 vacant housing units and a total housing stock of 39,100 units). Therefore, the Palmdale Medical Center would not decrease the City's vacancy rate such that the ideal vacancy rate of 4.0 percent would not be met. In consideration of the City's existing housing supply and vacancy rate, it would appear that the potential housing demand created by the project could be absorbed without significantly impacting housing availability. Due to housing prices in the project and surrounding areas, as compared to the Los Angeles housing market, future project-site employees would be expected to live and work in the area as opposed to living in the area and commuting to work elsewhere. Thus, the project would represent a shift in the direction

¹⁰ Based on SCAG data for year 2000 number of households and population for the City of Palmdale: Southern California Association of Governments, 2001 RTP Growth Forecast, City Projections, adopted April 2001.

¹¹ Ibid.

of labor. Jobs would be reallocated to the project area, thereby helping to improve the City's jobs/housing balance.

PRECEDENT SETTING ACTION AND ENCROACHMENT ON OPEN SPACE

Although the proposed project does include a General Plan Amendment and a Zone Change, it is not considered a precedent setting action. The project is largely consistent with the type of development that is already permitted by the existing general plan designation and zoning. Currently, the property is zoned C-4 (Commercial Center) and is designated RC (Regional Commercial) by the General Plan. The proposed project would replace one regional commercial use (regional retail) with another regional service use (office and hospital uses). The proposed project is an infill project, with development on all sides of the proposed site. Implementation of the proposed project would not expand the urban footprint or encroach on any other local government jurisdictions. Further, nothing proposed by this project is unusual or out of the ordinary and implementation would not establish any new precedents.

GROWTH MANAGEMENT

The Southern California Association of Governments (SCAG) is the regional agency responsible for determining project consistency with regional growth management policies and the Air Quality Management Plan (AQMP). In May 1995, SCAG released the Regional Comprehensive Plan and Guide (RCPG), which is a compilation of the summaries of regional growth management plans for the Southern California Region. It establishes a broad set of goals for the region and identifies strategies for agencies at all levels to use in guiding their decision-making toward implementation of the proposals.¹²

At the regional level, the growth management emphasis has primarily been placed on achieving a balance of employment and housing opportunities within the various SCAG subregions. This regional concept, referred to as jobs/housing balance, encourages the designation and zoning of sufficient vacant land for residential use, with appropriate standards to ensure adequate housing is available to serve the needs derived from the local employment base. Jobs/housing balance helps improve regional mobility/traffic, reduces vehicle miles traveled and thereby improves air quality. SCAG's definition of a jobs/housing balance is when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there.

It is not expected that the balance between jobs and housing will necessarily be achieved within individual cities; however, cities can contribute to the achievement of sub-regional goals for the distribution of jobs and housing through their General Plan land use policies. The RCPG shifts the emphasis away from a regional growth policy, instead placing the responsibility of managing growth on local agencies through land use decisions.

¹²SCAG Regional Comprehensive Plan and Guide, May 1995, page 1.

Jobs/Housing Balance:

As identified in the RCPG, the City of Palmdale is located in the North Los Angeles SCAG Subregion. Table 5-1, *Jobs/Housing and Population*, indicates the ratios found in Los Angeles County and the City of Palmdale. In the best-case scenario there would be one job for each dwelling unit, indicated as a ratio of 1:1. As shown in Table 5-1, *Jobs/Housing and Population*, the County currently has more housing than jobs and is anticipated to be the same in the future. Conversely, the City currently has more jobs than housing. However, according the SCAG forecasts for years 2025, the City is anticipated to have a markedly increased trend toward having more housing than jobs.

The project proposes to develop 80 affordable senior housing/assisted living units, an approximate 300,000-square foot hospital facility and approximately 120,000 square feet of medical office uses within the northwestern portion of the City of Palmdale. As discussed above, the Palmdale Medical Center would generate approximately 600 jobs.

**TABLE 5-1
 JOBS/HOUSING AND POPULATION**

LOCATION	Year	Jobs/Housing Ratio	Jobs	Housing	Population
County of Los Angeles	2010	.49	322,761	653,000	2,031,000
	2015	.47	347,369	732,000	2,245,000
	2020	.44	368,868	829,000	2,531,000
	2025	.42	396,153	934,000	2,832,000
City of Palmdale	2010	1.28	70,900	55,200	173,900
	2015	1.16	75,300	64,700	196,400
	2020	1.06	79,400	74,900	227,000
	2025	.97	83,800	86,200	258,500

Source: SCAG Forecasts Data. Obtained from the SCAG web site at www.scag.ca.gov/forecast/downloads/cityprojections

The amounts shown in Table 5-1 indicate that the number of jobs within the City of Palmdale is greater than the number of housing units. This trend is expected to continue into the year 2020. Years 2010, 2015 and 2020 would include 15,700, 10,600 and 4,500 more jobs than residences, respectively. As indicated above, year 2025 is expected to mark a trend reversal and include 2,400 more residences than jobs. Based on this, the project contribution of 600 jobs would contribute to the current imbalance of jobs to housing within the City and growth area that is expected to continue into year 2020. Regardless of the ideal 1:1 jobs/housing ration, the City has a higher unemployment rate than the County (see *Economic Expansion* above) and, therefore, has a definite need for additional jobs.

Development Consistency with the Existing General Plan:

The existing land use and zoning is designated Regional Commercial (RC) and Commercial Center (C-4), respectively. A General Plan Amendment (GPA) is proposed to change the existing land use designation to OC (Office Commercial). A Zone Change is proposed to change the existing zoning to C-2 (Office Commercial) with a Mixed Use Overlay. Additional entitlements to develop the project would include: A Planned Development Permit (PD) and Conditional Use Permit for the senior housing component; A Conditional Use Permit (CUP) for the hospital and MOB's; and a Tentative Parcel Map. The proposed project would not be considered consistent with the existing General Plan inasmuch as it would require these entitlements and would also represent an increase of a maximum of affordable senior housing over that anticipated in the City's General Plan land use designation. However, the approval of the above mentioned GPA and Zone Change would bring the proposed land uses into conformity with the General Plan and Zoning. Additionally, the project would positively contribute to the balance distribution of medical facilities within the City consistent with General Plan policy PS 5.5.1 that states, "Encourage the balanced development of medical care facilities throughout the City." (For a complete analysis of project consistency with General Plan Policies, see Section 4.8, *Land Use/Relevant Planning*.)

Consistency with the Regional Housing Needs Assessment:

The Regional Housing Needs Assessment (RHNA) is the document that SCAG utilizes to track the housing opportunities within its jurisdiction. The RHNA cites the need to develop an additional 9,878 housing units in Palmdale between years 2000-2005.¹³ Based on a recent summary of residential development from the City of Palmdale Planning Department, there are 7565 residences that are in the planning process within the City aside from the project. Based on this there is still a need under the RHNA of 2313 additional residences. As mentioned above, the project would represent an increase of a maximum of affordable senior housing over that is anticipated in the City's General Plan land use designation. Although the project exceeds the residential units anticipated in the Land Use Element of the General Plan for the site, it would positively contribute toward bringing the City closer to the overall housing goal of 9,878 dwelling units as established in the RHNA and the City's Draft Housing Element of the General Plan. Additionally, the Regional Housing Needs Assessment has an affordable housing target of 3,495 low- and very low-income units in Palmdale during the 7 ½-year period between 1998 through 2005.¹⁴ In order to achieve future affordable housing objectives, the City of Palmdale offers financing for affordable and senior affordable housing in addition to incentives such as granting density bonuses for affordable housing projects. Therefore, potential affordable housing opportunities may be available to future development, which would also be a positive contribution with respect to the RHNA.

¹³City of Palmdale Draft Housing Element, March 5, 2001, Section V. Housing Needs and Resources, Table H-13 Future Housing Needs According to SCAG, 1998-2005 (RHNA).

¹⁴City of Palmdale Draft Housing Element, March 5, 2001, Section V. Housing Needs and Resources, Table H-13 Future Housing Needs According to SCAG, 1998-2005 (RHNA).

Consistency with the Regional Comprehensive Plan and Guide:

Refer to Section 4.8, *Land Use/Relevant Planning*, for an analysis of this project's consistency with the Growth Management chapter of SCAG's Regional Comprehensive Plan and Guide.

5.3 CUMULATIVE IMPACTS

This section has been included in the EIR to address the cumulative impacts associated with the proposed project and General Plan build-out.

CEQA REQUIREMENTS

Cumulative impacts may be discussed in terms of project impacts, in combination with impacts anticipated for future development (including approved and planned development within the project area and surrounding affected area). The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification is difficult for cumulative impacts, as it would required speculative estimates of impacts including, but not limited to, the following: the geographic diversity of impacts, as impacts of future development may affect a different area; variations in time of impacts, as many of the project's and future development impacts, particularly those that are short-term, would occur at different times, and would be reduced or removed before other short-term impacts occurred; complete data is not available for all future development; and data for future development may change following subsequent approvals. However, every attempt has been made here to make qualitative analysis of the combined effect of, and relationship between, land uses.

In accordance with CEQA Guidelines Section 15130, cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but discussion need not provide as much detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness. The following elements are necessary for an adequate discussion of cumulative impacts:

1. Either:
 - a. A list of relevant past, present and reasonably anticipated future projects, or
 - b. A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area-wide conditions.
2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.

3. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project.
4. With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

The following cumulative impact discussion is based primarily on build-out of the City, in accordance with the General Plan is generally limited in scope to the City. Potential cumulative impacts of the proposed project, in combination with cumulative development projects, are discussed below. Precise impacts of future development have been or will be discussed in appropriate environmental documentation, depending on what stage of approval the project is in. There are no known major development projects in the immediate site vicinity, other than projects consistent with the General Plan. The EIR for the City of Palmdale General Plan provides an analysis of Citywide cumulative impacts associated with General Plan build-out. The General Plan EIR and General Plan are available for review at the City of Palmdale Department of Environmental Services, and are incorporated by reference into this EIR.

CUMULATIVE PROJECTS

In addition to incorporating by reference the cumulative impact discussion from the City of General Plan EIR, this EIR has provided the following list of specific cumulative projects to ensure an adequate assessment:

- Approximately 7565 residential units in various planning stages;
- Six churches totaling approximately 14.11 acres;
- Twenty-five commercial projects totaling approximately 1,802,689 square feet of floor space;
- Two educational projects totaling approximately 353,000 square feet of floor space;
- One hotel on 2.1 acres;
- Two industrial projects, one on twenty-five acres, the other totaling 148,588 square feet of floor space; and
- Three recreational projects totaling approximately 13.54 acres.

TRANSPORTATION/CIRCULATION

Section 4.1, *Transportation/Circulation*, provides a worst-case, detailed analysis of General Plan build-out year (2015) with current zoning, which would result in much greater generation of traffic and traffic impacts. The City of Palmdale has a traffic model to forecast long-range horizon year traffic volumes. Forecast year 2020 traffic volumes (without proposed project) were provided by City of Palmdale staff for use in this analysis. Forecast year 2020 without project conditions assumes implementation of project-planned circulation improvements, implementation of improvements recommended to eliminate forecast year 2006 without project conditions deficiencies, and recommended to eliminate forecast year 2006 with project conditions deficiencies.

As shown in Table 4.1-10, the study intersections are forecast to operate at a deficient LOS (LOS E or worse) according to City of Palmdale performance criteria for forecast year 2020 without project conditions, with the exception of the following eight intersections:

- 10th Street West/SR-14 SB Off-Ramp (signalized);
- 10th Street West/Market Place Drive (signalized);
- 10th Street West/Technology Drive (signalized);
- Tierra Subida Avenue/Date Palm Drive (one-way stop-controlled);
- Tierra Subida Avenue/Avenue Q-8 (one-way stop-controlled);
- SR-14 NB Off-Ramp/Avenue P (signalized);
- Sierra Highway/Palmdale Boulevard (signalized); and
- 30th Street East/Palmdale Boulevard (signalized).

In all cases, potential impacts to traffic and circulation would be mitigated to less than significant levels with improvements as specified in the General Plan. (See Table 4.1-11, *Forecast Improved Year 2020 Without Project Peak Hour LOS City of Palmdale*, in Section 4.1)

NOISE

Due directly to increase vehicle miles traveled within the City, the project - in combination with other planned development areas, would increase ambient noise level in the site vicinity. This increase would be due to both vehicular traffic noise along local roadways and stationary noise sources associated with residential and commercial uses. As discussed within Section 4.2, *Noise*, the project would not individually create a significant noise impact; nor would it substantially contribute to the cumulative noise impact (project contributes less than 3 percent Ldn with existing conditions). As would the proposed project, cumulative development projects would be individually required to reduce noise impacts below City noise standards and demonstrate adherence to the City of Palmdale requirements.

GEOLOGY, SOILS, AND SEISMICITY

Cumulative effects to earth resources resulting from the project and development in the vicinity of the project and surrounding areas may include short-term increases in erosion due to grading and construction activities, increasing the number of persons and property exposed to the potential impacts of seismic activity. However, construction in accordance with standards of the Uniform Building Code would reduce the potential for erosion and structural damage due to seismic activity to the maximum extent feasible. Although cumulative impacts may be significant, they are best mitigated on a project-by-project basis. Mitigation measures for these projects may include, but are not limited to erosion control measures, remedial grading techniques, structural setback and/or modified building design requirements. Although a majority of soils and geology issues are mitigated, future land uses will require conformance with the City's General Plan and Zoning standards, including applicable building and engineering standards, as part of the discretionary review process.

HYDROLOGY

Construction of the proposed project and cumulative development projects will increase impervious surfaces, which may reduce groundwater recharge potential and increase water runoff volume and velocities. The City of Palmdale is underlain by an alluvial fan with coarse to fine alluvial sediments that allow percolation of a significant amount of water due to high porosity. Additionally a very large aquifer exists under Palmdale, Lancaster and the unincorporated County areas. Many areas overlaying the aquifer are not developed. Based on this, the aquifer is recharged over a large area, thus the project contribution to a localized reduction in recharge would be a less than significant cumulative impact.

Implementation of the proposed project and cumulative projects will increase storm water impacts by increasing the amount of urban pollutants in surface water runoff. These pollutants may include antifreeze, oil, brake dust, lead, fertilizers and pesticides. The environmental impacts associated with these pollutants are typically mitigated through City ordinances such as street maintenance programs, restricted use of landscaping fertilizers and pesticides, and compliance with NPDES requirements. The project would include both structural and non-structural best management practices in compliance with the project NPDES permit. Based on this and the fact that cumulative projects are subject to the same compliance requirements, as less than significant cumulative impact would occur.

AIR QUALITY

The Los Angeles County portion of the MDAB, which the proposed project is located within, is a non-attainment area for O₃ for both State and Federal standards and PM₁₀ for State standards only. The AQMP states that the Antelope Valley must demonstrate attainment of the federal ozone standard by November 15, 2007. Due to the increase in miles traveled by vehicles utilizing the project site and indirectly to the project site's energy consumption, the project, in combination with other planned developments, would incrementally add to the local and regional air pollutant load. However, it should be noted that proposed land use change would represent a lower amount of vehicle trips than that of the existing land use designation. This is due to the fact that regional commercial land uses attract a greater amount of short-term and pass-by vehicle trips than that of hospital, medical office and senior housing/assisted living land uses. The occupants of senior housing/assisted living land uses are also more likely to utilize public and group transportation, thereby reducing vehicle miles traveled. Additionally, implementation of local and regional growth control programs and mitigation measures provided in the Air Quality Management Plan are effective at mitigating cumulative air quality impacts. Considering this, the proposed project does not represent a cumulatively considerable proportion of the cumulative air quality impact.

PUBLIC SERVICES AND UTILITIES

Cumulative impacts from the project and additional development may result in increased demand for services and utilities. The projects will be required to pay connection, service and assessment fees which mitigate the increased demand by

providing for additional services and facilities. Cumulative impacts are addressed in the General Plan EIR, and may result in construction or modification of facilities, each of which may require separate environmental review by the applicable public agency for construction of any regional facilities that may be necessary (see Section 4.6, *Public Services and Utilities*). Cumulative development is subject to City standards and requirements of the City and reviewing agencies including the Los Angeles County Sheriffs Department, Los Angeles County Fire District, City of Palmdale Public Works Department, and utility providers and, as such, a less than significant impact would occur.

AESTHETICS

Implementation of the proposed project would convert vacant land into hospital, office, and residential uses. Construction of these land uses will replace the primarily undeveloped area with a built environment. It should be noted that the project site is a relatively flat "in-fill" area, and does not constitute a regionally significant visual resource. Cumulative impacts to aesthetics are addressed in the General Plan EIR, and are best mitigated on an individual project basis through compliance with applicable building siting, massing and design landscape and lighting requirements. Although future land uses will be reviewed for compliance with the City's General Plan and Zoning Code requirements as part of the discretionary process, significant cumulative aesthetic impacts may result as the City continues to build-out. As discussed in Section 4.7, the project's contribution to cumulative aesthetic impacts is not "cumulatively considerable", given the urban in-fill nature of the site and project design features.

LAND USE AND RELEVANT PLANNING

The EIR identifies various potential land use impacts of the project, although these are site-specific and no cumulative impacts are expected. The project represents development of a currently vacant site, although the cumulative impact of developing the City has been addressed in the General Plan EIR. The project proposes a General Plan Amendment that would provide for additional commercial/office uses and higher density residential uses, than are currently planned for within the City's General Plan. As discussed in Section 5.2, *Growth-Inducing Impacts*, of the Proposed Action, the additional residential units will have a favorable effect on meeting the City's affordable housing needs. As cumulative land use impacts are difficult to mitigate, mitigation is most effective on a site-specific basis, and through compliance with applicable zoning and ordinance requirements. Inclusion of policies to manage development to keep the City's development consistent with the regional plans for growth, air and water quality would further reduce potential cumulative impacts. Therefore, cumulative land use and relevant planning impacts are anticipated to be mitigated to a less than significant level.

BIOLOGICAL RESOURCES

The proposed project is not anticipated to adversely impact biological resources. However, cumulative development may have significant impacts to biological resources, including loss of habitat and mature trees. Cumulative impacts are addressed in the General Plan EIR, and are best mitigated through compliance with General Plan open space designations, City regulation of project design through cluster

development permits, etc., and individual resource agency permits with Army Corps of Engineers (ACOE) and other agencies. Future development would be required to comply with the Endangered Species Act, wetland laws, and City standards to mitigate potential impacts to biological resources to a less than significant level on a project-by-project basis. Given this, potential cumulative effects upon biological resources are anticipated to result in a less than significant impact.

CULTURAL RESOURCES

Although the proposed project would not individually create significant impacts to cultural resources, cumulative impacts may occur if significant impacts are not adequately protected on an individual project basis. This is especially true of those developments located in area considered to have high sensitivity for cultural (archaeological, paleontological, and historical) resources. Mitigation such as avoidance or salvaging/protection as recommended by qualified cultural resource specialists on a case-by-case basis would occur. Each incremental development is required to comply with all applicable State and Federal regulations concerning preservation, salvage, or handling of cultural resources.

Section 6

Alternatives To The Proposed Project

6.0 ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or a range of reasonable alternatives to the location of the project, that could feasibly attain the basic objectives of the project. An EIR does not need to consider every conceivable alternative project, but it does have to consider a range of potentially feasible alternatives that will facilitate informed decision making and public participation.

Per Section 15126.6(a) of the CEQA Guidelines, the discussion of alternatives must include several different issues. The discussion of alternatives must focus on alternatives to the project, or to the project location, which will avoid or substantially reduce any significant effects of the project, even if the alternatives would be more costly or hinder to some degree the attainment of the project objectives. The "no project" alternative must be evaluated. The "no project" analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the project was not approved. The range of alternatives required is governed by a "rule of reason." Thus, the EIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to only ones that would avoid or substantially lessen any of the significant effects of the project. For the analysis of alternative locations, only locations that would avoid or substantially lessen the significant effects of the project would be considered for inclusion in the EIR. Additionally, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the City of Palmdale ultimately rejects any, or all alternatives, the rationale for rejection will be presented in the findings that are required before the City certifies the EIR and takes action on the proposed project. According to Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

The project alternatives are evaluated to determine the extent to which they attain the basic project objectives of the City and Universal Health Services, Inc., while significantly lessening or avoiding any significant effects of the project. The primary objective of the proposed project is to develop the Project with a suitable mix of medical facilities and senior residential uses to provide Palmdale and the Antelope Valley region with emergency and hospital facilities and additional housing opportunities. Included in this concept are a number of goals to guide the development of this mixed-use project consistent with the standards of land use, circulation, aesthetics, noise, and community character. The primary objectives of the project are as follows:

- Development of a general hospital medical facility to provide effective medical care and emergency services to the area.
- Provide senior housing and or assisted living residential uses within the citizens of Palmdale with access to medical facilities.

- Promote efficient mixed-use development in order to minimize the impacts associated with traffic conditions, reduce transportation distances, air pollution, and emergency services.

This EIR also finds that the proposed project would result in significant and unavoidable impacts, even after imposition of project design features, standard City conditions, and mitigation measures, for air quality and aesthetics.

The following alternatives to the proposed project are evaluated below:

- 1) No Development Alternative
- 2) No Project/Existing General Plan and Zoning Alternative,
- 3) Reduced Density Alternative (Environmentally Superior),
- 4) Alternative Site Alternative.

6.1 NO DEVELOPMENT ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative assumes that no further development would take place within the project site and the site would remain indefinitely in its current vacant state. None of the impacts associated with the hospital, medical office and affordable senior housing/assisted living facility development and associated construction activities would occur if this alternative were selected. As the indefinite preservation of the project site would require site acquisition or rezoning, and neither is considered likely given the site's current Regional Commercial land use designation and relative absence of sensitive resources, this alternative (project denial) would not preclude site development at a later date. Implementation of this alternative would retain the undeveloped character of the project site and would avoid any adverse physical or environmental impact associated with development.

IMPACTS COMPARED TO THE PROPOSED PROJECT

Transportation/Circulation

Traffic associated with this alternative is representative of the existing conditions for the study area. As discussed in Section 4.1 *Traffic/Circulation*, a peak hour intersection analysis was conducted for this alternative (existing traffic scenario). Nearly all of the study area intersections currently operate at acceptable levels of service (LOS) A through C during morning and afternoon peak hours, with only three operating at LOS D during the afternoon peak. This existing condition would continue with this alternative and may be further aggravated by additional growth in the area. None of the project's proposed circulation improvements would occur with this alternative. Project implementation would have a less than significant impact at the study area intersections.

Noise

With this alternative, none of the construction-related noise impacts associated with the proposed project would occur.

The overall project area and vicinity can be generally described as moderately noisy. Noise generated near the project site consists of traffic on the adjacent arterial and neighborhood streets, along with other typical suburban noise sources (occasional aircraft flyovers, barking dogs, lawn or garden equipment, or slamming car doors). This ambient noise setting would continue with this alternative. New stationary and mobile noise sources would not be developed on the project site, therefore, ambient noise levels would not increase.

Geology, Soils, and Seismicity

Implementation of this alternative would not expose additional people and structures to potential adverse effects associated with seismic activity, soils or geology, as would occur with the proposed project. Although with implementation of the proposed project potentially significant impacts would occur, these would be reduced to less than significant levels with mitigation.

Hydrology

This alternative would not result in short-term impacts to water quality associated with grading, excavation and construction activities since development of the proposed project would not occur. Additionally, the existing quality and quantity of storm water and urban runoff would not be impacted by this alternative, as the project site would not be altered from its current condition. The proposed project has the potential to result in significant impacts associated with water quality and quantity, although these would be reduced to less than significant levels with mitigation. However, the No Development Alternative would retain the site's existing exposed soil surfaces, which would result in greater long-term erosion impacts compared to the project.

Air Quality

Grading and construction emissions associated with the proposed project would not occur with this alternative, as the hospital, medical office buildings, and senior housing/assisted living facility would not be developed. Long-term emissions associated with this alternative are representative of the existing conditions for the study area. Emissions from stationary and mobile sources associated with the proposed project would not occur with this alternative, as the intensity of land use would not increase. However, even without the project, emissions are projected to exceed state and Federal standards. As discussed in Section 4.5, *Air Quality*, the region the project site is located within is currently designated as nonattainment for various air pollutants including O₃ and PM₁₀.

Public Services and Utilities

Implementation of this alternative would prevent any impacts to public services and utilities. Specifically, there would be no new demands on potable water supply, no new demands on wastewater treatment capacity, no new structures requiring fire protection, and there would be no population growth impacting school facilities. Although the proposed project would create potentially significant impacts on existing utilities and services, all impacts would be less than significant with mitigation.

Aesthetics/Light and Glare

Given that development would not occur with this alternative, views across the project site from off-site vantage points would not be impacted, as would result with the proposed project. Views of the project site would continue to be of undeveloped conditions and would not be replaced with views of new buildings, roadways and landscaping. Additionally, views from Tierra Subida, a City scenic highway, would not be impacted.

With this alternative, minimal amounts of light and/or glare would continue to be emitted onsite and no additional light or glare would be generated. Neighboring areas would not be impacted by project-generated and vehicle lights, although with mitigation, the proposed project would result in less than significant impacts in this regard.

Land Use/Relevant Planning

This alternative would retain the site in its current condition. The project site would continue as a predominantly vacant and undeveloped parcel and conversion to a permanently developed condition (i.e., medical buildings and senior housing) would not occur. This alternative would not require those discretionary approvals required for the proposed project such as a general plan amendment, a zone change, or a height variance. However, this alternative would be inconsistent with the City of Palmdale General Plan, which specifically allows for development of the project site. In addition, the "No Development Alternative" would result in no change to the current deficiency in medical services to the Antelope Valley and the City of Palmdale in particular.

Biological Resources

Construction-related impacts to special status vegetation types, and plant and wildlife species would not occur with this alternative, as construction activities would not occur. With implementation of this alternative, the site would remain in a vacant and undeveloped condition. No new buildings and roadways would be constructed; therefore, no long-term impacts to biological resources would occur. Onsite vegetation and wildlife species would not be affected or disturbed. The proposed project, however, would result in less than significant impacts to plant and wildlife species following code compliance and implementation of the recommended mitigation.

Cultural Resources

No onsite cultural resources, including paleontological, archaeological, or historical, would be potentially disturbed with this alternative, as excavation and construction activities associated with the proposed project would not occur.

Public Safety

Implementation of this alternative would result in reduced impacts to public safety and a reduced risk of upset. Unlike the proposed project, no hazardous materials would be onsite, ethylene oxide sterilizers and abaters would not be used onsite, and a helipad would not be constructed onsite. Although the proposed project would create potentially significant impacts if implemented, all impacts would be mitigated to a less than significant level.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

As this alternative represents the continuance of existing conditions onsite, it has been used as the baseline for all environmental evaluation. This alternative allows the site to remain in a primarily natural state, which would avoid any new impacts to traffic, air quality, noise, biology, hydrology and drainage, air quality, aesthetics, public safety, and geology and soils. Although this alternative avoids all environmental impacts of the proposed project, including unavoidable significant impacts, it fails to provide additional housing choices within the City or assist the City in accommodating its fair share of regional housing. Additionally, no mechanism for reducing the development potential of the site or removing the site from the market has been identified. For these reasons, this alternative is not being considered at this time.

6.2 NO PROJECT/EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative would only allow for the existing General Plan Regional Commercial uses and existing zoning of Commercial Center. Instead of the construction of a general hospital, medical office buildings, and the senior housing/assisted living facility, some sort of regional commercial use, such as a retail outlet, an entertainment complex, or a regional mall would be built, resulting in a more intense use of the project site than the as with the proposed project.

IMPACTS COMPARED TO THE PROPOSED PROJECT

Transportation/Circulation

Traffic associated with this alternative could be almost four times greater than that associated with the proposed project. As discussed in Section 4.1, *Traffic/Circulation*, the proposed project would generate only 9,648 daily trips. Implementation of this alternative would likely result in either a retail outlet or a regional mall, which would result in the generation of 33,827 trips or 34,915 trips, respectively (depending on the site density and specific nature of commercial uses). The significantly greater trip generation of this alternative would result in greater congestion at area intersections. Overall, this alternative would have significantly greater traffic and circulation impacts than those of the proposed project.

Noise

The overall project area and vicinity can generally be moderately noisy. Noise generated near the project site consists of traffic on the adjacent arterial and neighborhood streets, along with other typical suburban noise sources (occasional aircraft flyovers, barking dogs, lawn or garden equipment, or slamming car doors). With implementation of this alternative, the ambient noise levels would increase. The current land use and zoning for the site allows for more intense land use than that of the proposed project and would result in greater traffic. Additionally, there would be greater construction associated with this alternative. It is likely that a greater number of stationary noise sources would also be placed onsite, including the potential for truck loading docks for large commercial tenants. Consequently, there would be greater short-term and long-term noise levels associated with this project than with the proposed project.

Geology, Soils, and Seismicity

As this alternative would result in a more intense land use, implementation of this alternative would expose a greater number people and structures to potential adverse effects associated with seismic activity as would occur with the proposed project. Although with implementation of the proposed project potentially significant impacts would occur, these would be reduced to less than significant levels with mitigation.

Hydrology

This alternative would result in greater short-term impacts to water quality associated with grading, excavation and construction activities since more development would occur with this project than with the proposed project. Quantities and quality of storm water would very similar to the proposed project as both projects would result in the development of the entire project site.

Air Quality

Grading and construction emissions associated with the proposed project would be greater with this alternative than with the proposed project as the project site would be developed at a greater intensity. Long-term emissions associated with this alternative would also be greater with this alternative than with the proposed project as a greater number of vehicle trips would be generated. Like the proposed project, emissions would exceed state and Federal standards, especially for O₃ and PM₁₀, for which the region is currently designated as nonattainment.

Public Services and Utilities

Implementation of this alternative would result in greater impacts to public services and utilities. Specifically, there would be greater demands on potable water supply, greater demands on wastewater treatment capacity, new structures requiring fire protection, there would be greater associated population growth impacting school facilities, and the project would likely result in greater impacts to police services.

Aesthetics/Light and Glare

Given that development under this alternative would be more intense than that of the proposed project, views across the project site from off-site vantage points would be impacted, possibly to a greater degree than with the proposed project (although buildings may be at similar or even lower heights than the project, a Regional Commercial center would typically result in greater building massing across the entire site, with an overall greater visual intrusion). Views of the project site would be replaced with views of new buildings, roadways and landscaping. However, assuming this alternative would be built according to code, it would not exceed height limits and views from Tierra Subida, a City scenic highway, would not be as impacted.

With this alternative, large amounts of light and/or glare would be emitted onsite and additional light or glare would be generated. Neighboring areas would be impacted to a greater degree by project-generated and vehicle lights as a greater quantity of traffic would be generated.

Land Use/Relevant Planning

This alternative would be consistent with the site's zoning and the City's General Plan. This alternative would not require those discretionary approvals required for the proposed project such as a general plan amendment, a zone change, or a height variance. Implementation of this alternative would not prevent the occurrence of the unavoidable significant impact associated with exceeding ROG and NO_x emissions.

Biological Resources

As with the proposed project, construction-related impacts to special status vegetation types, and plant and wildlife species would potentially occur with this alternative, as the site would be developed. As the entire site would be developed, the impacts to

biological resources associated with this alternative would be very similar to those of the proposed project.

Cultural Resources

As with the proposed project, construction-related impacts to paleontological and archaeological impacts would potentially occur with this alternative, as the site would be developed. As the entire site would be developed, the impacts to cultural resources associated with this alternative would be very similar to those of the proposed project.

Public Safety

Implementation of this alternative would result in reduced impacts to public safety and a reduced risk of upset. Like the proposed project, no hazardous materials would be onsite, ethylene oxide sterilizers and abaters would be used onsite, and a helipad would be constructed onsite. However, as the hospital would be smaller, quantities of hazardous materials would likely be reduced.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative would not satisfy any of the project objectives. It fails to provide new medical facilities in the city, it fails to provide new senior housing opportunities within close proximity to medical care, and it fails to promote mixed-use development.

In general, this alternative results in similar or greater environmental impacts than those of the proposed project. Because the project objectives would not be met with this alternative, this alternative is not being considered at this time.

6.3 REDUCED DENSITY ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative consists of a reduction in the density of the proposed project. For purposes of this analysis, this alternative consists of an overall reduction of uses onsite by 50 percent. Accordingly, the general hospital would be 150,000 square feet, the medical office buildings would total 60,000 square feet, and the senior housing/assisted living facility would have only 40 units. Depending on specific site design, this alternative could likely avoid the project's significant viewshed impact, although the significant air quality impacts would likely remain.

IMPACTS COMPARED TO THE PROPOSED PROJECT

Transportation/Circulation

Traffic associated with this alternative would be reduced by half as compared to the proposed project. As discussed in Section 4.1, *Traffic/Circulation*, the proposed project would generate only 4,824 daily trips, approximately 328 a.m. peak hour trips, and approximately 445 p.m. peak hour trips. The significantly reduced trip generation of this

alternative would result in reduced congestion at area intersections, although all traffic impacts associated with the proposed project would be mitigated.

Noise

The overall project area and vicinity can generally be moderately noisy. Noise generated near the project site consists of traffic on the adjacent arterial and neighborhood streets, along with other typical suburban noise sources (occasional aircraft flyovers, barking dogs, lawn or garden equipment, or slamming car doors). With implementation of this alternative, the ambient noise levels would increase. The lower intensity land use and reduced trips would reduce noise levels generated by the project. Additionally, there would be reduced construction associated with this alternative, and thus reduced construction-related noise levels. Consequently, there would be lower short-term and long-term noise levels associated with this project than with the proposed project.

Geology, Soils, and Seismicity

As this alternative would result in a less intense land use, implementation of this alternative would expose a lower number people and structures to potential adverse effects associated with seismic activity as would occur with the proposed project. Although with implementation of the proposed project potentially significant impacts would occur, these would be reduced to less than significant levels with mitigation.

Hydrology

This alternative would result in reduced short-term impacts to water quality associated with grading, excavation and construction activities since less development would occur with this project than with the proposed project. Quantities and quality of storm water would be very similar to the proposed project as both projects would result in the development of the entire project site.

Air Quality

Grading and construction emissions associated with the proposed project would be lower with this alternative than with the proposed project as the project site would be developed at a lower intensity. Long-term emissions associated with this alternative would also be lower with this alternative than with the proposed project as a lower number of vehicle trips would be generated. Like the proposed project, emissions would likely exceed state and Federal standards, especially for O₃ and PM₁₀, for which the region is currently designated as nonattainment.

Public Services and Utilities

Implementation of this alternative would result in reduced impacts to public services and utilities. Specifically, there would be reduced demands on potable water supply, reduced demands on wastewater treatment capacity, reduced demands on fire protection, and less associated population growth impacting school facilities.

Aesthetics/Light and Glare

Given that the development associated with this alternative would be less intense than that of the proposed project, views across the project site from off-site vantage points would be less impacted (depending on site design, it's likely that this alternative could be constructed without a height variance, and that the medical office and housing buildings could also be lower in height). Views of the project site, however, would be of new buildings, roadways and landscaping. Additionally, views from Tierra Subida, a City scenic highway, would not be as impacted.

With this alternative, the amounts of light and/or glare emitted would likely be very similar to those levels generated by the proposed project as much of the project site would still be developed. Neighboring areas would experience similar impacts from this project as by project-generated and vehicle lights, although with mitigation, the proposed project would result in less than significant impacts in this regard.

Land Use/Relevant Planning

As with the proposed project, this alternative would not be consistent with the site's zoning and the City's General Plan. This alternative would require the same discretionary approvals required for the proposed project such as a general plan amendment and a zone change, although the height variance may not be necessary. Implementation of this alternative would not prevent the occurrence of the unavoidable significant impact associated with non-compliance with SCAG's RCPG due to the proposed project exceeding ROG and NO_x emissions.

Biological Resources

As with the proposed project, construction-related impacts to special status vegetation types, and plant and wildlife species would potentially occur with this alternative, as the site would be developed. As the entire site would be developed, the impacts to biological resources associated with this alternative would be very similar to those of the proposed project.

Cultural Resources

As with the proposed project, construction-related impacts to paleontological and archaeological impacts would potentially occur with this alternative, as the site would be developed. As the entire site would be developed, the impacts to cultural resources associated with this alternative would be very similar to those of the proposed project.

Public Safety

Implementation of this alternative would result in reduced impacts to public safety and a reduced risk of upset. Like the proposed project, hazardous materials would be onsite, ethylene oxide sterilizers and abaters would be used onsite, and a helipad would be constructed onsite. However, hazardous materials and ethylene oxide would likely be used at a reduced rate than that of the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative could satisfy some of the project objectives, but to a lesser degree than the proposed project. This alternative would provide new medical facilities in the city. However, with the smaller hospital and medical office buildings, this alternative would likely require further expansion at the Antelope Valley Hospital in Lancaster, and may not be feasible due to site grading and infrastructure costs. It would also be less desirable to segregate the valley's regional medical center, as there would likely be less economies of scale than with the proposed hospital. This alternative would provide new senior housing opportunities within close proximity to medical care, but fewer new opportunities than the proposed project. Additionally, it would promote mixed-use development, but at a reduced scale.

Although this alternative reduces the environmental impacts of the proposed project, and is considered it does not satisfy the project objectives as effectively as the proposed project. Additionally, the reduced intensity of land use would directly affect the project's ability to collect revenue as only a smaller number of people could be serviced, resulting in a project that would not be as financially viable. Because of these reasons, this alternative is not being considered at this time.

6.4 ALTERNATIVE SITE ALTERNATIVE

According to the California Environmental Quality Act (CEQA) Guidelines Section 15126.6, a Lead Agency need only consider alternatives to a project that could reduce or avoid unavoidable significant impacts of the project, even if not fully meeting the applicant's objectives. Developing the project on a different site would not preclude development of this site in accordance with the existing General Plan, and would still have potential adverse impacts on an alternate site. In the course of evaluating regional medical center needs for the Antelope Valley, the applicant and City staff considered several potential sites. These sites included the existing Antelope Valley Hospital in Lancaster (see www.avhospital.com), and potential new hospital sites in Palmdale.

Alternate sites were screened according to their suitability for meeting the primary objectives of the project, which are listed above. In addition to the primary objectives, distance from transportation corridors as well as distance to population centers were considered as prime factors in site selection.

The existing Antelope Valley Hospital site was not considered for the regional medical center for several reasons. These included the site having limited area available for expansion, the site being more distant from the 138/SR-14 corridor and population densities in Palmdale, and the site being more distant from Los Angeles. In addition, the applicant desires to retain this existing facility to provide specialized medical care that will not be provided at the proposed Palmdale Medical Center.

Other sites in Palmdale were considered, including sites in the eastern and northern portions of the City (see Figure 6-1, *Alternative Sites*). Several sites were considered but rejected as they lacked the land area necessary for a project of this size. Eastern sites, such as one identified at 40th Street East and Palmdale Boulevard, are considered too remote from SR-14 and population densities near central and western Palmdale and

Lancaster. In addition, this particular site is bordered by residential on three sides and is not as large as the project site.

The second potential project site is located at the intersection of Fort Tejon Road, Pearblossom Highway, and Avenue T. The site is zoned Commercial Center (C-4). This site was removed from consideration due to its distance from the central and west portions of Palmdale, which would not achieve the projects objectives. Additionally, the site lacks the sewer and water infrastructure required to support the development of a regional medical center.

A third site was analyzed for potential development as a regional medical center. This site is located on the northwest corner of Rancho Vista Blvd. and Division Street. The site is zoned Office Commercial (C-2) and was previously approved for a hospital use under CUP 90-25. This site was eliminated from further consideration due to its proximity to the AICUZ APZ II designation of USAF Plant 42 and its location just outside the 65 CNEL noise contour. Additionally, the site is directly bordered by residential development on the north and the west sides. Further, access from State Highway 14 may be reduced in the future with the realignment of State Route 138 to the Avenue P-8 alignment.

The proposed project site is considered superior to the alternative sites evaluated due to its proximity to Palmdale Boulevard and SR-14, its proximity to downtown Palmdale, the project's reduced intensity compared to the site's current Regional Commercial land use designation, and the site's relative absence of significant natural resource constraints.

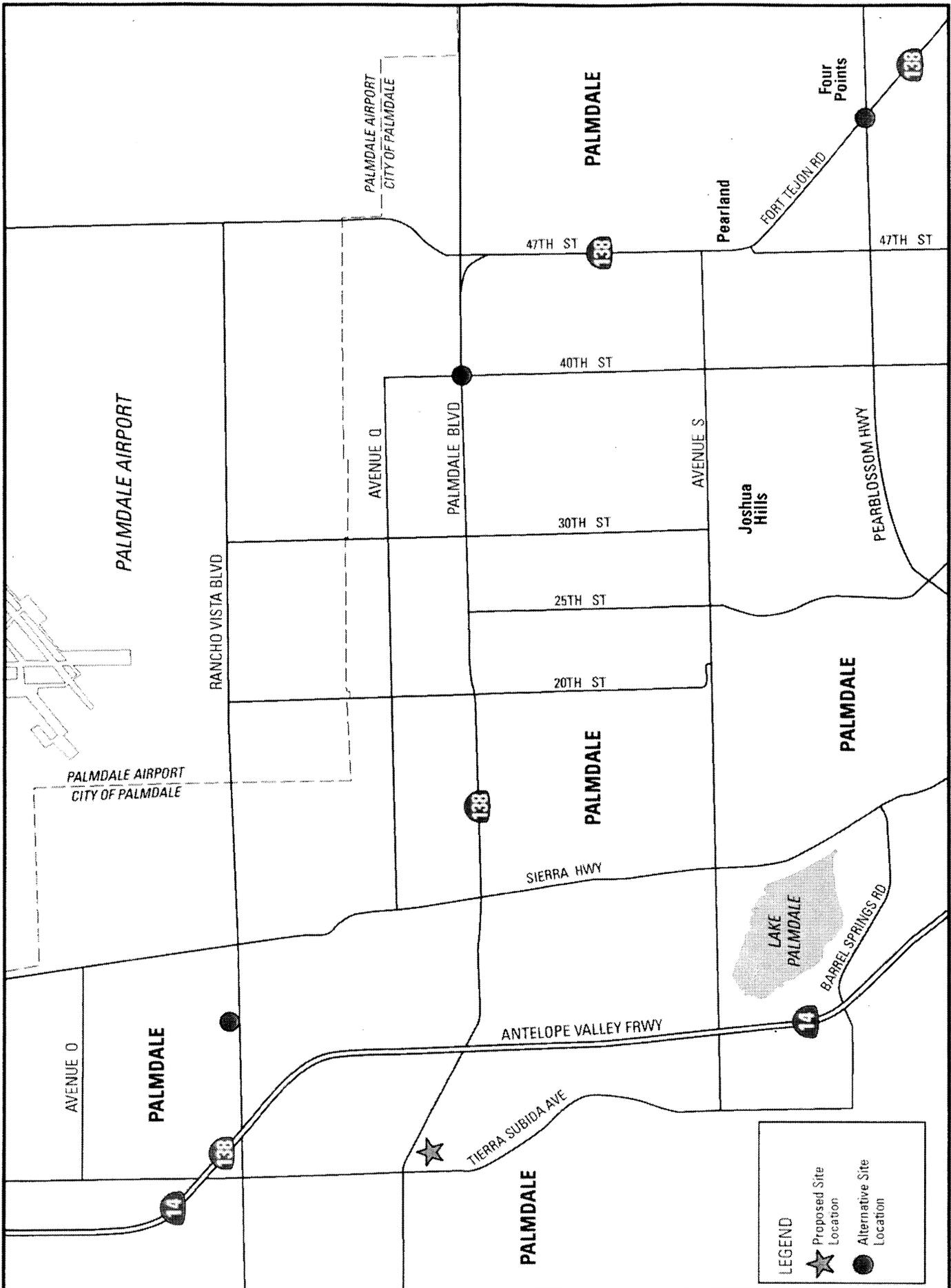


Figure 6-1

ALTERNATIVE SITES

LEGEND

- ★ Proposed Site Location
- Alternative Site Location



Section 7

Effects Found Not To Be Significant

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

In the course of this evaluation, certain impacts of the project were found to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. Section 15128 of the CEQA Guidelines provides that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." In accordance with Section 15128, the following section provides a brief description of effects found not to be significant or less than significant based on the analyses conducted through the Project EIR preparation process. Several issues indicated as "No Impact" or "Less than Significant Impact" are nonetheless addressed in the Project EIR as a matter of clarification or convenience for the reader.

EVALUATION OF ENVIRONMENTAL IMPACTS

A. EARTH:

Based on the geotechnical or soils study for the project, review by the City's Engineering Department, and/or the General Plan Update:

1. Soils

- a. Are there any areas of potential differential settlement on the project site which could significantly impact development of the proposed project?

No Impact. Settlement can occur in both expansive soils and loosely consolidated soils, similar to potential expansive soils. The project site includes soils with low to moderate potential for expansion. Therefore, no potential differential settlement would be likely to occur. (See Section 4.3, *Geology, Soils, and Seismicity*, for additional information on this issue.)

- b. Is the site in an area of potential subsidence?

No Impact. Ground subsidence is caused by decreasing subsurface pressure and can be traced to the pumping of groundwater, natural gas, or oil. The substantial loss of ground fluid creates a vacuum that gradually causes sinking of the ground. The project site is not located within an aquifer boundary or near natural gas or oil production facilities. Therefore, no impact would occur. (See Section 4.3, *Geology, Soils, and Seismicity*, for additional information on this issue.)

2. Earthquakes

Based on the Alquist-Priolo Earthquake Fault Zoning Map (as amended 1994) and California Division of Mines and Geology Special Publication 42 (1997), the State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003), or the geotechnical report for the project site:

- a. Is the site in a fault rupture hazard zone? No (See Section 4.3, *Geology, Soils, and Seismicity*, for additional information on this issue.)

3. Slopes

Based on the U.S.G.S. Topographic Map, the slope map submitted for the project, the geotechnical report for the project, and/or a site inspection:

- a. Does the project site contain slopes of 10 percent or greater?

No Impact. The site does not contain slopes of 10 percent or greater.

- b. Is any significant modification of major landforms proposed?

Less Than Significant Impact. The project would result in approximately 160,000 cubic yards of cut and 160,000 cubic yards of fill. These grading quantities are not considered significant for a nearly 40-acre site.

- c. Is the project in an area of landslide risk, or are landslides present on the project site?

Less Than Significant Impact. According to the April 28, 2003 and May 6, 2003, MACTEC geotechnical reports prepared for the proposed project, the generally flat slope of the site would preclude the potential for landslides. The proposed project site is within an area having a slope gradient of less than 10% and not within an area identified as having a potential for slope instability. The proposed project site is not within the path of any known or potential landslides, nor are there any known landslides near the proposed project site. Additionally, the proposed project site is not within a zone of required investigation subject to earthquake-induced ground displacements as identified on the State of California, Seismic Hazard Zones, Ritter Ridge Quadrangle (August 14th 2003).

Will project grading create slopes, on- or off-site, that could be subject to landslides, mudslides, or erosion?

Less Than Significant Impact. Although the project proposes grading and would have several new and cut slopes when finished, the project as designed includes retaining walls throughout the site and significant vegetation cover on all open slopes. None of these new slopes would be subject to landslides, mudslides, or erosion.

4. Quarry Zone

Based on a site inspection, the City's General Plan Land Use Map, and/or the Significant Gravel Resource Area Maps of the State Department of Mines and Geology:

- a. Would development of the project impede the extraction of significant mineral resource deposits?

No Impact. The proposed project site is not within a designated Mineral Resource Extraction Zone. Therefore, this impact would not be analyzed in the EIR.

B. AIR:

Based on the criteria in the South Coast Air Quality Management *CEQA Handbook* (1993), the Air Quality Study prepared for the proposed project, and/or the land use proposed:

1. Emissions

- a. Will the project potentially result in the creation of objectionable odors?

No Impact. The actual assessment of odor impacts depends upon such variables as wind speed, wind direction and the sensitivities of receptors to such odors. The prevailing wind in the area of the project site is primarily from the west, west-southwest, and southwest, thus indicating that on-site odors would be conveyed to the east, east-northeast and northeast away from the sensitive receptors located to the northwest, west and south of the project site. Additionally, proper maintenance of all waste related enclosures and facilities and the application of the state emission controls for ethylene oxide gas would ensure against project site related odors. (See Section 4.5, *Air Quality*, for additional information on this issue.)

- b. Could the project result in the alteration of air movement, moisture or temperature, or any change in climate either locally or regionally?

No Impact. The proposed project would involve the construction of a hospital, two medical office buildings, and a senior housing/assisted living facility and as such, the proposed project is not anticipated to result in the alteration of air movement, moisture or temperature, or any change in climate either locally or regionally. No impact is expected to result from implementation of the proposed project.

C. WATER:

1. Natural Streams, Springs, and Wetlands

Based on the type of project, the U.S.G.S. Topographic Maps, the exhibits and studies submitted for the project, and/or a site inspection:

- a. Does the project site contain a blue-line stream, spring, seep, or wetland?

No Impact. The site is void of any water features or riparian habitat.

- b. Will the project include changes in the course or volume of water in a local stream or wetland which require Department of Fish and Game or Army Corps of Engineers permits?

No Impact. The site is void of any water features or riparian habitat.

- c. Will the project result in the loss of, or changes to, significant stands of riparian vegetation?

No Impact. The site is void of any water features or riparian habitat.

2. Other Surface Waters

Based on a site inspection, and review of the Map of Aqueduct Facilities (Dept. of Water Resources, East Branch Hydrology Palmdale Area), and/or the General Plan:

If the project is adjacent to or near the California Aqueduct:

- a. Could the project result in a significant increase in runoff of storm or nuisance water toward the aqueduct?

No Impact. The proposed project site is located approximately 1.5 miles downstream from the California Aqueduct. No impacts are anticipated in this regard.

- b. Will the project be significantly affected by storm or nuisance water runoff flowing through aqueduct culverts or pools?

No Impact. The proposed project site is located approximately 1.5 miles from the California Aqueduct. No impacts are anticipated in this regard.

Based on a review of the General Plan and/or a site inspection:

- c. Is the project located above Lake Palmdale where urban runoff could significantly impact the lake?

No Impact. The proposed project site is located approximately 2 miles northwest of Lake Palmdale. At such a distance, urban runoff would not flow from the site into Lake Palmdale. Rather, urban runoff would flow into the storm water system that would be constructed as part of the proposed project.

- d. Is the project located in an inundation area below Lake Palmdale dams, or Littlerock Dam?

No Impact. According to the City of Palmdale *Safety Element* (1993), the proposed project site is not located downstream of any large bodies of water that could adversely affect the site in the event of earthquake-induced dam failures or seiches (wave oscillations in an enclosed or semi-enclosed body of water). No impacts are anticipated in this regard.

Based on review of the FIRM Map, the Master Plan of Drainage and/or review by the Department of Public Works/Engineering:

- e. Is the site in an area of flood hazard as shown on the FIRM Map, or as identified by the Engineering or Public Works Departments?

No Impact. The project site is located within a 500-year flood hazard zone. The project is also upstream to the northwest of the Palmdale and Little Rock Dams, and therefore, not in an inundation area. The California Aqueduct traverses the southwestern portion of the City above the valley floor. The California Aqueduct closely parallels the San Andreas Fault Rift Zone and crosses the fault in two locations. As a result, the California Aqueduct may rupture which may cause downstream flooding. The City of Palmdale General Plan Safety Element Exhibit S-7, *Aqueduct Failure Flow Directions*,

depicts two channel pool locations and ultimate direction of flow. However, the Project site is not within these areas. The southern potential rupture area (Pool 52) is located approximately 2.1 miles from the project site, while the western area (Pool 51) is located approximately 2.3 miles. The Department of Water Resources (DWR) has installed flood control gates to mitigate any structural failures. By closing the gates upstream, the section of the aqueduct within this area would be isolated and not receive additional water flows. Aqueduct water present during failure would be diverted to pools that serve as detention basins. Pool 52 is located at Platt Ranch west of Lake Palmdale at the Nadeau Fault Crossing with storage for 138 acre-feet and capacity of 45.0 million gallons. Pool 51 is located on the San Andreas Fault with storage for 23 acre-feet and capacity for 7.5 million gallons of water. The extent and rate of inundation is speculative since the amount of water in the California Aqueduct varies between seasons and years. Although the extent and rate of the inundation areas are speculative, due to the fact that the project is over a mile away from potential flooding hazards from failure of the California Aqueduct and development has occurred around the project site, flood inundation hazard potential from failure of the California Aqueduct is considered low.

- f. Will any aspect of the project result in discharge of materials into surface waters, or in any alteration of surface water quality, including but not limited to, temperature, dissolved oxygen, or turbidity?

Less Than Significant Impact. The proposed project would not involve the discharge of materials into surface waters, as no surface waters exist within the immediate site vicinity. In addition, project implementation would not result in the alteration of direction/flow of groundwater, as the project would not involve any alteration of groundwater aquifers. Impacts in this regard are not anticipated to be significant. (See Section 4.4, *Hydrology*, for additional information on this issue.)

- g. Will the project result in the significant alteration of the direction or rate of flow of groundwater?

Less Than Significant Impact. Project implementation would not result in the alteration of direction/flow of groundwater, as the project would not involve any alteration of groundwater aquifers. Impacts in this regard are not anticipated to be significant.

Based on the type of project, project submittals and exhibits, and/or a site inspection:

- h. Could the project result in a change in the quantity or quality of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

No Impact. The proposed project would result in an increase in impervious surfaces in comparison to the existing project site. Although the project would not involve direct impacts to a groundwater aquifer (cuts, excavations, withdrawals, additions, etc.), an increase in impervious surfaces may reduce groundwater recharge on-site. However, the project is not of the scope or nature to result in a significant impact to local groundwater aquifers.

- i. Could the project result in a substantial reduction in the amount of water otherwise available for public water supplies?

Less Than Significant Impact. The proposed Palmdale Medical Center would require public water supplies for hospital, office, and residential uses on-site. The Los Angeles County Department of Public Works has determined that sufficient water supply would be available to serve the proposed project. Further, as discussed in Section 4.6, *Public Services and Utilities*, the project is not large enough to require a water supply assessment as directed by SB 610. (See Section 4.6, *Public Services and Utilities*, for additional information on this issue.)

D. PLANT LIFE:

Based on a site inspection, the biological report, and/or the Native Vegetation Preservation Plan submitted for the project:

1. Is there a significant stand of desert vegetation on the site which will be adversely impacted by the project?

Less Than Significant Impact. According to the Biological Resources Survey performed for the proposed project by BonTerra Consulting on February 4, 2003, a single vegetation type exists throughout the project site, rabbitbrush scrub. Rabbitbrush scrub is not considered significant native desert vegetation. Therefore, project implementation is not anticipated to result in adverse impacts to a significant stand of native desert vegetation. (See Section 4.9, *Biological Resources*, for additional information on this issue.)

2. Will the project result in the introduction of invasive, non-native species of plants into an area; or will the project create a barrier to the normal replenishment of existing native plant species?

Less Than Significant Impact. The project is proposed to include on-site landscaping, none of which would have invasive qualities.

3. Will the project result in a significant reduction in acreage of native vegetation?

No Impact. According to the same Biological Resources Survey completed for the proposed project by BonTerra Consulting on February 4, 2003, five special status plant species have the potential to occur on the project site, but were not observed at the time of the survey because the survey was not conducted during their flowering season. Potential impacts related to special status plant species would be addressed in the EIR and mitigation measures recommended as necessary. (See Section 4.9, *Biological Resources*, for additional information on this issue.)

E. NOISE:

1. If the project is residential or noise sensitive, will it expose people to severe noise levels because it is located:
 - a. Adjacent to the Freeway?

No Impact. The proposed project is not adjacent to the Freeway.

- b. Within 200 feet of the railroad?

No Impact. The proposed project is not within 200 feet if the railroad.

- c. Adjacent to an existing or future arterial street?

Less Than Significant. The results of the RD-77-108 noise model show that noise levels would be 65 Ldn at the property line of the senior housing/assisted living facility. Additionally, a comparison between the Existing and Existing With Project scenarios indicates that there would be a noise increase of 1.4 Ldn (refer to Appendix 10.4, *Noise Data*). In general, a 1 dB change in the noise level is detectable only under laboratory conditions. A 3 dB change in the noise level is considered a "just detectable" difference in most situations. The proposed senior complex is setback at least 30 feet from Tierra Subida Avenue and would be developed per the latest Title 24 requirements. As such, these structures would include double paned windows. The typical building with closed single paned windows provides approximately a 20 to 25 dB(A) Ldn noise level reduction from outside sources. Based on this, there would be a less than significant impact with respect to roadway noise adjacent to the proposed senior housing/assisted living facility. (See Section 4.2, *Noise*, for additional information on this issue.)

2. Is the proposed project within the Plant 42 over-flight area, or the 65 CNEL boundary?

No Impact. According to the City of Palmdale General Plan *Noise Element* (1993), the proposed project is not within the 65 CNEL boundary, nor is it within the Air Force Plant 42 over-flight area.

3. Will the project generate a noise level exceeding 65 CNEL at the project boundary after construction that could significantly impact an adjoining land use?

Less Than Significant Impact. The proposed medical facility would introduce new sources of noise to the project area from traffic, emergency medical vehicles, parking lots, heating, ventilation and air conditioning (HVAC) units, trash compactors, hospital loading bays, etc. Primary sources of noise in the vicinity of the Project are from mobile sources. Additionally, as part of the hospitals operations, a helipad would be located on site for emergency transport of patients, which will generate periodic noise during occasional use. Although these onsite uses would not generate noise levels exceeding 65 CNEL at the project boundary after construction, operation of the helipad could result in single event noise levels greater than 65 dB(A) at the project boundary. As the helipad would only be utilized once or twice per month, impacts would be less than significant. (See Section 4.2, *Noise*, for additional information on this issue.)

F. LAND USE:

1. Will the project result in a substantial alteration of the present or planned land use of an area?

Less Than Significant Impact. Development of the proposed project would require General Plan amendment to allow the Medical facility along with the senior housing/assisted living residential facility. In addition, implementation of the project would require the project area to be rezoned to office commercial with a mixed-use overlay, followed by approval of a Conditional Use Permit to allow for the development of the general hospital and senior housing/assisted living facility. Less than significant impacts would result with approval of the General Plan Amendment and the Zone Change. (See Section 4.8, *Land Use/Relevant Planning*, for additional information on this issue.)

2. Are adjoining or planned land uses greatly different from that of the proposed project so that a potentially substantial interface problem would be created?

Less Than Significant Impact. The project as proposed would require a Zone Change to revise the zoning designation to Office Professional (C-2) in addition to Mixed Use Overlay. The purpose of the C-2 zone is to create, preserve, and enhance areas for businesses and professions which provide services primarily from offices but maintain no stock of goods for retail trade. Additionally, this district is intended to act as a transition or buffer zone between more intensive retail and service centers or major arterials and residential land uses. The mixed-use nature of the project would also help ensure that the proposed project was compatible with neighboring uses.

Potential land use compatibility impacts of the proposed uses would be further reduced by placing the general hospital and office uses between future proposed commercial uses along Palmdale Boulevard and existing residential areas. Senior housing/assisted living facilities are proposed along the western and a portion of the east boundary to reduce impacts to the residential areas to the west. The primary difference with the proposed project is that regional commercial designation for the site would change to office commercial with a mixed-use overlay to provide for the construction of senior housing/assisted living facilities in close proximity of the hospital. Potentially significant impact to the surrounding area has been reduced through the proposed setbacks and grading so that pad levels are tapered, in addition to providing adequate landscaping, as discussed in Section 4.7, *Aesthetics/Light & Glare*. Therefore, the development of the project site is not considered to represent a significant land use compatibility impact. (See Section 4.8, *Land Use/Relevant Planning*, for additional information on this issue.)

3. If the project is located within the Plant 42 AICUZ zone, does it conflict with the joint land use policies established for those zones?

No Impact. The proposed project is not located within the Plant 42 AICUZ zone.

G. NATURAL RESOURCES:

1. Will the project result in a significant increase in the rate of use of any natural resources?

Less Than Significant Impact. Natural gas, electricity and water resources are expected to be used as a result of project implementation. The proposed project's impacts on

energy (natural gas and electricity) and water resources would be less than the uses currently permitted by the General Plan and the project site's zoning. The General Plan is used by utilities as a foundation for planning for future service capacities. As the proposed project would result in a less demand for natural resources than would occur with development under the existing zoning and General Plan designations, impacts would be less than significant. (See Section 5.0, *Long-Term Implications of the Proposed Project*, for additional information on this issue.)

H. RISK OF UPSET:

1. Will the project result in possible interference with any emergency response plan or emergency evacuation plan?

No Impact. According to the City of Palmdale's General Plan *Safety Element* (1993), the proposed project would not impede evacuation routes or emergency response plans.

2. Is the site included on any known State Hazardous Waste Site list?

No Impact. According to the *Phase 1 Environmental Site Assessment and Limited Subsurface Evaluation, Bonino Trust Property, Palmdale, California* prepared for the proposed project site by GEOCON Consultants, Inc. on February 26, 2002, the site is not included on any State Hazardous Waste Site list. (See Section 4.11, *Public Safety*, for additional information on this issue.)

3. Is the project within or adjacent to a high fire hazard area as shown in the General Plan, identified by the Los Angeles County Fire Department or based on a site inspection?

No Impact. The proposed project site is approximately 1.5 miles from a Fire Zone 4 area (Brush Areas), according to the Palmdale General Plan Wildfire Hazard Zones Map (1993). No impact is anticipated in this regard.

I. POPULATION:

Based on the type of project:

1. Will the project significantly alter the location, distribution, density, or growth rate of the human population of an area?

Less Than Significant Impact. Implementation of the proposed project would result in a new general hospital, two medical office buildings, and an approximately 80-unit senior housing/assisted living facility. The project as proposed is not expected to alter the population characteristics in the area. However, due to the new employment opportunities, some new indirect impacts to schools and other public facilities could result from the proposed project. Therefore, less than significant impacts would result. (See Section 5.0, *Long-Term Implications of the Proposed Project*, for additional information on this issue.)

J. HOUSING:

Based on the type of project:

1. Will the project create a significant demand for additional housing?

No Impact. The project would not substantially alter the housing stock in the area, but may cause a slight increase in demand due to employees of the proposed facility. The project site is currently vacant land. Therefore, no homes would be removed from the proposed project area. No residences, people or alternative means of housing would be displaced by the proposed project. No impacts would occur as a result of the proposed project. (See Section 5.0, *Long-Term Implications of the Proposed Project*, for additional information on this issue.)

2. Will the project result in displacement of people from existing housing on the site?

No Impact. The project site is currently vacant land. Therefore, no homes would be removed from the proposed project area. No residences, people or alternative means of housing would be displaced by the proposed project. No impacts would occur as a result of the proposed project.

K. TRANSPORTATION/CIRCULATION:

Based on review of the type of project, project exhibits, a site inspection, and/or review of the Institute of *Transportation Engineers, Trip Generation* or the applicant's traffic study:

1. Does circulation within the project prevent the safe and orderly flow of people and vehicles, including emergency vehicles?

Less Than Significant Impact. Implementation of the proposed project would include development of internal roadways and access driveways. Circulation within the project and emergency access would be designed pursuant to the recommendations of the City of Palmdale's City Engineer. Therefore, the project's impacts on internal circulation and emergency access are anticipated to be less than significant.

2. Will the project create or experience access problems as designed, or create any obstruction to the safe flow of traffic?

Less Than Significant Impact. Implementation of the proposed project would include development of internal roadways and access driveways. Circulation within the project and emergency access would be designed pursuant to the recommendations of the City of Palmdale's City Engineer. Therefore, the project's impacts on internal circulation and emergency access are anticipated to be less than significant.

3. Could the project result in a significant alteration to rail or air traffic?

No Impact. The proposed project would not involve significant changes in air traffic patterns or rail traffic patterns, nor would it affect air traffic or rail traffic. The proposed project proposes a helipad for emergency use only, although this is not expected to be

used more than a few times a per month and would be subject to Federal Aviation Administration regulation. No significant impacts would occur as a result of the project.

4. Will the project create a significant shortage of parking?

No Impact. The proposed project would include on-site parking in surface lots. Parking lot locations and corresponding capacities would be designed pursuant to the recommendations of the City of Palmdale's Director of Planning. Therefore, the project is not anticipated to create a significant shortage of parking.

L. PUBLIC SERVICES:

1. Police Protection

a. Are there any aspects of the project that would create a significant impact to police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department provides contract services to the City of Palmdale, while traffic enforcement services along the highways and within the county are provided by the California Highway Patrol. Since implementation of the proposed project would increase the number of people, traffic and structures in the project vicinity, it may promote the need for enhanced police services. Due to the size and scope of the project, less than significant impacts would occur. (See Section 4.6, *Public Services and Utilities*, for additional information on this issue.)

2. Parks and Recreation

a. Will the proposed project result in an impact on the quality or quantity of existing parks or recreational facilities, including trails or bicycle paths?

Less Than Significant Impact. The City of Palmdale Park Department operates and maintains the parks within the City of Palmdale and in the vicinity of the proposed project site. The project site is located within the Amargosa Park Planning Area. The City of Palmdale adopted policy is reflected in the 1993 General Plan for parks, which includes the following ratio for park development: 5 acres per 1,000 residents, active parks must be comprised of no less than 3.0 acres per 1,000 population. Of the 3.0 acres/1,000 population standard for active parks, development of 2.0 acres per 1,000 for community or specialty parks and 1 acre as neighborhood parks.

The nearest neighborhood park to the proposed project site is Manzanita Heights Park located less than one-mile southeast of the project site at the northeast corner of 5th Street West and Mesa Verde Avenue. This 5-acre park includes a picnic area; two play lots, a 2.5-acre playing field, and a fieldhouse with restrooms. The nearest community park is the 73-acre Pelona Vista Park (Sports Complex) located on the west side of the west side of the Antelope Valley Freeway (SR-14), bounded by Rayburn Road and Tierra Subida Avenue, approximately 1.5 miles to the south of the proposed project. This community park includes ten soccer fields, walking/jogging trail, parking lot and restrooms. Additional picnic amenities and a tot lot are proposed in the future. The 7.5-acre

Melville J. Courson Park is located at the northeast corner of 10th Street East and Avenue Q-12 approximately 3.5 miles southeast of the project site. This park includes a swimming pool and pool building, two lighted basketball courts, lighted sand volleyball court, and two play lots, a spray pool, a fieldhouse with restrooms and equipment checkout and picnic area. In addition, the Palmdale Senior Center is located across the street, at 1002 E. Avenue Q-12. The Senior Center includes a kitchen, multi-use hall, a meeting room and a lounge. In addition to the 340 acres of existing facilities, the City of Palmdale has planned four additional parks totaling more than 98 acres that will be financed almost entirely through a voter-approved assessment district.

Implementation of the proposed project could result in an increase in the demand of park use in the City. Pelona Vista Park, south of project on Tierra Subida, may see a slight increase in usage. However, the increase would not be enough to create significant physical impacts.

3. Public Facilities

- a. Will the proposed project have a significant impact on maintenance of public facilities, including roads, drainage facilities, slopes, open space and trails?

Less Than Significant Impact. Implementation of the proposed project would require the City to maintain newly constructed public infrastructure (i.e., street frontage, sewer, water, etc.). Future incremental increase in the public facility maintenance needs resulting from the proposed project would be consistent with the City's General Plan. Since the development of a general hospital, medical office buildings, and a senior housing/assisted living facility would be less intense than development permitted under current zoning and as the proposed project would not generate substantial population growth, physical impacts to public facilities would be less than significant.

4. Library Services

- a. Will the project result in a significant impact to library services due to increased population?

Less Than Significant Impact. The Palmdale City Library, located at the Civic Center, 700 E. Palmdale Boulevard, less than 3 miles feet from the proposed project site, serves the City of Palmdale. In the year 2000, the latest data available, the Library circulated 443,423 volumes, served 94,881 references, and had 306,812 user visits, serving a population of 122,392 people. The Palmdale City Library is a department of the City. It is not supported through property taxes and does not have a dedicated source of revenue; rather, it receives its funding from the City General Fund.¹

Implementation of the proposed project could result in an increased use of the local library system in the City. Since the development of a general hospital, medical office buildings, and a senior housing/assisted living facility would be less intense than development permitted under current zoning and as the proposed project would not generate substantial population growth, physical impacts to public facilities would be less than significant.

¹City of Palmdale Library website: www.palmdalelibrary.org

5. Other Governmental Services

- a. Will the project have a significant impact on a government service or agency not listed above?

Less Than Significant Impact. The management of hazardous materials is regulated by various federal, state, and local agencies. Federal and state agencies include the U.S. Environmental Protection Agency (U.S. EPA), U.S. Department of Transportation (DOT), California Environmental Protection Agency (CAL EPA), CAL EPA Division of Toxic Substance Control (DTSC), California State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), Antelope Valley Air Quality Management District (AVAQMD), and the California Highway Patrol. Local Agencies include Los Angeles County Health Department (LACHD) and the Los Angeles County Fire Department. Medical waste management is regulated under the Medical Waste Management Act, which is enforced locally by the LACHD. Impacts to various regulating agencies would be offset by permit fees. (See Section 4.11, *Public Safety*, for additional information on this issue.)

M. ENERGY:

1. Will the project result in the use of substantial amounts of fuel or energy?

Less Than Significant Impact. Natural gas, electricity and water resources are expected to be used as a result of project implementation. The proposed project's impacts on energy (natural gas and electricity) and water resources would be less than the uses currently permitted by the General Plan and the project site's zoning. The General Plan is used by utilities as a foundation for planning for future service capacities. As the proposed project would result in a less demand for natural resources than would occur with development under the existing zoning and General Plan designations, impacts would be less than significant.

2. Will the project result in a substantial increase in demands upon existing sources of energy, or require the development of new sources of energy?

Less Than Significant Impact. Natural gas, electricity and water resources are expected to be used as a result of project implementation. The proposed project's impacts on energy (natural gas and electricity) and water resources would be less than the uses currently permitted by the General Plan and the project site's zoning. The General Plan is used by utilities as a foundation for planning for future service capacities. As the proposed project would result in a less demand for natural resources than would occur with development under the existing zoning and General Plan designations, impacts would be less than significant.

N. UTILITIES:

Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

1. Power or natural gas?

Less Than Significant Impact. Natural gas, electricity and water resources are expected to be used as a result of project implementation. The proposed project's impacts on energy (natural gas and electricity) and water resources would be less than the uses currently permitted by the General Plan and the project site's zoning. The General Plan is used by utilities as a foundation for planning for future service capacities. As the proposed project would result in a less demand for natural resources than would occur with development under the existing zoning and General Plan designations, impacts would be less than significant.

2. Communications systems?

Less Than Significant Impact. Natural gas, electricity and water resources are expected to be used as a result of project implementation. The proposed project's impacts on energy (natural gas and electricity) and water resources would be less than the uses currently permitted by the General Plan and the project site's zoning. The General Plan is used by utilities as a foundation for planning for future service capacities. As the proposed project would result in a less demand for natural resources than would occur with development under the existing zoning and General Plan designations, impacts would be less than significant.

3. Water?

Less Than Significant Impact. The proposed Palmdale Medical Center would require public water supplies for hospital, office, and residential uses on-site. The Los Angeles County Department of Public Works has determined that sufficient water supply would be available to serve the proposed project. Further, as discussed in Section 4.6, *Public Services and Utilities*, the project is not large enough to require a water supply assessment as directed by SB 610. (See Section 4.6, *Public Services and Utilities*, for additional information on this issue.)

4. Solid waste disposal?

Less Than Significant Impact. The proposed project will produce a variety of solid waste. The Antelope Valley Landfill accepts household wastes, green waste, and hazardous waste disposal from licensed transporters. The landfill accepts some loads from surrounding areas in the Antelope Valley but does not accept liquid waste or sludge. The landfill is not approved for disposal of hazardous materials. The daily capacity of the landfill is 1,800 tons, but the landfill only receives an average of 847 tons per day. As the existing Antelope Valley Landfill has sufficient capacity to accommodate the proposed project site's solid wastes, no significant impact is associated with solid waste. Based on the above, a less than significant impact to solid waste services would occur. (See Section 4.6, *Public Services and Utilities*, for additional information on this issue.)

O. PUBLIC CONTROVERSY:

1. Is the project or action environmentally controversial in nature or can it reasonably be expected to become controversial upon disclosure to the public?

No Impact. Projects of the size and shape of the Palmdale Medical Center typically draw objections from the public. However, at this time there are no known major areas of controversy or serious issues to be resolved. In fact, no one from the public attended the Notice of Preparation (NOP) scoping meeting and no comment letters on the NOP were received from the public. Given the nature of project design and construction, it is likely that various project elements would be refined as the project proceeds through the design and construction process.

Section 8

Organizations and Persons Consulted

8.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

Mr. Richard Kite, Associate Planner
Mr. Michael Adams, Housing Project Manager
Mr. Michael Behen, Senior Transportation Planner
Mr. Tim Hughes, Senior Civil Engineer, Public Works
Mr. Bill Padilla, City Traffic/Transportation Engineer
Mr. Mike Mischel, City Engineer
Mr. Sid Danandeh, P.E., Building and Safety Department

PROJECT APPLICANTS

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367 South Gulph Road
King of Prussia, PA 19406
Mr. Donald Pyskacek, Vice President

Southern California Housing Development Corporation
9065 Haven Avenue, Suite 100
Rancho Cucamonga, CA 91730
Mr. Alfredo Izmajtovich, Housing Development Officer

UHS, INC. CONSULTANT TEAM

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Section 9

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