

ERRATA SHEET TO THE FINAL EIR

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The following text is added to page 3-12 of the Palomar Community College District South Education Center Final Environmental Impact Report (“Final EIR”), as the last paragraph in Section 3.4, Project Assumption and Design Features:

“Parking Fee for On-Campus Parking. In the first academic year after opening, the PCCD will not charge students for parking. Thereafter, the PCCD will annually revisit the issue of whether to charge for parking.”

The following text on page 4.8-17 of the Final EIR under “Phil’s Barbeque” under Section 4.8.3.1 Issue 1 – Increases in Traffic is revised to read:

“This restaurant would be a remodel of the former 7,720 SF Elephant Bar Restaurant. At the time of data collection, the former restaurant had already been closed. Therefore, using the City of San Diego trip generation rates for quality high turnover restaurant (sit down) at ~~100~~ 130 trips per KSF, a total of ~~772~~ 1,004 ADT with ~~5~~ 40 inbound/ ~~4~~ 40 outbound AM peak hour trips and ~~43~~ 48 inbound/ ~~18~~ 32 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.”

The attached page replaces Page 22 of Appendix G- Traffic Impact Analysis to the Final EIR.

The attached two pages replace Pages 5 and 6 of Appendix H - Parking Impact Analysis Memo to the Final EIR.

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Replacement Page for Appendix G - Traffic Impact Analysis to
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turnover (sit-down) restaurant at 100-130 trips per KSF, a total of 772-1,004 ADT with 5-40 inbound/ 4-40 outbound AM peak hour trips and 43-48 inbound/ 18-32 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.

**TABLE 7-1
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name	Project	ADT ^a	AM		PM		Status
				In	Out	In	Out	
1	Sharp Rees-Stealy Medical Office	100 KSF medical office (Net 46 KSF Relocation)	2,130	102	26	64	149	Under Construction
2	Del Sur Shopping Center	Commercial Shopping Center	1,000	25	25	25	25	Under Construction
3	Phil's BBQ	7.7 KSF Restaurant	<u>772</u> <u>1,004</u>	<u>5</u> <u>40</u>	<u>4</u> <u>40</u>	<u>43</u> <u>48</u>	<u>18</u> <u>32</u>	Under Construction
Total Cumulative Projects			<u>3,902</u><u>4,134</u>	<u>132</u><u>167</u>	<u>55</u><u>91</u>	<u>132</u><u>137</u>	<u>57</u><u>206</u>	-

Footnotes:

- a. Average daily traffic.

7.2 Network Conditions

The segment of Rancho Bernardo Road between the I-15 Northbound Ramps to Bernardo Center Drive is planned to be improved to its Community Plan classification as a Six-Lane Major per the *Rancho Bernardo Public Facilities Financing Plan (PFFP) FY 2013*, Project No. T-6. The widening is fully funded by the Black Mountain Ranch Facilities Benefit Assessment (FBA) with a date of completion anticipated for FY 2016/2017.

The intersection of West Bernardo Drive at Bernardo Center Drive is planned to be improved to provide an additional thru lane on Bernardo Center Drive in the southwesterly direction to ultimately provide two right-turn lanes, two thru lanes, one U-turn lane. This is identified as Project No. T-45 in the *Black Mountain Ranch PFFP FY 2015*. The improvements are fully funded by the Black Mountain Ranch FBA with a date of completion anticipated for FY 2016.

However, the completion date for these projects is contingent on the development progress of Black Mountain Ranch. It was therefore decided to conservatively assume these improvements would not be completed by Opening Day Year 2018, but would be completed by Year 2035.

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However, even though there is an adequate parking supply available to accommodate students parking on local streets, there are deterring factors that make this option less desirable than parking on campus. The connectivity of the residential streets in the Westwood community to campus is limited to Matinal Road and Olmeda Way, with only Matinal Road providing a crosswalk at the intersection with Rancho Bernardo Road. The neighborhood is designed in typical suburban cul-de-sac fashion, limiting the walkability within the area and thus, access to campus. For example, any students parking at the midpoint on Florinda Road would have to walk a distance of between 0.65 and 0.85 miles, meandering through the local streets, to reach the main building on campus. In addition, there are several grade changes along these routes. Along Matinal Road from Capilla Road to Rancho Bernardo Road, the most direct route to campus, the elevation changes from 605 feet above mean sea level (amsl) to 640 feet amsl; a steady incline of 35 feet over a distance of 0.15 miles, or a 4% grade which is considered steep. Also, the driveway onto campus from Rancho Bernardo Road to the first main building slopes at an approximately 3% grade, further discouraging students from parking off campus.

Figure 2 shows the routes student would have to walk should they decide to park on residential streets and the changes in elevation.

CONCLUSION

The proposed Project is unique in that it functions differently from a main community college campus, i.e. lack of sports fields and extracurricular activities offered to students, much lower school population and fewer course offerings. ~~This reasoning was the impetus for utilizing a site-specific trip generation rate in the EIR traffic study. The resulting trip generation rate used in the analysis was over 50% lower than the published rates. Typically, trip generation rates and parking rates are complementary of each other in that any unique characteristics noted in a trip generation survey are likely to be reflected in the parking demand.~~

Since site-specific parking information was not available, a thorough review of published parking rates was conducted to determine the parking requirements for the PCCD SEC satellite campus. The Institute of Transportation Engineers rate of 0.20 spaces per school population was deemed appropriate for use in this assessment given it was specific to two-year “junior/ community college” campuses. The resulting parking requirement for the Project using the ITE rate is 408 or 480 parking spaces. The campus proposes to provide 737 spaces, thus meeting the requirements of ITE.

~~Given the likelihood that the Project will impose a parking permit fee (likely in the range of \$40 per semester), there is the potential for students to instead choose to park in the nearby residential areas. In the first academic year after opening, the District will not charge students for parking. Thereafter, the District will revisit the issue of~~

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whether to charge for parking annually. As such, As part of this analysis, an off-site on-street parking demand study was conducted in the nearby community of Westwood. This community is in close proximity to the campus and although adequate supply is provided on campus, students may choose to forgo paying for the parking permit and park in the residential community. A parking occupancy count was conducted during typical peak times for campus activity. The results of the counts indicate that at most, 27% of the supply was occupied by parked vehicles, leaving an adequate supply of on-street parking available for students, should they choose to park off campus. However, although there was ample parking observed within the Westwood community, the lack of walkability and connectivity of the neighborhood, and the changes in elevation along walking routes are likely to deter most students from parking off-site.

To conclude, the Palomar SEC satellite campus meets the published ITE requirements for providing on-site parking and although there is the possibility for students to park off-site in the local community, there is a sufficient supply of parking provided on local streets and the amount of students parking off-site would likely be nominal given the less than desirable walking conditions.

Please call if you have any questions. Thank you.

cc: File
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