MITIGATED NEGATIVE DECLARATION

THE CITY OF SAN DIEGO

Project No. 498142
SCH No. Not Applicable

SUBJECT: **ARE-Illumina:** COMMUNITY PLAN AMENDMENT (CPA) to transfer 987 average daily traffic (ADT) from Subarea 47 to 37 to increase in the maximum allowable development intensity at the site to 8,657 ADT within the University Community Plan; and a SITE DEVELOPMENT PERMIT (SDP) and a PLANNED DEVELOPMENT PERMIT (PDP) to amend Planned Industrial Permit No. 99-0034 and Design Guidelines to allow for the expansion of the existing Illumina Campus Facility. The proposed development allowed at the site could consist of any mix of industrial uses in accordance with the underlying zoning code as long as the ADT generated does not exceed the proposed Community Plan ADT allocation. The site is subject to Design Guidelines. The project proposes revisions to the Design Guidelines to address the proposed increased development intensity as well as recent updates to the City regulations and policies. Currently, this increased development intensity is proposed to consist of 451,832 square feet (sf), ~~This expansion would include a new 451,832 square feet (sf) building,~~ comprised of 237,146 sf of Corporate Headquarters, 114,300 sf of Scientific Research and Development, 44,024 sf of mechanical uses, and 56,362 ~~43,559~~ sf of accessory uses. The existing parking structure would also be expanded to include an additional 2,750 spaces. The project would include on-site sewer, water and storm drain infrastructure improvements to connect to existing infrastructure in Judicial Drive. In addition, the project would achieve a Leadership in Energy and Environmental Design (LEED) Silver Certification in conformance with Council Policy 900-14. The project site is located at 5200 Illumina Way. The site is designated Industrial per the University Community Plan and zoned IP-1-1 (Industrial Park). In addition, the project site is within the Airport Land Use Compatibility Overlay Zone, Airport Influence Area (Review Area 1 – Marine Corps Air Station [MCAS] Miramar), Airport Noise Contours (60 to 65 and 65 to 70 decibel (dB) community noise equivalent level (CNEL), Federal Aviation Administration (FAA) Part 77 Notification Area (MCAS Miramar), Community Plan Implementation Overlay Zone – Type A (CPIOZ-A), Prime Industrial Land. (LEGAL DESCRIPTION: Parcels 1-15 of Parcel Map No. 14847.) APPLICANT: Alexandria Real Estate Equities, Inc.

UPDATE: **November 17, 2017. Revisions and/or minor corrections have been made to the final document when compared to the draft Mitigated Negative Declaration. In accordance with the California Environmental Quality Act, Section 15073.5(c)(4), the addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts or the addition of a new mitigation measure required to avoid a significant environmental impact. The modifications within the environmental document do not affect the environmental analysis or conclusions of the Mitigated Negative Declaration. All revisions are shown in a ~~strikethrough~~ and/or underline format.**

I. **PROJECT DESCRIPTION:**

See attached Initial Study.

II. **ENVIRONMENTAL SETTING:**

See attached Initial Study.

III. **DETERMINATION:**

The City of San Diego (City) conducted an Initial Study which determined that the proposed project could have a significant environmental effect in the following areas(s): **Paleontological Resources.** Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction-related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD; plans, specification, details, etc.) to ensure the Mitigation Monitoring and Reporting Program (MMRP) requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**
3. These notes must be shown within the first three sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: http://www.sandiego.gov/development-services/industry/standtemp.shtml
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

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

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

   CONTACT INFORMATION:
   a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division, 858-627-3200.**
   b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360.**

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 498142 and/or Environmental Document Number 498142, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

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

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: ***Not Applicable***

4. **MONITORING EXHIBITS:** All consultants are required to submit to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate

construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

Note: Surety and Cost Recovery – When deemed necessary by the DSD Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

DOCUMENT SUBMITTAL/INSPECTION CHECKLIST		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Paleontology	Paleontology Reports	Paleontology Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bod Release	Request for Bond Release Letter	Final Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

PALEONTOLOGICAL RESOURCES

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans, but prior to the first precon meeting, whichever is applicable, the Assistant Deputy Director (ADD) ED shall verify that the requirements for paleontological monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to MMC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines.

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

II. Prior to Start of Construction

A. Verification of Records Search

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

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a precon meeting that shall include the PI, Construction Manager (CM), and/or Grading Contractor, RE, Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related precon meetings to make comments and/or suggestions concerning the paleontological monitoring program with the CM and/or Grading Contractor.
   a. If the PI is unable to attend the precon meeting, the Applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored - Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

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

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

B. *Discovery Notification Process*

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

C. *Determination of Significance*

1. The PI shall evaluate the significance of the resource.
   a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
   b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
   c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.

d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

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

B. If night work becomes necessary during the course of construction
   1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
   2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

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

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling *of Fossil Remains*

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

<u>CITY OF SAN DIEGO</u>
Mayor's Office (91)
Councilmember Bry, District 1 (MS 10A)
Development Services Department
- EAS
- Planning Review
- Landscape
- Engineering
- Transportation Development
- Geology
- Fire-Plan Review
- PUD- Water & Sewer
- DPM

Planning Department
    Plan-Long Range Planning
    Plan-Facilities Financing
Library Department - Government Documents (81)
Central Library (81A)
University City Community Branch Library (81JJ)
North University Branch Library (81KK)
Environmental Services Department (93A)
Facilities Financing (MS 93B)
City Attorney's Office (93C)

OTHER ORGANIZATIONS, GROUPS AND INTERESTED INDIVIDUALS
San Diego History Museum (166)
Clint Linton, Ilipay Nation of Santa Ysabel P.O. Box 130 Santa Ysabel, CA 92070
Lisa Cumper, Jamul Indian Village, P.O. Box 612 Jamul, CA 91935
University City Community Planning Group (480)
Editor, Guardian (481)
Brad Werdick, UCSD Physical & Community Planning (482)
Commanding General, Community Plans Liaison MCAS Miramar Air Station (484)
Marian Bear Natural Park Recreation Council (485)
University City Community Association (486)
Friends of Rose Canyon (487)
University City Library (488)
Chamber of Commerce (492)
Alexandria Real Estate Equities, Inc., Applicant
Dawna DeMars, RECON Environmental Inc., Consultant

VII. RESULTS OF PUBLIC REVIEW:

(X) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.

( ) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the draft Mitigated Negative Declaration, the Mitigation, Monitoring and Reporting Program and any Initial Study material are available in the office of the Land Development Review Division for review, or for purchase at the cost of reproduction.

E. Shearer-Nguyen
Senior Planner
Development Services Department

September 8, 2017
Date of Draft Report

November 17, 2017
Date of Final Report

Analyst: Elizabeth Shearer-Nguyen

Attachments:

Initial Study Checklist
Figure 1: Regional Location
Figure 2: Project Location on USGS Map
Figure 3: Project Location on City 800" Map
Figure 4: Project Location on Aerial Photograph
Figure 5: Proposed Site Plan
Figure 6: Biological Resources

Appendices (Under Separate Cover):

A: Air Quality Report
B: Biological Resources Report
C: Cultural Resource Survey and Report
D: Geotechnical Report
E: CAP Consistency Checklist
F: Stormwater Quality Management Plan
G: Drainage Study
H: Noise Technical Report
I: Traffic Impact Analysis
J: Sewer Study
K: Waste Management Plan

INITIAL STUDY CHECKLIST

1. Project title/Project number: 498142

2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101

3. Contact person and phone number: Elizabeth Shearer-Nguyen / (619) 446-5369

4. Project location: 5200 Illumina Way, San Diego, CA 92122

5. Project Applicant/Sponsor's name and address: Alexandria Real Estate Equities, Inc., 10996 Torreyana Road, Suite 250, San Diego, California 92121

6. General/Community Plan designation: Industrial Employment/Industrial – Scientific Research

7. Zoning: IP-1-1

8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

Background

The project is located within the Alexandria Illumina Campus (formerly known as Nobel Research Park) in the City of San Diego, California (Figures 1 to 3). The Alexandria Illumina Campus is a 42.6-acre master planned development located in the eastern portion of the University community planning area in San Diego, California. Mitigated Negative Declaration (MND) LDR No. 99-0034/SCH No. 99051080 was prepared in 1999 to address the Nobel Research Park development, and is incorporated by reference herein. This previous environmental document addressed subdividing the site into 15 industrial use lots that totaled 31.7 acres, and 4 non-buildable open space, conservation, and brush management lots totaling 11.2 acres. The site was entitled with a maximum traffic generation of 7,670 average daily traffic (ADT) per the Nobel Research Park MND, and any future development would be required to be implemented in accordance with Design Guidelines. The previous MND identified mitigation related to biological resources, transportation, hydrology/water quality, noise, light/glare, and paleontology. These previous mitigation measures were implemented during the development of the existing Illumina Campus.

The existing entitlements allow for flexibility of on-site industrial-related uses and development. Per the Planned Industrial Development/Resource Protection Ordinance Permit No. 99-0034, any mix of uses allowed by the zoning code is allowed at the site as long as the maximum 7,670 ADT is not exceeded. In addition, the entitlements allow for development in accordance with the Nobel Research Park Development and Design Guidelines. The Design Guidelines have specific requirements related to building design, landscaping, and site design.

The project site is currently developed with industrial uses consistent with the previous entitlements (Figure 4). More specifically, the existing industrial development on-site includes 844,216 sf of Research and Development (R&D), Light Manufacturing, Corporate office and Accessory uses within six buildings. Other existing uses include a parking structure, surface parking lots, and athletic fields. The current trip generation from existing uses is approximately 5,608 ADT (Urban Systems Associates, Inc. 2017). The existing entitlements allow for an industrial development that would generate up to 7,670 ADT at buildout.

The needs of the Illumina Campus have changed since the approval of the 1999 entitlements and associated MND. Thus, the applicant is pursing transferring allowed development intensity to the site and has prepared a revised site plan for the Illumina Campus. This document has been prepared to address the revised proposed buildout of the Illumina Campus.

Project Description

The project would require a COMMUNITY PLAN AMENDMENT (CPA) to the University Community Plan to transfer 987 ADT from Subarea 47 to 37 (the Illumina Campus) for a total of 8,657 ADT; and a SITE DEVELOPMENT PERMIT (SDP) and a PLANNED DEVELOPMENT PERMIT (PDP) to amend Planned Industrial Permit No. 99-0034 to allow for the expansion of the existing R&D manufacturing, corporate and supporting office uses that currently exist within the project site.

~~The project proposes the addition of a 351,446-square-foot (sf) mixed Corporate Headquarters and R&D uses, and 108,386 sf of ancillary[1] Mechanical and Accessory uses to the existing Illumina Campus (Figure 5). To support these additional uses, the project also includes a parking garage expansion and associated infrastructure improvements.~~ The future building area and maximum allowable development intensity are not limited to a maximum gross floor area, but rather are limited by the maximum trip generation allocated to the project site. The project involves a transfer of 987 ADT from the University Community Plan Subarea 47 to the Illumina Campus in Subarea 37 to allow for an increase in development intensity at the site. As indicated above, the existing entitlements allow for an industrial development that would generate up to 7,670 ADT at buildout. The transfer of 987 ADT would result in a total development intensity allocation equivalent to 8,657 ADT. As under the current condition, the proposed development may include any mix of uses allowed by the zoning code as long as the maximum ADT is not exceeded. The project would be conditioned to ensure the vehicle trip generation of the existing and proposed uses on-site does not exceed the total allocated 8,657 ADT.

The proposed building and parking structure expansion are identified as Building 7 and P2B within the site plans, respectively (Figure 5). As currently proposed, Building 7 would include

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~~[1]Ancillary uses support other uses on-site and do not generate any additional trips to the site. In other words, ancillary uses are non-trip generating.~~

237,146 sf of Corporate Headquarters and 114,300 sf of Scientific R&D, as well as 44,024 sf of Mechanical, and 56,362 sf of Accessory ancillary uses. The P2B parking structure would contain 2,750 parking spaces. Building 7 is proposed to be 10 stories while the parking structure is proposed to be 8 stories. The proposed buildings would comply with the Illumina Campus Design Guidelines, which ~~were~~ would be revised as a part of the project to incorporate the proposed expansion. These revisions address the increase in allowed development intensity, current City development regulations, current site conditions and architectural design, new Climate Action Plan (CAP) requirements and associated sustainable building design, additional civil engineering design criteria, and current City landscape standards.

The project would require the demolition and removal of approximately 260,000 square feet of asphalt pavement located in the southeastern portion of the northern surface parking lot, which would generate approximately 3,370 tons of demolition waste. The proposed grading activities would disturb a total of 11 acres on-site. Grading would consist of 105,000 cubic yards of cut and 7,500 cubic yards of fill, resulting in import/export of 97,500 cubic yards. Grading cuts would extend to a depth of 18 feet, and fills would be a maximum of 9 feet. All excavated material would be exported to a legal disposal site. Grading to accommodate future expansion would preserve the existing watersheds and drainage area boundaries within the campus. The project would implement best management practices (BMPs) during construction activities in accordance with Chapter 14, Article 2, Division 1 (Grading Regulations) of the San Diego Municipal Code.

Vehicular access to the site would remain the same as the existing conditions, with access continuing to be provided by three driveways along Judicial Drive. The primary access would continue to operate as a signalized intersection at Judicial Drive and Research Place/Illumina Way. Additional access is provided on Judicial Drive through two right-in/out only access points. Access would be controlled through security personnel or other technical security methods. Internal vehicular, pedestrian, and bicycle circulation would also be maintained between structures, with slight modifications to connect the proposed structures to other existing uses.

All landscaping, brush management, and irrigation would conform to the requirements of the City of San Diego (City) Landscape Regulations (Municipal Code) and the City of San Diego Land Development Manual, City of San Diego Landscape Standards. Landscaping would comply with the Illumina Campus Design Guidelines, which provides a plant material list, hydroseed mix list, and brush management zones.

The project includes on-site utility improvements and connections to existing utility lines located in Judicial Drive. More specifically, the on-site water system would consist of 2- to 4-inch private lines on-site with three connections to the existing 12-inch PVC line in Judicial Drive. A 6- to 10-inch sewer lateral would be added on-site in order to provide sewer service to the proposed structure. The sewer lateral would connect to the existing 10-inch private sewer main on-site, that connects to the City of San Diego line located in Judicial Drive. The proposed storm drain system includes the implementation of three structural BMPs (BMP 1, BMP 2, and BMP 3) for storm water pollutant control. BMP 1 would be a flow-thru treatment control included as pre-treatment/forebay for an on-site retention or biofiltration BMP, in

order to pre-treat the storm water runoff. BMP 2 would be a detention pond for hydromodification management control. BMP 3 would be a biofiltration basin used for treatment before runoff enters the storm drain system and discharges into Rose Creek.

9. Surrounding land uses and setting:

Surrounding land use designations per the University Community Plan Land Use Map consist of Residential, Open Space, Parkland, and Industrial (see Figure 4). The existing land uses within the vicinity include apartments and condominiums to the north of the project site, open space (Marine Corps Air Station [MCAS] Miramar) to the east past Interstate 805 (I-805), and residential and park uses past Judicial Drive and Nobel Drive to the west and south, respectively.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

N/A

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego engaged the Iipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified via certified letter and email on June 29, 2017. Both Native American Tribes responded within the 30-day formal notification period requesting consultation. Consultation took place on July 14, 2017, with both Native American tribes, who determined that further evaluation was not necessary. Both Native American tribes declined and the consultation process was concluded.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use/Planning	☐ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☐ Tribal Cultural Resources
☐ Geology/Soils	☐ Noise	☐ Utilities/Service System
☒ Mandatory Findings Significance		

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D).* In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The University Community Plan does not specifically identify any 'designated' public view corridors or scenic vistas. However, the University Community Plan generally identifies the ocean, coastal bluffs, canyons, and open space areas within the community plan area as locations that serve as important scenic resources. As such, views of these scenic resources are considered potential scenic vistas.

Within the project viewshed area, potential scenic vistas consist of the view from I-805 and public roadways of the MCAS Miramar open space located to the east of the project site. The project would not cause a substantial view blockage of this open space area, as the project site is not located between the I-805 and the open space area, and no public views across the project site to the open space area exist due to existing intervening structures. The project would occur within an already developed portion of the Illumina Campus and would be consistent with the Illumina Campus Design Guidelines and, therefore, would not affect the visual quality or character within this viewshed. Therefore, the project would have a less than significant effect on a scenic vista.

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

The closest state highway to the project site is I-805. This highway is not a designated state scenic highway per the Department of Transportation (Caltrans) State Scenic Highway Program. Therefore, the project would not damage scenic resources within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐

In its existing state, the project areas contain paved parking lots. The proposed changes visible from surrounding areas consist of the construction of a 10-story office/R&D facility, the expansion of an 8-story parking structure, and additional landscaping.

Per the SDP/PDP, the project would be subject to the Illumina Campus Design Guidelines that seek to ensure the new construction design is compatible with the existing land uses on-site, as well as off-site. Such design standards within the SDP/PDP include the requirements that: architectural style, building placement, and building/landscape design should be visually compatible with current campus design elements; buildings would be articulated with offsets, changes of plane, stepped terraces architectural edges, etc. to create variations in building massing and visual interest; building exteriors and finishes would be similar to the existing colors, materials, and patterns currently in place for other campus buildings on-site; and parking structures would be designed to complement the surrounding buildings. Structures would be made of concrete and would utilize architectural articulation and visual breaks to screen parked vehicles and prohibit single treatment of any façade of a structure. While the proposed 10-story structure would be 175 feet tall and highly visible from public viewpoints, it would be consistent with the visual height of other nearby buildings within the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

University community planning area (e.g., La Jolla Commons, 4655 Executive Drive) and would not result in a degradation of character or quality.

In addition, the SDP/PDP also includes provisions that guide the landscaping requirements for the project. The goal of the landscaping design requirements is to ensure that the landscaping of individual development sites are designed to complement the structures on the site while reinforcing the existing landscaping, common areas, and circulation routes throughout the campus.

The project would not degrade the existing visual character or quality of the site and its surroundings; therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project would comply with the outdoor lighting standards contained in Municipal Code Section 142.0740 (*Outdoor Lighting Regulations*) that require all outdoor lighting be installed, shielded, and adjusted so that the light is directed in a manner that minimizes negative impacts from light pollution, including trespass, glare, and to control light from falling onto surrounding properties. Therefore, lighting installed with the project would not adversely affect day or nighttime views in the area, resulting in a less than significant lighting impact.

The project site is adjacent to I-805 and near the MCAS Miramar, and has potential to result in glare impacts to motorists and air traffic considering the site location. In order to avoid such glare impacts, exterior materials utilized for proposed structures would be limited to specific reflectivity ratings as required per Municipal Code Section 142.0730 (Glare Regulations). These design features would be required through the Illumina Campus Design Guidelines and are specifically intended to avoid glare issues. With the implementation of the project design measures, the project would have a less than significant glare impact.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project::

a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

Based on the most recent Department of Conservation Farmland Mapping and Monitoring Program (FMMP) map, the project site is classified as 'Urban and Built Up Land.' As such, the project would not convert farmland to a non-agricultural use, resulting in no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒

The project site is zoned Industrial Park (IP-1-1) per the University Community Plan and City of San Diego Zoning Ordinance. The project site is not under a Williamson Act Contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act Contract, resulting in no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

The project site is zoned Industrial Park (IP-1-1) per the University Community Plan and City of San Diego Zoning Ordinance. The project site is not within an area zoned as forest land, timberland, or for timberland production, resulting in no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project site contains existing industrial development and does not contain any forest land as defined by Public Resources Code Section 12220(g). Therefore, the project would not result in the loss of forest land or convert forest land to non-forest use, resulting in no impact.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project site is classified as 'Urban and Built Up Land' on the most recent FMMP map, does not contain any forest land as defined by Public Resources Code Section 12220(g), and does not contain any active agricultural operations. The existing environment surrounding the project site includes residential development, open space/conservation lands, and public facilities including major roadways. There are no active agricultural operations or forest land within the vicinity of the project site; therefore, the project would not result in the conversion of farmland to a non-agricultural use or convert forest land to a non-forest use, resulting in no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

The following discussion is based on an Air Quality Analysis report prepared by RECON for the Illumina Campus Project, dated September 15, 2016 (Appendix A).

The San Diego Air Pollution Control District (SDAPCD) is the agency that regulates air quality in the San Diego Air Basin, in which the project site is located. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) in response to the requirements set forth in the California Clean Air Act (CAA) Assembly Bill (AB) 2595 (SDAPCD 1992) and the federal CAA. As such, the RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS.

The project involves a Community Plan Amendment to transfer 987 ADT from Subarea 47 to the Illumina Campus (Subarea 37) in order to allow for additional development at the project site. Although the project would increase the allocated development intensity of the project site, it would decrease the development intensity of Subarea 47, resulting in no net change in development intensity in the community. As such, the project would be consistent with the growth anticipated by the Community Plan and SANDAG. Additionally, as discussed below, project emissions would not exceed the City's project-level significance thresholds. The project would not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not obstruct or conflict with implementation of the RAQS, resulting in no impact.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

As with the above analysis in Section III(a), the following discussion is based on the Air Quality Analysis report (see Appendix A). Per that analysis and in accordance with the City's significance determination thresholds (City 2011), the City utilizes the following SDAPCD trigger levels (Table 1) to determine if the project would contribute to an air quality violation:

Table 1
Air Quality Impact Screening Levels

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
VOC, ROG	--	137	15
$PM_{2.5}$[a]	--	67	10

SOURCE: Appendix A.
[a]The City does not specify a threshold for $PM_{2.5}$. Threshold here is based on SDAPCD, Rules 20.1, 20.2, 20.3
NOx = oxides of nitrogen; SOx = oxides of sulfur; CO = carbon monoxide; PM_{10} = 10-micron particulate matter; VOC = volatile organic compounds; ROG = reactive organic gas; $PM_{2.5}$ = 2.5-micron particulate matter

The project would generate emissions during construction and operation of the project. Construction and operation air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2013.2.2, as detailed in Appendix A. Below is a summary of findings.

Construction Emissions

Construction emissions would be short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Construction emissions for the project were modeled assuming construction would last for one year. Projects construction emissions are provided below in Table 2.

Table 2
Summary of Worst-case Construction Emissions
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	5	52	40	0	21	13
Grading	6	70	48	0	12	7
Building Construction	4	32	31	0	3	2
Paving	2	17	15	0	1	1
Architectural Coatings	32	2	3	0	0	0
Maximum Daily Emissions	**32**	**70**	**48**	**0**	**21**	**13**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*

SOURCE: Appendix A.
ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SOx = oxides of sulfur; PM_{10} = 10-micron particulate matter; $PM_{2.5}$ = 2.5-micron particulate matter

As shown in Table 2, project construction would not exceed the City's thresholds of significance. Therefore, as project construction emissions would be well below these limits, project construction

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

Operational Emissions

Operational emissions from the project would result from area and energy sources (consumer products, landscape maintenance, architectural coatings, natural gas use, etc.), as well a mobile sources (vehicle traffic). The project would result in a net increase of 987 ADT. Project operational emissions are provided in Table 3 below.

Table 3
Summary of Project Operational Emissions
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	9	0	0	0	0	0
Energy Sources	0	1	1	0	0	0
Mobile Sources	3	5	27	0	4	1
Total	**13**	**6**	**28**	**0**	**4**	**1**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*

SOURCE: Appendix A.
Note: Totals may vary due to independent rounding.
ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SOx = oxides of sulfur; PM_{10} = 10-micron particulate matter; $PM_{2.5}$ = 2.5-micron particulate matter

As shown in Table 3, project operations would not exceed the City's thresholds of significance. Therefore, as project operational emissions would be below these limits, project operation would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, the project would result in a less than significant impact.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

The San Diego Air Basin (SDAB) is classified as attainment for all criterion pollutants except ozone, 10-micron particulate matter (PM_{10}), and 2.5-micron particulate matter ($PM_{2.5}$). The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. Oxides of nitrogen (NO_X) and reactive organic gases (ROG) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in Tables 2 and 3 (Section III(b) above), emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ from construction and operation would be below the City's thresholds of

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

significance. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10}, or $PM_{2.5}$, and impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

The following analysis is based on the Air Quality Analysis report (see Appendix A). Sensitive receptors in the vicinity of the project include residential uses adjacent to the western project boundary (La Jolla Crossroads) and to the south of Judicial Drive (The Villas), as well as a library and park to the west.

Construction

Construction of the project would result in the generation of diesel-exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site. However, construction of the project would only occur over a one-year period of time, and with ongoing implementation of U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over time as project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

Operational Phase (CO Hot Spots)

Localized carbon monoxide (CO) concentration is a direct function of motor vehicle activity at signalized intersections particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal CAA. According to the CO Protocol, in maintenance areas, only projects that are likely to worsen air quality necessitate further analysis. The CO Protocol indicates projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at level of service (LOS) E or F, or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F. Based on the Transportation Impact Analysis discussed in XVI below (see Appendix I), the project would not result in a signalized intersection to operate at LOS E or worse, and, therefore, is not anticipated to result in a CO hot spot. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. Thus, once operational, the project would not be a significant source of odors. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses to the west and south of the project site; however, exposure to odors associated with project construction would be short term and temporary in nature. Once operational, the project would not be a significant source of odors (see Appendix A). Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

RECON conducted a field survey and prepared a site-specific biological report dated May 11, 2016 (Appendix B). The following discussion is based on the findings of this report.

Habitats

A total of five vegetation land cover types were located on-site, as shown in Table 4 and Figure 6. The City of San Diego Biology Guidelines identifies four tiers of sensitivity with Tiers I, II, and III considered sensitive and Tier IV not considered sensitive. The sensitive habitats on-site consist of Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, chamise chaparral, non-native grassland, and San Diego mesa hardpan vernal pools. The Diegan coastal sage scrub and disturbed Diegan coastal sage scrub is located within an open space lot (Lot 1) located at the northernmost point of the project site. The chamise chaparral, non-native grassland, and San Diego mesa hardpan vernal pools are located within a conservation easement (Lot 9) in the southeastern portion of the project site.

Table 4
Vegetation Communities and Land Cover Types
(acres)

Vegetation and Land Cover Types	ESL Tier	Existing
Diegan coastal sage scrub	II	0.67
Disturbed Diegan coastal sage scrub	II	1.84
Chamise chaparral	IIIA	1.57
Non-native grassland	IIIB	0.90
Developed land	IV	37.49
San Diego mesa hardpan vernal pools	-	0.13
TOTAL		**42.6**

SOURCE: Appendix B.
ESL = environmentally sensitive lands

The project would impact 9.2 acres of Developed Land (Tier IV) within the project site. Per the City's Biology Guidelines, impacts to Tier IV habitat do not require mitigation. The associated grading and construction activities would not impact the open space and conservation easement portions of the site, as grading and construction activities would not occur adjacent to or within these lots containing the vegetation and habitat types listed above. Therefore, no impacts to riparian habitat or other habitat community would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Sensitive Species

No sensitive plant or wildlife species were observed within the project site during the survey; however, there is a moderate to high potential for five sensitive species to occur on site:

- Coastal California gnatcatcher – moderate potential to occur; U.S. Fish and Wildlife Service (USFWS) listed as Threatened; California Department of Fish and Wildlife (CDFW) species of special concern
- San Diego fairy shrimp – high potential to occur; USFWS listed as endangered
- Western spadefoot – moderate potential to occur; CDFW species of special concern
- Coronado skink – moderate potential to occur; CDFW species of special concern
- Red diamond rattlesnake – moderate potential to occur; CDFW species of special concern

Although these species have a potential to occur within the project site, direct impacts would be less than significant considering these species were not located on-site and project activities would be limited to the existing developed area of the site.

Indirect impacts to sensitive species and/or habitat could result from water quality issues, storm water runoff, noise, and lighting. As discussed in Section IX below, the project would implement BMPs related to storm water discharges that would ensure off-site impacts associated with runoff are minimized and that storm water discharges would comply with City and State regulations. As discussed in Section I, the project would be required to comply with the outdoor lighting standards in Municipal Code Section 142.0740 (Outdoor Lighting Regulations) that require all outdoor lighting be installed, shielded, and adjusted so that the light is directed in a manner that minimizes negative impacts from light pollution, including trespass, glare, and to control light from falling onto surrounding properties. As discussed in Section XII, impacts associated with noise are expected to be less than significant, as construction of the project, as well as operational noise levels, would be required to comply with the City of San Diego Noise Abatement and Control Ordinance. Therefore, indirect impacts to sensitive species would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

See IV(a) above. No impacts to riparian or other sensitive habitat would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No wetlands as defined by Section 404 of the Clean Water Act were identified within the project site (see Appendix B). As such, the project would result in no impact to wetlands.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. The project site does not currently function as a significant wildlife movement corridor. The site is surrounded by residential development, roads, and fencing, which ultimately restrict its use by wildlife. The site is not identified as a significant regional wildlife corridor by the City's Multiple Species Conservation Program (MSCP) Subarea Plan and does not provide a throughway for wildlife species into major areas of off-site habitats. Therefore, the project would not interfere within the movement of any native resident or migratory species, impact an existing wildlife corridor, or impede the use of a native wildlife nursery site, resulting in no impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

As discussed in Section IV(a), the project impacts would be limited to the existing development footprint. The project would have no impact to protected biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The City's MSCP Subarea Plan identifies Multi-Habitat Planning Area (MHPA) lands, which are lands that have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. MHPA lands are considered by the City of San Diego to be a sensitive biological resource.

The project site is located approximately 225 feet away from the closest MHPA-designated area. Although the project site is 225 feet away from the closest MHPA, it is separated from it by I-805 and Nobel Drive. Due to these physical barriers, the City's Land Use Adjacency Guidelines would not be applicable to this project. No toxins or drainage would flow into the MHPA from the project and no immediate noise, invasive plant, or grading/land development concerns from the project would affect the MHPA due to I-805 and Nobel Drive buffering the MHPA from these issues. Any brush management that would occur on-site would not affect MHPA lands. No direct or indirect impacts would occur to the MHPA due to the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒

The existing buildings within the project site were constructed post-1999 and are therefore not 45 years old and not subject to evaluation under the California Environmental Quality Act (CEQA) or the City of San Diego criteria for listing as historical resources (Appendix C). As a result, implementation of the project would have no impact on historically significant resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒

RECON conducted a cultural resource survey of the project site and documented the findings in an Archeological Resources Report dated September 23, 2016 (see Appendix C).

There have been eight previously recorded prehistoric archeological sites located within the project site, identified as CA-SDI-12,428, -12,429, -12,430, -12,431, -12,432, -12,433, -12,434, and -12,435. All eight of these identified sites were destroyed during the construction of the Nobel Drive project in 1999-2000. In addition, the Native American Heritage Commission (NAHC) conducted a Sacred Lands Files search, which was received by RECON on May 16, 2016, the results of which were negative. A copy of this letter is contained within Appendix C**.** Based on these findings, no impacts to archaeological resources or prehistoric cultural resources would occur.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Fossils (paleontological resources) are the remains and/or traces of prehistoric life and represent an important and nonrenewable natural resource. Impacts to paleontological resources may occur during grading activities associated with project construction where excavation would be done in previously undisturbed geologic deposits/formations/rock units. According to the Geotechnical Investigation (Appendix D), the project area is underlain by the Scripps Formation, which has been categorized as having a high paleontological resource sensitivity rating.

Per the City of San Diego's Significance Determination Thresholds, projects that involve more than 1,000 cubic yards of excavation and depth of 10 feet or greater within a high sensitivity area are considered to have a potentially significant impact on paleontological resources. In addition, monitoring would be required for shallow grading (less than 10 feet) when a site has either been previously graded and/or unweathered geologic deposits, formation, or rock units are present at the surface of the site.

The project would involve approximately 105,000 cubic yards of cut and would excavate to a maximum depth of 18 feet. Considering the high paleontological sensitivity rating for underlying geology and the geologic formations encountered in borings conducted during the geotechnical investigation, the project grading activities have potential to disturb or destroy paleontological resources. Disturbance or loss of fossils would be considered a significant environmental impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Therefore, a Mitigation Monitoring Reporting Program (MMRP), as detailed within Section V of the MND, would be implemented. With implementation of the monitoring program, potential impacts on paleontological resources would be reduced to less than significant.

d) Disturb and human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

All of the areas to be impacted by the project have been heavily disturbed by grading for the original Nobel Drive project, and the potential for subsurface deposits to remain in these areas is extremely low. No cemeteries, formal or informal, have been identified on or adjacent to the project site. While there is a very low possibility of encountering human remains during subsequent project construction activities, it is noted that activities would be required to comply with state regulations that are intended to preclude impacts to human remains. Per CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), if human remains are discovered during construction, work would be required to halt in that area and no soil would be exported off-site until a determination could be made regarding the provenance of the human remains via the County Coroner and other authorities as required. Considering compliance with regulations would preclude significant impacts to human remains, impacts would be less than significant.

VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

A Geotechnical Investigation Report (see Appendix D) was prepared by GEOCON Inc. dated January 22, 2016 for the project. The following geology and soils analysis is based on this report.

There are six known active faults located within a 50-mile radius of the project site. The closest known active faults nearest the project site are the Newport-Inglewood Fault and Rose Canyon Fault, both located approximately 3½ miles west of the project site. These faults have the potential to generate earthquakes at a maximum earthquake magnitude (Mw) of 7.5 and 6.9, respectively. Earthquakes that generate from these faults or from other faults within southern California are potential generators of significant ground motion at the project site. However, any construction associated with the project would be required to be built in accordance with the applicable California Building Code guidelines currently adopted by the City of San Diego, thereby minimizing impacts due to the rupture of a known earthquake fault to less than significant levels.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☒	☐

Refer to Section VI(a)(i).

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Liquefaction generally occurs in areas where four criteria are met: the site is subject to seismic activity; on-site soil consists of cohesionless soil or silt and clay with low plasticity; groundwater is encountered within 50 feet of the surface; and soil relative densities are less than 70 percent. Seismically induced settlement can occur whether the potential for liquefaction exists or not. Within the project site, the potential for liquefaction or seismically induced settlement is considered to be very low, due to the dense nature of the existing fill located underneath the project site, the characteristics of the Scripps formation on which the project site sits, and the lack of groundwater within 50 feet of the ground surface. As such, the likelihood of the project exposing people to seismic-related ground failure or liquefaction is considered to be low, resulting in a less than significant impact.

iv) Landslides?	☐	☐	☒	☐

The site does not contain previous landslide debris. The topography of the site is generally flat. As such, the project is not anticipated to subject people or structures to landslides, resulting in a less than significant impact.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

The project site is underlain by one subsurface material consisting of previously placed fill (Qpf), and one geologic unit consisting of Scripps Formation (Tsc). The previously placed fill was found at depths ranging from 2½ to 15 feet. This type of fill is generally associated with previous grading operations and construction activity. The fill is composed of clayey or salty, fine to medium sand with traces of gravel. This type of fill is considered to be suitable for additional fill or structural loads. The Scripps formation is located below the previously placed fill, and would not likely be impacted by grading and construction activity. All grading activities within the site would be required to comply with the City of San Diego Grading Ordinance, which would ensure soil erosion and topsoil loss is minimized to less than significant levels.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

As discussed in Section VI(a) and VI(b), the project site is not likely to be subject to landslides, and the potential for liquefaction and subsidence is low. The soils and geologic units underlying the site are considered to have a “very low” to “medium” expansion potential. The project design would be required to comply with the requirements of the California Building Code, ensuring risks associated

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

with expansive soils are minimized. As such, impacts due to expansive soils are expected to be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

Based on boring tests completed on-site, the materials underlying the project site are expected to have a "very low" to "medium" expansion potential. In addition, the project design would be required to comply with all applicable California Building Codes, thereby ensuring risks associated with expansive soils are minimized. As such, impacts due to expansive soils are expected to be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The project would be served by existing sewer infrastructure, resulting in no impact.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (CAP Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

The Consistency Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. The completed CAP Checklist for the project is located in Appendix E.

Under Step 1 of the CAP Checklist, the project is consistent with the existing General Plan designation and zoning for the site. While the project includes a CPA, the CPA is proposed to transfer allowed development from one area in the University community planning area to another

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

and the overall allowed development in the community would remain the same. As no change in the overall growth in the community would occur, the project would be consistent with the SANDAG Series 12 growth projections used to determine the CAP projections. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP. Furthermore, completion of Step 2 of the CAP Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. Thus, the project is consistent with the CAP.

Based on the project's consistency with the City's CAP Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and cumulative GHG emissions would have a less than significant impact on the environment.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Refer to Section VII(a).

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal; however, the project would not routinely transport, use or dispose of hazardous materials. In addition, appropriate handling techniques shall be implemented for any unknown subsurface discoveries, to meet local, state, and federal regulations. Therefore, the project would not create a significant hazard to the public or environment.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Based on an EnviroStor database search completed in June 2017, the project site does not contain any leaking Underground Storage Tank (UST) cleanup sites, permitted USTs, or other cleanup sites located within 1,000 feet. If construction activities encounter underground contamination, the contractor would be required to implement Section 803, "Encountering or Releasing Hazardous Substances or Petroleum Products," of the City of San Diego Standard Specifications for Public Works Construction, which is included in all construction documents and would ensure the proper handling and disposal of any contaminated soils in accordance with all applicable local, state, and

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

federal regulations. Compliance with these requirements would minimize the risk to the public and the environment; therefore, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

There are no schools within a quarter mile of the project site, resulting in no impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

According to the California Department of Toxic Substances Control EnviroStor Database, the project site does not contain any sites listed that contain hazardous materials that have been compiled pursuant to Government Code Section 65962.5. Therefore, no impacts would result.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

The project site is within an identified Airport Influence Area (AIA) per the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP), and would therefore be subject to the ALUCP regulations. The project site is within AIA Review Area 1, and is located within the 60 to 65 decibel (dB) community noise equivalent level (CNEL) noise contour area. Review Area 1 consists of locations where noise and/or safety concerns may be cause for limiting the types of allowable land uses within the area. The project site is not within a designated Accident Potential Zone (APZ) as identified in the MCAS Miramar ALUCP. Since the project would be required to comply with the regulations identified in the ALUCP and the site is located outside of the designated APZs, the potential for exposing people to hazards would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

The project is not within the vicinity of private airstrip.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The project does not include any off-site changes to existing roadways and would not impact access to the site. An additional secondary access point to the proposed parking structure would be constructed in order to allow for ease of access. The structures and site access would comply with the City's and California Building Code emergency access requirements. Therefore, the project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

The project site is surrounded by urban development and vacant land. Per the Official Very High Fire Hazard Severity Zone Map (City 2009), the site is located within a very high fire hazard severity zone. However, the project would not place residences within any wildland area, and would comply with the City's building codes and brush management requirements intended to reduce fire risks. With compliance with these regulations, project impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

The project would be required to demonstrate compliance with the 2013 Municipal Storm Water Permit for the San Diego region (2013 MS4 Permit), the City of San Diego Storm Water Standards and the Model BMP Design Manual for the San Diego region. To provide compliance during project operations, a Storm Water Quality Management Plan (SWQMP) was prepared for the project by Rick Engineering Company and included as Appendix F. The water quality analysis and results of this report is summarized below. Also as required, the project would prepare a Stormwater Pollution Prevention Plan (SWPPP) to address water quality during construction. The City's regulations require the identification of project-specific measures and design requirements to ensure that water quality standards are adhered to and implemented during both project construction and operation. As such, the project would not violate any water quality standards.

Per the SQWMP (see Appendix F), the drainage conditions would remain similar to the pre-project condition. The project runoff would to be collected via surface drains, directed into an underground detention vault that discharges into a biofiltration basin for treatment before being discharged into the City's stormdrain system in Judicial Drive, and ultimately into Rose Creek.

The project is considered to be a PDP, and is therefore required to implement structural BMPs for storm water pollutant control (BMP Design Manual Chapter 5, Part 1 of Storm Water Standards). The project would implement three structural BMPs (BMP 1, BMP 2, and BMP 3) for storm water pollutant control. BMP 1 would be a flow-thru treatment control included as pre-treatment/forebay

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

for an on-site retention or biofiltration BMP, in order to pre-treat the storm water runoff. BMP 2 would be a detention pond for hydromodification management control. BMP 3 would be a biofiltration basin used for treatment before runoff enters the storm drain system and discharges into Rose Creek. As the project features would protect water quality in compliance with the local and state regulations, the project would not result in any water quality standard or waste discharge violations. Impacts would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

The project would retain the existing water service connections and any new expansion within the Campus would not substantially modify the design and operational characteristics of the two existing domestic water service connections, the on-site private domestic water main joining the two connection points and the 2- and 4-inch domestic water distribution mains. New buildings would be connected to the existing 4-inch private water mains. As such, the project would not draw upon groundwater resources directly.

The following discussion is based on the drainage study (Appendix G) prepared by Rick Engineering Company for the Illumina Campus Project, dated October 6, 2016. In the post-project condition, the drainage characteristics (i.e., overall impervious area and flow pattern) would remain similar as compared to the pre-project condition, as the proposed parking structure and R&D/Office facility would be constructed upon an area that consists of existing impervious surfaces in the form of a paved parking lot. Based on the calculations, the project would disturb 9.2 acres of the site, and the post-project condition would contain 1.1 acres of pervious area and 8.2 acres of impervious area, for an approximate increase of 0 percent in impervious area. Runoff from the project would be directed into an underground detention vault that discharges into a biofiltration basin for treatment before entering the storm drain system and discharging into Rose Creek. Therefore, since the storm water runoff would remain similar as compared to the pre-project conditions, no impacts to groundwater recharge are expected as a result of implementing the project.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

According to the Drainage Study (see Appendix G), in the post-project condition, the drainage characteristics (i.e., overall area, impervious area, flow pattern) would remain similar as compared to the pre-project condition for both drainage systems. Runoff from the project would be directed into an underground detention vault that discharges into a biofiltration basin for treatment before entering the storm drain system and discharging into Rose Creek. Based on the calculations, the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

project would disturb 9.2 acres of the site, and the post-project condition would contain 1.1 acres of pervious area and 8.2 acres of impervious area, for an approximate increase of 0 percent in impervious area. As such, the project would not alter the existing drainage pattern of the site, and would utilize a biofiltration system for treatment before discharging runoff into Rose Creek, therefore resulting in a less than significant impact.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☒	☐

As indicated in Section IX(c), the project would not alter the existing drainage pattern of the site or significantly alter runoff volumes. The project would not alter the impervious area and runoff would continue to be discharged into the storm drain system. Thus, the project would result in a less than significant impact.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Refer to Section IX(d).

f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

The project is considered to be a PDP, and is, therefore, required to implement structural BMPs for storm water pollutant control (BMP Design Manual Chapter 5, Part 1 of Storm Water Standards). The project would implement three structural BMPs (BMP 1, BMP 2, and BMP 3), as summarized above in Section IX(a). With the implementation of BMPs, the project would not substantially degrade water quality. Impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

The project would not include the development or relocation of housing, resulting in no impact.

h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	☐	☐	☐	☒

The project site is not located within a Federal Emergency Management Agency (FEMA) designated floodplain or floodway, per the FEMA Flood Insurance Rate Map (Number 06073C1602G), resulting in no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

The project proposes an additional 351,466 square feet of office and R&D space, as well as a parking garage within the existing Illumina Campus area. The project area is zoned IP-1-1, and the project would be consistent with the allowed uses under this zoning designation. As such, the project would not physically divide an established community, resulting in no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The project would require a SDP/PDP, per San Diego Municipal Code Section 126.0113(c), to amend the existing Planned Industrial Permit (PID) No. 99-0034 for the Illumina Campus to allow for the expansion of the existing R&D manufacturing, corporate and supporting office uses that currently exist within the project site. In addition, the project would include a Community Plan Amendment to transfer 987 ADT from Subarea 47 to the Illumina Campus in Subarea 37 to increase the existing 7,670 ADT allocated to the site for a total 8,657 ADT to support the expansion.

The project site is designated for Industrial uses per the City of San Diego General Plan and University Community Plan and is zoned as IP-1-1 under the City of San Diego Zoning Map. The IP-1-1 zone allows for research and development uses with some limited manufacturing. The purpose of the IP zone is to provide for high quality science and business park development. The property development standards of this zone are intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping, as required through the project Design Guidelines. The Design Guidelines require parking structures to complement the surrounding buildings, as well as architectural articulation and visual breaks. Also, accessory uses would be oriented to the interior of the site and would be limited to 10 percent of the total allowed gross floor area. Overall, the existing as well as the proposed project land uses would be consistent with the allowed uses under the Industrial land use designation and IP-1-1 zone. No deviations to the IP-1-1 are proposed by the project.

While the project site is located within the MCAS Miramar ALUCP AIA Review Area 1, the project would not conflict with the requirements of the ALUCP. See Section VIII for more information.

As discussed further in Section IV, the project would not conflict with the regulations identified in the MSCP Subarea Plan. The project development would not affect biological resources protected by the MSCP.

Overall, no impacts would result relative to a land use plan conflict.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Refer to Section IV(f).

XI. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

The project site is located within an area designated as MRZ-3 per the California Geologic Survey Mineral Resource Map. MRZ-3 zones are areas that require further exploration to determine if mineral resources are present that could warrant a reclassification to an MRZ-2 designation (areas that contain significant mineral resources). The areas around the project are not being used for the recovery of mineral resources and are not designated by the General Plan, University Community Plan, or other local, state, or federal land use plan for mineral resources recovery; therefore, the project would not result in the loss of mineral resources, resulting in no impact.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Refer to Section XI(a).

XII. NOISE – Would the project result in:

a) Generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

RECON prepared a Noise Analysis for the project dated September 13, 2016 (Appendix H). The Noise Analysis discusses potential noise impacts from the construction and operation of the project. The following analysis is based on Appendix H.

The City of San Diego Noise Abatement and Control Ordinance (Ordinance) contains the regulations governing construction and operational (stationary) noise levels within the City. The Ordinance prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. that create disturbing, excessive or offensive noise. The Ordinance also prohibits construction activities from generating an average noise sound level greater than 75 dB from 7:00 a.m. to 7:00 p.m. at or beyond the property lines of any property zoned residential.

Construction activities would generally occur between 7:00 a.m. and 7:00 p.m. on weekdays. Construction noise levels would range from 38 to 61 A-weighted decibels average sound level [dB(A) L_{eq}] at the property lines of the nearest residential uses. While construction may be heard over other noise sources in the area, the exposure would be temporary and would not exceed the applicable

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

regulation of 75 dB(A) $L_{eq\ (12h)}$ at the nearest property line of a residential use. Therefore, temporary increases in noise levels from construction activities would be less than significant.

Operational noise is generated from mobile sources entering/exiting the project site, as well as stationary sources located within the project area. The project would result in a less than 1 dB increase in traffic noise over the existing condition along all affected roadway segments. This increase in noise level would be less than perceptible; thus, the project would not contribute to a substantial increase in traffic noise.

Regarding stationary noise sources located on-site, since the project site is within an industrial zoning district and is adjacent to a multifamily residential zoning district, on-site noise was assessed for compliance with the applicable noise level limits of 65 dB(A) L_{eq} in the day, 62 dB(A) L_{eq} in the evening, and 60 dB(A) L_{eq} at night. Daytime on-site generated noise levels would range from 34 to 48 dB(A) L_{eq} and evening and nighttime noise levels would range from 31 to 45 dB(A) L_{eq} at the property line of residential uses. These noise levels would be well below the applicable noise level limits of 65 dB(A) L_{eq} in the day, 62 dB(A) L_{eq} in the evening, and 60 dB(A) L_{eq} at night. Noise levels at the property line of the Nobel Athletic Area and Library would range from 37 to 45 dB(A) L_{eq} in the day and 34 and 42 dB(A) L_{eq} at night. The City's Noise Abatement and Control Ordinance does not establish a limit for recreational land uses. As noise levels associated with operation of the project would comply with the City Municipal Code Section 59.5.0401, on-site generated noise impacts would be less than significant.

b) Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐

As described in Sections XII(a) and XII(d), potential effects from construction noise would be reduced through compliance with City restrictions. Pile driving activities that would potentially result in ground borne vibration or ground borne noise are not anticipated with construction of the project. Considering the location of the proposed structures relative to property lines (i.e., minimum separation of 30 feet), vibration from standard heavy construction equipment would not affect areas off-site. As such, the project would not result in the exposure of persons to excessive ground borne vibration or noise, and impacts would be less than significant. No mitigation measures are required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

As discussed in Section XII(a), operational noise is anticipated to generate noise levels ranging from 34 to 48 dB(A) L_{eq} during the day and range from 31 to 45 dB(A) L_{eq} during the evening and night, as measured at the nearest property lines of adjacent residential uses. In addition, the project would result in a less than 1 dB increase in traffic noise over the existing condition along all affected roadway segments (see Appendix H). As the project's permanent increase in ambient noise levels within the project vicinity would be less than the City's noise limits, project impacts to ambient noise would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	☐	☐	☒	☐

Construction activities would generate temporary and periodic increases in ambient noise levels within the project vicinity. As discussed above, construction would generally occur between 7:00 a.m. and 7:00 p.m. on weekdays. Construction noise levels would range from 38 to 61 dB(A) L_{eq} at the property lines of the nearest residential uses. While construction may be heard over other noise sources in the area, the exposure would be temporary and would not exceed the applicable regulation of 75 dB(A) $L_{eq\ (12h)}$ at the nearest property line of a residential use. Therefore, temporary or periodic increases in ambient noise levels from construction activities would be less than significant.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐

The project site is located within the AIA zone of MCAS Miramar, and is therefore subject to the land use policies within the MCAS Miramar ALUCP. According to the ALUCP, R&D facilities are compatible with aircraft noise levels up to 70 CNEL and conditionally compatible with noise levels up to 80 CNEL. The project site is between the 60 CNEL and 65 CNEL contours for MCAS Miramar. As such, aircraft noise levels generated from MCAS Miramar would not exceed the applicable compatibility criteria of 70 CNEL as identified in the ALUCP, resulting in less than significant impacts.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Refer to Section XII(e).

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The project would not directly induce substantial population growth, as the project does not include housing and would not result in additional residents in the City beyond that already planned through the University Community Plan (City 2016) and General Plan (City 2008). While the proposed increase in office space would allow for additional occupants and employees within the project site, this addition of people within the project site is allowed through a transfer of allowed trips from another site within the community. The area is already urbanized, with utilities and other

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

infrastructure available. The project would not result in increased infrastructure capacities or extensions that would allow for additional growth. Thus, the project would not induce substantial population growth within the community.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The project site does not contain existing housing, and the project would not displace housing. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The project would involve construction within the existing Illumina Campus footprint, and would not displace any people or housing. Thus, no impact would occur.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provisions 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 rations, response times or other performance objectives for any of the public services:

i) Fire protection	☐	☐	☐	☒

The project would involve the construction of an additional office and R&D building, as well as a parking garage and supporting infrastructure within the existing Illumina Campus. Considering the proposed uses and location within an existing developed site, no additional fire protection services would be required as a result of the implementation of the project. As such, the project would not involve the provision or alteration of a new or existing fire protection facility. No impact would occur.

ii) Police protection	☐	☐	☐	☒

The project would involve the construction of an additional office and R&D building, as well as a parking garage and supporting infrastructure within the existing Illumina Campus. Considering the proposed uses and location within an existing developed site, no additional police protection services would be required as a result of the implementation of the project. As such, the project would not involve the provision or alteration of a new or existing police protection facility. No impact would occur.

iii) Schools	☐	☐	☐	☒

The project would not have an impact on existing school facilities, as the project would not introduce a new population base that would require additional school facilities (see Section XIII(a)).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Parks	☐	☐	☐	☒

The project would not have an impact on existing park facilities, as the project would not introduce a new population base that would require additional park facilities (see Section XIII(a)).

v) Other public facilities	☐	☐	☐	☒

The project would involve the construction of an additional office and R&D building, as well as a parking garage and supporting infrastructure within the existing Illumina Campus. As such, the project would have no impact on other public facilities, as the project would not introduce a new population base that would require additional public facilities.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

The project would not involve the provision or alteration of a new or existing park facility. The project would have no impact on existing recreation facilities, as the project would not introduce a new population base that would require additional recreation facilities (see Section XIII(a)).

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

The project does not include recreational facilities or require the construction or expansion of recreational facilities, as the project would not introduce a substantial increase in the population base within the vicinity of the project area (see Sections XIII(a) and IV(a)). As such, the project would not have an adverse physical effect on the environment due to the construction of recreational facilities.

XVI. TRANSPORTATION/TRAFFIC – Would the project?

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

A Traffic Impact Analysis (TIA) was prepared by Urban Systems Associates, Inc. on July 5, 2017 to address the project's traffic impacts (see Appendix I). The following analysis is based on the TIA.

Methodology

The analysis below was completed based on the City of San Diego's Traffic Impact Study Manual, which includes guidelines for forecasting, trip generation and assignment, and analysis procedures. In accordance with this guidance, the most recent 2010 Highway Capacity Manual, San Diego Traffic Engineer's Council/Institute of Traffic Engineers (ITE) guidelines, the SANDAG Series 11 2030 transportation model, and the City's May 2003 Trip Generation Manual were utilized. In summary, the analysis evaluates intersections and roadway segments based on a LOS analysis that considers the roadway traffic volumes, roadway capacity, traffic volumes, and vehicle delay at intersections. The LOS analysis utilizes a scale of LOS A to LOS F, where LOS A represents free-flowing traffic and LOS F represents substantial traffic congestion. Significance was determined based on the City's 2011 CEQA Significance Determination Thresholds. The City has established LOS D or better as the objective for intersections and street segments, with the significance thresholds identified in Table 5 below.

Table 5
San Diego Significance Thresholds

	Freeways		Roadway Segments			
Level of Service with Project[1]	V/C	Speed (mph)	V/C	Speed (mph)	Intersections Delay (seconds)	Ramp Metering Delay[2] (minutes)
E (or ramp meter delays above 15 minutes)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 minutes)	0.005	0.5	0.01	0.5	1.0	1.0

V/C = volume to capacity; mph = miles per hour

[1] The acceptable LOS for freeways, roadways, and intersections is generally "D" under both direct (existing/near-term) and cumulative (long-term) conditions ("C" for undeveloped locations which does not apply to the study area). For metered freeway ramps, LOS does not apply; however ramp meter delays of more than 15 minutes are considered excessive.

[2] The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

Project Trip Generation

The project site is currently entitled with a maximum trip generation volume of 7,670 ADT. The project includes a Community Plan Amendment to transfer 987 ADT from Subarea 47 of the University Community Plan to the project site located with Subarea 37, for a total maximum trip generation volume of 8,657 ADTs. The project proposes the expansion of the R&D and Corporate Headquarters uses to the existing industrial campus as well as additional ancillary non-trip generating accessory space. Accessory uses, including accessory commercial uses are non-trip generating because they serve onsite tenants/employees. The future building area and maximum allowable development intensity are not limited to a maximum gross floor area, but rather are limited by the maximum trip generation volume of 8,657 ADT allocated to the project site, broken

down by the various trip generating uses. The project would be conditioned to ensure the vehicle trip generation of the existing and proposed trip generating uses on-site does not exceed the maximum trip generation volume of 8,657 ADT. Overall, the net increase in trips generated at the site consists of the transferred 987 ADT.

Existing Plus Project Conditions

The existing conditions analysis is based on the current circulation network conditions, and traffic counts conducted Tuesday, April 7, 2015. The network conditions consist of Judicial Drive as a four-lane Major (40,000 capacity) within the study area. Nobel Drive consists of a six-lane Prime Arterial from Towne Centre Drive to I-805 Interchange (60,000 capacity) and a four-lane Major Arterial from I-805 to Miramar Road (40,000 capacity) within the project study area. Both these roadways are built to their Community Plan classifications.

Roadway Segments

As shown in Table 6, all roadway segments operate at acceptable LOS D or better under the existing conditions. With the addition of project traffic to the existing conditions, all roadway segments would continue to operate at acceptable levels. As no segments in the study area would operate at unacceptable LOS E or F, the project would result in less than significant direct impacts to roadway segments.

Table 6
Existing Plus Project Condition for Road Segment Operations

Road Segment	Existing			Existing Plus Project			Significant?[1]
	ADT	V/C	LOS	ADT	V/C	LOS	
Judicial Drive							
Sydney Court to Illumina Way	6,299	0.16	A	6,733	0.17	A	No
Illumina Way to Nobel Drive	10,309	0.26	A	10,862	0.27	A	No
Nobel Drive							
Judicial Drive to I-805 SB On-Ramp	20,537	0.34	A	21,090	0.35	A	No
I-805 SB On-Ramp to I-805 NB Off-Ramp	20,537	0.34	A	21,090	0.35	A	No
I-805 NB Off-Ramp to Miramar Road	19,717	0.49	B	20,053	0.50	C	No

SOURCE: Appendix I.
[1]As indicated in Table 5, project segment t impacts would be potentially significant if the facility operated at LOS E and the project added more than 0.02 to the V/C or the facility operated at LOS F and the project added more than 0.01 to the V/C.
ADT=average daily trips; V/C= volume to capacity ratio; LOS = level of service

Intersections

As shown in Table 7, all intersections operate at acceptable LOS D or better under the existing conditions. With the addition of project traffic to the existing conditions, all intersections would continue to operate at acceptable levels. As no intersections in the study area would operate at unacceptable LOS E or F, the project would result in less than significant direct impacts to intersections.

Table 7
Existing Plus Project Conditions for Intersection Operations

Intersection	Peak Hour	Existing		Existing Plus Project		Significant?[1]
		Delay	LOS	Delay	LOS	
1. Golden Haven Drive at Judicial Drive	AM	28.2	C	28.2	C	No
	PM	28.0	C	28.2	C	No
2. Judicial Drive at Sydney Court	AM	13.4	B	13.4	B	No
	PM	9.4	A	9.4	A	No
3. Judicial Drive at Research Place	AM	12.4	B	17.2	B	No
	PM	32.2	C	32.5	C	No
4. Judicial Dive. at Nobel Drive	AM	15.5	B	15.7	B	No
	PM	28.1	C	29.6	C	No
5. Nobel Drive at I-805 SB On-Ramp	AM	3.8	A	3.8	A	No
	PM	5.1	A	5.3	A	No
6. Nobel Drive at I-805 NB Off-Ramp	AM	8.7	A	8.9	A	No
	PM	8.7	A	8.8	A	No
7. Nobel Drive at Miramar Road	AM	12.7	B	12.9	B	No
	PM	16.4	B	16.8	B	No

SOURCE: Appendix I.
LOS = level of service; Delay is measured in seconds.
All intersections are signalized.
[1]An intersection impact would be significant if the intersection operates at LOS E or F, and the project causes an additional delay over 1 second or over 2 seconds, respectively (see Table 5).

Ramp Meters

As shown in Table 8, the I-805 on-ramp at Nobel Drive in the PM peak hour would operate with a maximum delay of 11.07 minutes per vehicle under the existing conditions. With the addition of the project to the existing conditions, this ramp meter would continue to operate with an acceptable delay of 13.84 minutes per vehicle. As this delay would continue to be under the 15-minute threshold and the freeway mainline operates at acceptable LOS D, project impacts to ramp meters under the existing plus project conditions would be less than significant.

Table 8
Existing Plus Project Conditions for Ramp Meter Operations

Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (feet)	Freeway Mainline LOS	Significant?[2]
Existing (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp/Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	639	232	36	11.07	1,048	D	NA
Existing Plus Project (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp/Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	720	241	45	13.84	1,311	D	No

SOURCE: Appendix I
[1]The worst-case most restrictive meter rate provided by Caltrans was utilized for this analysis. The meter rate is assumed to be 196 vehicles per hour per lane.
[2]Significant if the mainline operates at unacceptable levels, and the delay exceeds 15 minutes and the project would add more than 2 minutes of delay.
NA= not applicable.
LOS = level of significance; SB = southbound; SOV = single-occupancy vehicle; HOV = high-occupancy vehicle

Near-term Plus Project

Cumulative projects are projects in the study area that would add traffic to the local circulation system in the near future. Based on research conducted for the cumulative condition, six City projects were identified for inclusion in the near-term cumulative analysis. These cumulative projects consist of the UTC Expansion (21,973 ADT), La Jolla Commons (4,833 ADT), La Jolla Centre III (4,162 ADT), Nexus Tech Center (1,843 ADT), La Jolla Crossroads (2,832), and San Diego Fire Station 50 (44 ADT). The circulation network facilities were assumed to be the same as the existing conditions.

Roadway Segments

As shown in Table 9, all roadway segments operate at acceptable LOS D or better under the near-term conditions. With the addition of project traffic to the near-term conditions, all roadway segments would continue to operate at acceptable levels. As no segments in the study area would operate at unacceptable LOS E or F, the project would result in less than significant direct near-term impacts to roadway segments.

Table 9
Near-term Plus Project Condition for Road Segment Operations

Road Segment	Near-term			Near-term Plus Project			Significant?[1]
	ADT	V/C	LOS	ADT	V/C	LOS	
Judicial Drive							
Sydney Court to Illumina Way	10,254	0.26	A	10,688	0.27	A	No
Illumina Way to Nobel Drive	12,092	0.30	A	12,644	0.32	A	No
Nobel Drive							
Judicial Drive to I-805 SB On-Ramp	25,865	0.43	B	26,418	0.44	B	No
I-805 SB On-Ramp to I-805 NB Off-Ramp	25,554	0.43	B	26,107	0.44	B	No
I-805 NB Off-Ramp to Miramar Road	22,856	0.57	C	23,192	0.58	C	No

SOURCE: Appendix I.

[1]As indicated in Table 5, project segment t impacts would be potentially significant if the facility operated at LOS E and the project added more than 0.02 to the V/C or the facility operated at LOS F and the project added more than 0.01 to the V/C.

ADT = average daily traffic; V/C= volume-to-capacity ratio; LOS = level of service

Intersections

As shown in Table 10, all intersections operate at acceptable LOS D or better under the near-term conditions. With the addition of project traffic to the near-term conditions, all intersections would continue to operate at acceptable levels. As no intersections in the study area would operate at unacceptable LOS E or F, the project would result in less than significant direct near-term impacts to intersections.

Table 10
Near-term Plus Project Conditions for Intersection Operations

Intersection	Peak Hour	Near-term Delay	Near-term LOS	Near-term Plus Project Delay	Near-term Plus Project LOS	Significant?[1]
1. Golden Haven Drive at Judicial Drive	AM	28.7	C	28.9	C	No
	PM	28.8	C	30.5	C	No
2. Judicial Drive at Sydney Court	AM	22.7	C	22.7	C	No
	PM	12.8	B	16.8	B	No
3. Judicial Drive at Research Place	AM	14.1	B	19.4	B	No
	PM	28.6	C	33.1	C	No
4. Judicial Drive at Nobel Drive	AM	17.3	B	17.6	B	No
	PM	23.5	C	28.6	C	No
5. Nobel Drive at I-805 SB On-Ramp	AM	3.8	A	3.8	A	No
	PM	5.2	A	5.3	A	No
6. Nobel Drive at I-805 NB Off-Ramp	AM	9.9	A	10.2	B	No
	PM	9.9	A	10	A	No
7. Nobel Drive at Miramar Road	AM	13.3	B	13.5	B	No
	PM	19.4	B	20	C	No

SOURCE: Appendix I.
LOS = level of service; Delay is measured in seconds.
All intersections are signalized.
[1]An intersection impact would be significant if the intersection operates at LOS E or F, and the project causes an additional delay over 1 second or over 2 seconds, respectively (see Table 5).

Ramp Meters

As shown in Table 11, the I-805 on-ramp at Nobel Drive in the PM peak hour would operate with a maximum delay of 31.27 minutes per vehicle under the near-term conditions. As this exceeds 15 minutes, this delay is considered unacceptable. With the addition of the project to the near-term conditions, this ramp meter would continue to operate with an unacceptable delay of 34.04 minutes per vehicle. While this delay would exceed the 15-minute and would exceed the two-minute threshold (2.77 minute increase in delay), project impacts to ramp meters under the near-term plus project conditions would be less than significant since the freeway mainline operates acceptably.

Table 11
Near-term Plus Project Conditions for Ramp Meter Operations

Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (feet)	Freeway Mainline LOS	Significant?[2]
Near-term (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp / Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	890	298	102	**31.27**	2,962	D	NA
Near-term Plus Project (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp / Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	917	307	111	**34.04**	3,225	D	No

SOURCE: Appendix I.
[1]The worst-case most restrictive meter rate provided by Caltrans was utilized for this analysis. The meter rate is assumed to be 196 vehicles per hour per lane.
[2]Significant if the mainline operates at unacceptable levels, and the delay exceeds 15 minutes and the project would add more than 2 minutes of delay.
NA= not applicable
LOS = level of significance; SB = southbound; SOV = single-occupancy vehicle; HOV = high-occupancy vehicle

Horizon Year 2030

The following analysis represents the year 2030 traffic conditions (horizon year) without and with the project. The analysis was derived from the SANDAG 2030 Series 11 model. No local roadway network changes were assumed, but the Interstate 805 widening project was assumed to be complete.

Roadway Segments

As shown in Table 12, all roadway segments operate at acceptable LOS D or better under the horizon year conditions except Nobel Drive from I-805 northbound off-ramp to Miramar Road that would operate at LOS E. With the addition of project traffic to the horizon year conditions, this segment of Nobel Drive would continue to operate at unacceptable LOS E and the remaining segments would continue to operate acceptably. As the project would add less than 0.02 to the V/C ratio at this Nobel Drive segment operating at unacceptable LOS E, the project would result in a less than significant cumulative impact to this segment. Thus, project impacts to roadway segments in the horizon year would be less than significant.

Table 12
Horizon Year Plus Project Condition for Road Segment Operations

Road Segment	Horizon Year			Horizon Year Plus Project			Change in V/C	Significant?[1]
	ADT	V/C	LOS	ADT	V/C	LOS		
Judicial Drive								
Sydney Court to Illumina Way	20,300	0.51	B	20,734	0.52	B	0.01	No
Illumina Way to Nobel Drive	21,000	0.53	B	21,553	0.54	C	0.01	No
Nobel Drive								
Judicial Dive. to I-805 SB On-Ramp	31,600	0.53	B	32,153	0.54	B	0.01	No
I-805 SB On-Ramp to I-805 NB Off-Ramp	36,500	0.61	C	37,053	0.62	C	0.01	No
I-805 NB Off-Ramp to Miramar Road	37,700	0.94	E	38,036	0.95	E	0.01	No

SOURCE: Appendix I.
[1]As indicated in Table 5, project segment t impacts would be potentially significant if the facility operated at LOS E and the project added more than 0.02 to the V/C or the facility operated at LOS F and the project added more than 0.01 to the V/C.
ADT = average daily traffic; V/C = volume to capacity ratio; LOS = level of service

Intersections

As shown in Table 13, all intersections operate at acceptable LOS D or better under the horizon year conditions. With the addition of project traffic to the horizon year conditions, all intersections would continue to operate at acceptable levels. As no intersections in the study area would operate at unacceptable LOS E or F, the project would result in less than significant cumulative impacts to intersections under the horizon year conditions.

Table 13
Horizon Year Plus Project Conditions for Intersection Operations

Intersection	Peak Hour	Horizon Year		Horizon Year Plus Project		Significant?[1]
		Delay	LOS	Delay	LOS	
1. Golden Haven Drive at Judicial Drive	AM	28.9	C	33.1	C	No
	PM	30.5	D	46.1	D	No
2. Judicial Drive at Sydney Court	AM	22.7	C	28.9	C	No
	PM	16.8	C	20.3	C	No
3. Judicial Drive at Research Place	AM	19.4	B	20.5	C	No
	PM	33.1	C	35	D	No
4. Judicial Drive at Nobel Drive	AM	17.6	C	23.2	C	No
	PM	28.6	C	26.8	C	No
5. Nobel Drive at I-805 SB On-Ramp	AM	3.8	A	4.2	A	No
	PM	5.3	A	5.9	A	No
6. Nobel Drive at I-805 NB Off-Ramp	AM	10.2	B	12.2	B	No
	PM	10	B	12.3	B	No
7. Nobel Drive at Miramar Road	AM	13.5	B	16.1	B	No
	PM	20	C	34.1	C	No

SOURCE: Appendix I.
LOS = level of service; Delay is measured in seconds
All intersections are signalized.
[1]An intersection impact would be significant if the intersection operates at LOS E or F, and the project causes an additional delay over 1 second or over 2 seconds, respectively (see Table 5).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Ramp Meters

As shown in Table 14, the I-805 on-ramp at Nobel Drive in the PM peak hour would operate with a maximum delay of 51.38 minutes per vehicle under the horizon year conditions. As this exceeds 15 minutes, this delay is considered unacceptable. With the addition of the project to the horizon year conditions, this ramp meter would operate with an unacceptable delay of 54.34 minutes per vehicle. While this delay would exceed the 15-minute and would exceed the 2 minute threshold (2.76 minute increase in delay), project impacts to ramp meters under the horizon year plus project conditions would be less than significant since the freeway mainline would operate acceptably.

Table 14
Horizon Year Plus Project Conditions for Ramp Meter Operations

Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (Feet)	Freeway Mainline Operations	Significant?[2]
Horizon Year (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp/ Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	1088	364	168	**51.58**	4,886	D	NA
Horizon Year Plus Project (Most Restrictive Meter Rate[1])								
I-805 SB On-Ramp/ Nobel Drive (2-SOV & 1-HOV)	AM	Meter not turned on						
	PM	1115	374	178	**54.34**	5,148	D	No

SOURCE: Appendix I.
[1]The worst-case most restrictive meter rate provided by Caltrans was utilized for this analysis. The meter rate is assumed to be 196 vehicles per hour per lane.
[2]Significant if the mainline operates at unacceptable levels, and the delay exceeds 15 minutes and the project would add more than 2 minutes of delay.
NA= not applicable, **BOLD** represents unacceptable delays; NA= not applicable

Conclusion

The addition of project traffic to the roadway network under the existing, near-term, and horizon year conditions would result in less than significant traffic impacts.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Refer to response XVI(a) above. The project would not result in exceedance of the City's Significance Determination Thresholds (City 2011) and, therefore, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐

The project site is within an identified AIA per the MCAS Miramar ALUCP, and would, therefore, be subject to the ALUCP regulations. The project site is within AIA Review Area 1, and is located within the 60- to 65-dB CNEL noise contour area. Review Area 1 consists of locations where noise and/or safety concerns may be cause for limiting the types of allowable land uses within the area. The project site is not within a designated APZ as identified in the MCAS Miramar ALUCP. A No FAA Notification Self-Certification Agreement was completed for this project. Since the project would be in compliance with the ALUCP and City zoning regulations, the potential for exposing people to hazards would be less than significant.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

The project would include adequate sight distances at the project driveways, as well as access in accordance with the City's street design manual and Municipal Code regulations. No incompatible traffic would be generated by the project. No impact would occur.

e) Result in inadequate emergency access?	☐	☐	☐	☒

The project site contains existing fire and emergency access infrastructure that traverses through the project site. The project would include additional fire access roads that would provide vehicular access around the proposed Building 7 and parking garage expansion. All fire access road would be capable of supporting a 75,000 pound load and all access roads would be built in conformance with California Fire Code section 503.2.1 and Appendix D, thereby ensuring that the project would have adequate emergency access. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The project would not conflict with adopted policies, plans, or programs regarding public transit. The project would implement a Transportation Demand Management (TDM) Program, which is a strategy designed to reduce single occupant vehicle trips during the AM and PM peak traffic hours. The TDM measures that would be incorporated into the project include a transit subsidy, participation in SANDAG iCommute program for carpooling, a vanpool subsidy through the SANDAG iCommute Vanpool Program, employee incentive program for the use of alternative modes of transportation, secure bicycle parking, an employee shuttle connecting the Illumina campus with the Coaster rail line and carpool parking, among others. In addition, the following TDM measures would conform with the CAP requirements: parking cash-out, a pre-tax deduction for transit or vanpool fares, flexible or alternative work hours, and a commitment to maintaining an employer network in

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

the SANDAG iCommute program. A TDM Monitoring Report would be prepared every year for a five year period to ensure the TDM strategies are adequately implemented and maintained.

The project would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian access. The proposed Design Guidelines require the provision of ingress and egress for alternative modes of mobility/circulation, including pedestrian and bicycles. The Design Guidelines specifically include a Pedestrian and Vehicular Access Plan that identifies a pedestrian path along the north side of the proposed building and the southwest side of the proposed parking structure expansion that connects to the existing pedestrian network. The proposed pedestrian access would meet the standards of the Americans Disability Act.

The project would be consistent with the policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and no impact would occur.

XVII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

The project would not cause a substantial adverse effect to tribal cultural resources, as there are no recorded sites listed or sites eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined by the Public Resources Code. No impact would result.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego notified the Iipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified via certified letter and email on June 29, 2017. Both Native American tribes responded within the 30-day formal notification period requesting consultation. Consultation took place on July 14, 2017, with both Native American tribes who determined the project site did not contain any tribal cultural resources traditionally or culturally affiliated with either tribe, and further evaluation was not necessary; consultation under Public Resources Code 21080.3.1 was therefore concluded. No impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

Based on a Sewer Study completed by Rick Engineering Company for the Alexandria – Illumina Campus Project (Appendix J), the project would retain the existing sewer collection system connections that provide wastewater services for the project site. The design and construction of any new facilities would not substantially modify the design and operational characteristics of the existing sewer system or the outfall connection to the City sewer system. The project would not exceed the capacity of the wastewater collection system providing service for the area, as the existing sewer system has the capacity to handle an increase in wastewater generated by an increase of occupancy within the project site. No impacts would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

The existing water and wastewater systems within the project site, the existing water service connections and function of the existing onsite potable water and sewer collection systems would be retained.

Any new expansion of the water system within the project site would not substantially modify the design and operational characteristics of the two existing domestic water service connections, the on-site private domestic water main joining the two connection points and the 2- and 4-inch domestic water distribution mains. New buildings would be connected to the existing 4-inch private water mains. Flow demands that would exceed current site capacity may require additional domestic water service connections to support site expansion. Any potential points of connection would be designed to connect into the public 12-inch polyvinyl chloride (PVC) potable water mainline located in Judicial Drive. Since the project would be designed to allow integration of any new water line with the existing public water line connection, impacts would be less than significant.

Regarding the existing wastewater facilities existing on-site, the design and construction of any new sewer facilities would not substantially modify the design and operational characteristics of the existing sewer system or the outfall connection to the City sewer system. As discussed in the Sewer Study, the project would retain the existing sewer collection system connections that provide wastewater services for the project site. The design and construction of any new facilities would not substantially modify the design and operational characteristics of the existing sewer system or the outfall connection to the City sewer system. The project would not exceed the capacity of the wastewater collection system providing service for the area, as the existing sewer system has the capacity to handle an increase in wastewater generated by an increase of occupancy within the project site.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

As discussed in Section IX, the drainage characteristics of the site would remain largely unchanged from the pre- to post-project drainage conditions. However, per the SWQMP prepared for the project, new storm water drainage facilities in the form of an underground biofiltration system would be constructed in order to comply with the City's storm water requirements under the Regional MS4 Permit.

In the current project setting, runoff from the parking lot, where Building 7 and the parking structure would be constructed, is primarily directed to an existing storm drain at the western edge of the property, where runoff is collected and eventually discharged into Rose Creek. In the post-project condition, runoff would be directed into an underground detention vault that discharges into a biofiltration basin for treatment before entering the existing storm drain system and eventually discharging into Rose Creek. This drainage system would require the construction of the underground detention vault as well as a biofiltration basin. However, these facilities would be constructed within an area containing existing development, thereby minimizing any construction effects on the environment. In addition, the operation of these facilities would help to improve the overall quality of the runoff generated on-site, thereby helping to minimize off-site water quality impacts. Impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

The 2015 City of San Diego Urban Water Management Plan (UWMP) serves as the water resources planning document for the City's residents, businesses, interest groups, and public officials. The UWMP assess the current and future water supply and needs for the City. The Public Utilities Department local water supply is generated from recycled water, local surface supply, and groundwater, which accounts for approximately 20 percent of the total water requirements for the City. The water demand identified in the UWMP is based on community plan land use designations. The City purchases water from the SDCWA to make up the difference between total water demands and local supplies.

Implementation of the project would not result in new or expanded water entitlements from the water service provider, as the project would not result in an increase of planned development within the University Community Plan. The project would involve an increase in square-footage at the project site, but this increase would be achieved via a transfer of allowed development (trips) from another location within the University Community Plan. Thus, the overall allowed development within the Community Plan area would remain the same as assumed by the Community Plan and, in turn, the UWMP. As the project would not result in the need for additional water supply entitlements, no impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Refer to Section XVIII(a) and (b).

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐

Refer to Section XVIII(g).

g) Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☒	☐	☐

The applicable regulations related to solid waste disposal include: AB 341, which sets a policy goal of 75 percent waste diversion by the year 2020; the City's Recycling Ordinance, adopted November 2007, which requires on-site recyclable collection for residential and commercial uses; the City's Refuse and Recyclable Materials Storage Regulations indicates the minimum exterior refuse and recyclable material storage areas required at residential and commercial properties; the Construction and Demolition (C&D) Debris Deposit Ordinance requires that the majority of construction, demolition, and remodeling projects requiring building, combination, or demolition permits pay a refundable C&D Debris Recycling Deposit and divert at least 50 percent of their waste by recycling, reusing, or donating reusable materials; and AB 1826 requires businesses in California to arrange for recycling services for organic waste including food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Per the City of San Diego requirements, a Waste Management Plan (WMP) for the project has been prepared (Appendix K). The following is a discussion of the information contained within the WMP.

<u>Demolition, Grading, and Construction Waste</u>
The project would require the demolition (removal) of 3,370 tons of asphalt. The entirety of this waste would be diverted for reuse at an appropriate facility. Grading associated with the project would result in the net export of 126,750 tons of soil. The entirety of this soil would be recycled using the City of San Diego Clean Fill Dirt Program or other approved program. Any vegetation removal associated with grading activity would be taken to Miramar Greenery facility for 100 percent composting.

Construction of the project is estimated to generate 1,019 tons of waste. It is estimated that 75 percent of this waste would be diverted to appropriate facilities for reuse; only 253 tons of drywall and trash/garbage (24.9 percent) would be disposed of in landfill.

Table 15 summarizes the amount of waste estimated to be generated and diverted by each phase of the project. Of the 131,139 tons estimated to be produced, 130,886 tons would be diverted,

primarily through source separation. This would result in 99.8 percent of waste material diverted from the landfill for reuse.

Table 15
Total Waste Generated, Diverted, and Disposed of by Phase

Phase	Tons Generated	Tons Diverted	Tons Disposed
Demolition	3,370	3,370 (100%)	0
Grading	126,750	126,750 (100%)	0
Construction	1,019	766 (75.2%)	253 (24.8%)
Total	**131,139**	**130,886 (99.8%)**	**253 (0.2%)**
SOURCE: Appendix K.			

Waste diversion would be conducted through source separation, where materials are separated on-site before transport to appropriate facilities that accept specific material types and a greater diversion rate is achieved. Recyclable waste materials would be separated on-site into material-specific containers and diverted to an approved recycler selected from the City's Environmental Services Department directory of facilities that recycle specific waste materials from construction and demolition. These facilities achieve a 100 percent diversion rate for most materials and a 62 percent diversion rate for drywall. Given the waste reduction target of 75 percent, the majority of waste would be handled at facilities other than landfills, thereby ensuring the project would comply with statutes and regulations related to solid waste for demolition, construction, and grading activities.

Operational Waste

The operational waste generated by the project is estimated to amount to a total of 351 tons of waste per year. Table 16 summarizes the estimated occupancy phase waste generation.

Table 16
Occupancy Phase Annual Waste Generation

Land Use	Amount (square feet)	Annual Generation Rate[1]	Waste Generated (tons)
Office (habitable space)	351,466	1,998 pounds per thousand square feet	351
Total	-	-	**351**
SOURCE: Appendix K.			

The project would include 351,466 square feet of habitable building space for non-residential uses, generating approximately 351 tons of waste per year; and would be required to provide a minimum of 720 square feet of exterior refuse area and the same amount of recyclable material storage area (total of 1,440 square feet). Therefore, approximately 211 tons of waste per year would be generated from the project, exceeding the 60-ton-per-year threshold of significance for having a cumulative impact on solid waste services by 151 tons per year.

With implementation of the strategies outlined in the WMP and compliance with all applicable City ordinances, solid waste impacts would be reduced to below a level of significance regarding collection, diversion, and disposal of waste generated from C&D, grading, and occupancy.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

The location of the proposed buildings within the project site would disturb approximately 9.2 acres of previously disturbed land, consisting of a paved parking lot as well as sport fields. The project footprint would not disturb any of the open space area and land under a conservation easement that exist within the project boundaries. Grading and construction activities would occur outside of these habitat areas. As such, the project would not reduce the habitat of a fish or wildlife species eliminate a plant or animal community, or cause a fish or wildlife population to drop below a self-sustaining level. The project site is located approximately 225 feet away from the closest MHPA-designated area (City of San Diego MSCP 1997). Although the project site is 225 feet away from the closest MHPA land, it is separated from it by I-805 and Nobel Drive, and is not part of any wildlife corridor for rare or endangered species and would therefore not restrict the range of such species.

In addition, the project, as specified in the SDP/PDP document, would implement a number of sustainable design standards, such as green roofs, electrical vehicle charging stations, and a TDM program, among others, thereby ensuring the project would not substantially degrade the existing quality of the environment. The project would comply with all applicable statuary regulations that work to protect the environment, such as storm water and runoff regulations under the San Diego Regional MS4 permit, and would not disturb any native habitat areas or otherwise lead to the degradation of the surrounding environment, resulting in no impact.

b) Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

When viewed in connection with the effects of other projects in the area, the demolition, construction, and operation of the facility has the potential to impact waste disposal procedures and facilities which could incrementally contribute to cumulative impacts to waste disposal facilities, such as landfills, within the San Diego region. The project would involve more than 40,000 feet of building space and would have potential to result in a cumulative solid waste facility impact. However, with the implementation of the WMP (see Appendix K), this incremental impact would be

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

avoided. Cumulative traffic impacts and greenhouse gas would be less than significant, as discussed above in Sections XVI and VII, respectively. Thus, cumulative impacts would be less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

The project would not have the potential to cause substantial adverse effects on human beings, as it would incorporate sustainable building design and operation features meant to improvement the environment upon which humans interact and use the facilities available within the project site.

INITIAL STUDY CHECKLIST

REFERENCES

I. Aesthetics / Neighborhood Character

x City of San Diego General Plan (2008)

x University Community Plan (adopted by the City Council on July 7, 1987, amended 2016)

II. Agricultural Resources & Forest Resources

___ City of San Diego General Plan

___ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973

___ California Agricultural Land Evaluation and Site Assessment Model (1997)

___ Site Specific Report:

III. Air Quality

___ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990

___ Regional Air Quality Strategies (RAQS) - APCD

x Site Specific Report: Air Quality Analysis for the EDCO Material Recovery & Transfer Station Expansion Project, San Diego, California, Project No. 515674; RECON Environmental, Inc., 2016

x Site Specific Report: Transportation Impact Analysis for Illumina Campus, Urban Systems Associates, Inc., 2017

IV. Biology

x City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997

___ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996

___ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997

___ Community Plan - Resource Element

___ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001

___ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California, "January 2001

___ City of San Diego Land Development Code Biology Guidelines

_x_ Site Specific Report: Biological Survey for the Illumina Campus Project, RECON Environmental, Inc., 2016

V. Cultural Resources (includes Historical Resources)

___ City of San Diego Historical Resources Guidelines

___ City of San Diego Archaeology Library

___ Historical Resources Board List

___ Community Historical Survey:

_x_ Site Specific Report: Archaeological Resources Report for the Illumina Campus Project, City of San Diego, CA, RECON Environmental, Inc., 2016

VI. Geology/Soils

___ City of San Diego Seismic Safety Study

___ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975

_x_ Site Specific Report: Geotechnical Investigation, Nobel Research Park – Illumina Building 7 and Parking 2 – Phase 1, San Diego Ca; GEOCON, Inc., 2016

VII. Greenhouse Gas Emissions

_x_ Site Specific Report: ARE/Illumina Campus CAP Consistency Checklist

VIII. Hazards and Hazardous Materials

___ San Diego County Hazardous Materials Environmental Assessment Listing

___ San Diego County Hazardous Materials Management Division

___ FAA Determination

___ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

_x_ City of San Diego Official Very High Fire Hazard Severity Zone Map

_x_ MCAS Miramar Airport Land Use Compatibility Plan

_x_ California Department of Toxic Substances Control EnviroStor Database

___ Site Specific Report:

IX. Hydrology/Water Quality

_x_ Flood Insurance Rate Map (FIRM)

_x_ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map

___ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html

_x_ City of San Diego General Plan Final Program Environmental Impact Report 2008

_x_ Site Specific Report: Waste Management Plan for the Illumina Campus Project, San Diego, CA, RECON Environmental, Inc., 2016

_x_ Site Specific Report: Priority Development Project Storm Water Quality Management Plan for Illumina Parking Structure 2 – Phase A, Rick Engineering Company, 2017

X. Land Use and Planning

_x_ City of San Diego General Plan

_x_ University Community Plan

_x_ MCAS Miramar Airport Land Use Compatibility Plan

_x_ City of San Diego Zoning Maps

___ FAA Determination

___ Other Plans:

XI. Mineral Resources

_x_ City of San Diego General Plan

_x_ University Community Plan

_x_ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification

_x_ Division of Mines and Geology, Special Report 153 - Significant Resources Maps

___ Site Specific Report:

XII. Noise

___ City of San Diego General Plan

___ Barrio Logan Community Plan

___ San Diego International Airport - Lindbergh Field CNEL Maps

____ Brown Field Airport Master Plan CNEL Maps

____ Montgomery Field CNEL Maps

_x_ MCAS Miramar ALUCP Compatibility Policy Map: Noise

___ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes

___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

_x_ Site Specific Report: Noise Analysis for the Ilumina Campus Project, San Diego, CA, RECON Environmental, Inc., 2016

XIII. Paleontological Resources

___ City of San Diego Paleontological Guidelines

___ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996

___ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975

___ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977

_x_ Site Specific Report: Archaeological Resources Report for the Illumina Campus Project, City of San Diego, CA, RECON Environmental, Inc., 2016

XIV. Population / Housing

____ City of San Diego General Plan

____ University Community Plan

_x_ Series 13 Population Forecasts, SANDAG

____ Other:

XV. Public Services

____ City of San Diego General Plan

____ University Community Plan

XVI. Recreational Resources

____ City of San Diego General Plan

____ University Community Plan

____ Department of Park and Recreation

____ City of San Diego - San Diego Regional Bicycling Map

____ Additional Resources:

XVII. Transportation / Circulation

____ City of San Diego General Plan

____ University Community Plan

____ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

____ San Diego Region Weekday Traffic Volumes, SANDAG

_x_ Site Specific Report: Transportation Impact Analysis for Illumina Campus, Urban Systems Associates, Inc., Urban 2017

XVIII. Utilities

_x_ City of San Diego Urban Water Management Plan 2015

_x_ Site Specific Report: Sewer Study for Illumina Campus Expansion, RICK Engineering Company, Rick Engineering Company, 2017

_x_ Site Specific Report: Waste Management Plan for the Illumina Campus Project, San Diego, CA, RECON Environmental, Inc., RECON 2016

_x_ Site Specific Report: Priority Development Project Storm Water Quality Management Plan for Illumina Parking Structure 2 – Phase A, Rick Engineering Company, 2017

XIX. Water Conservation

____ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

XVI. Recreational Resources

____ City of San Diego General Plan

____ University Community Plan

____ Department of Park and Recreation

____ City of San Diego - San Diego Regional Bicycling Map

____ Additional Resources:

XVII. Transportation / Circulation

____ City of San Diego General Plan

____ University Community Plan

____ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

____ San Diego Region Weekday Traffic Volumes, SANDAG

_x_ Site Specific Report: Transportation Impact Analysis for Illumina Campus, Urban Systems Associates, Inc., Urban 2017

XVIII. Utilities

_x_ City of San Diego Urban Water Management Plan 2015

_x_ Site Specific Report: Sewer Study for Illumina Campus Expansion, RICK Engineering Company, Rick Engineering Company, 2017

_x_ Site Specific Report: Waste Management Plan for the Illumina Campus Project, San Diego, CA, RECON Environmental, Inc., RECON 2016

_x_ Site Specific Report: Priority Development Project Storm Water Quality Management Plan for Illumina Parking Structure 2 – Phase A, Rick Engineering Company, 2017

XIX. Water Conservation

____ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

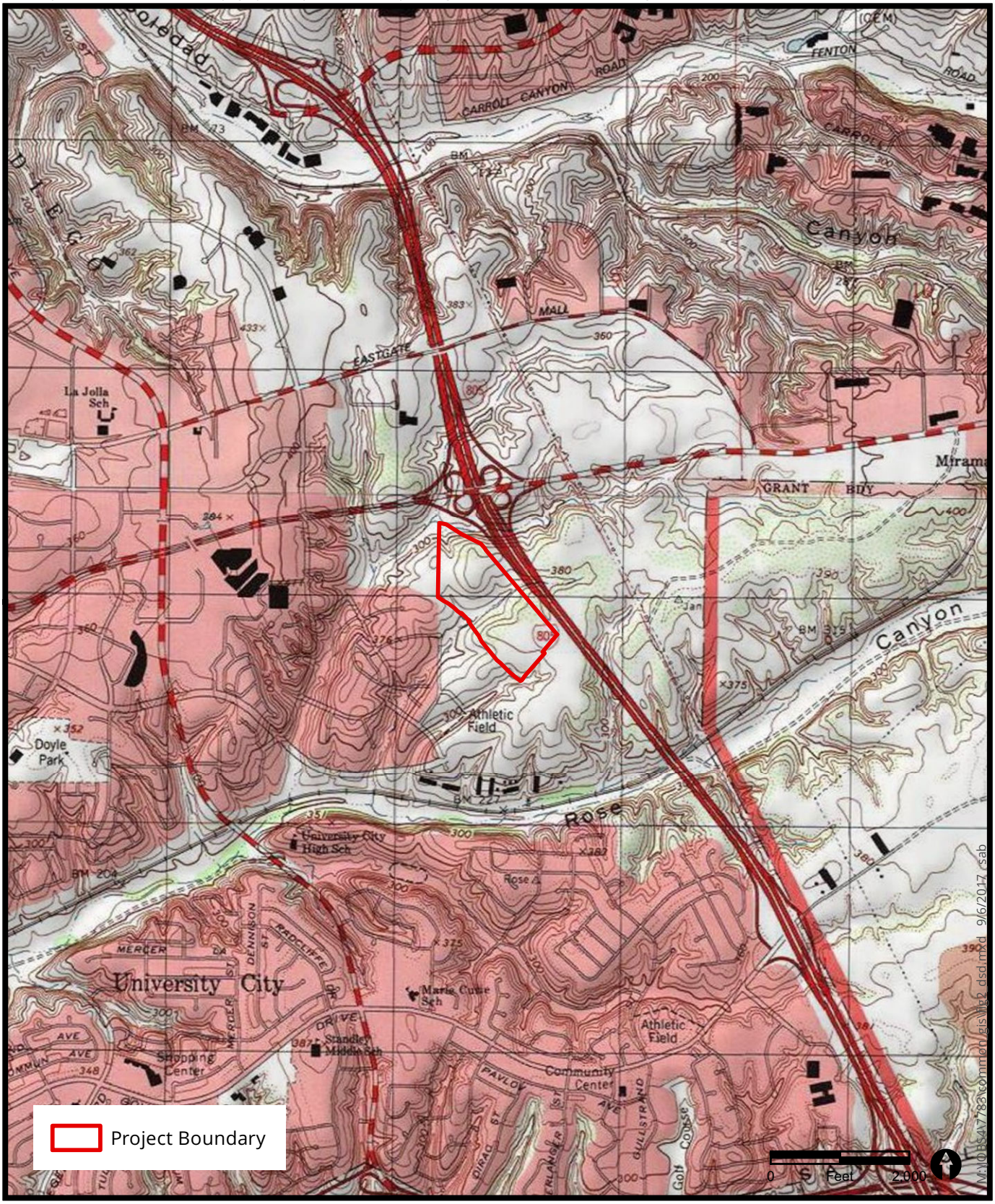
Regional Location

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE No. 1

Map Source: USGS 7.5 minute topographic map series,La Jolla quadrangle, 1996, Pueblo Lands of San Diego Land Grant



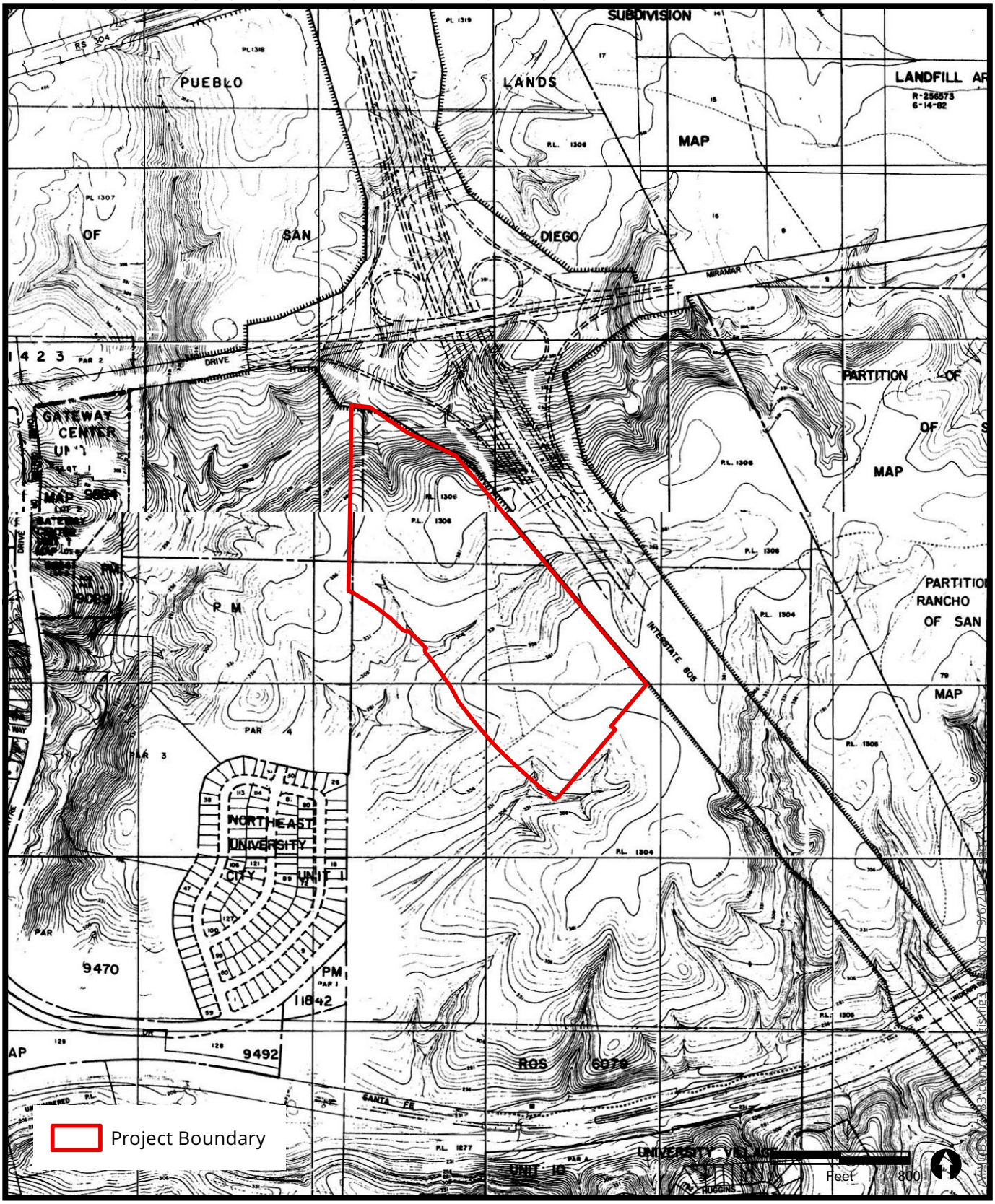
Project Location on USGS Map

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE No. 2

Map Source: City of San Diego, Engineering and Development Department, City 800' Maps, Number 258-1701 and 250-1701



Project Location on City 800' Map

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE No. 3

Image Source: NearMaps (flown July 2017)

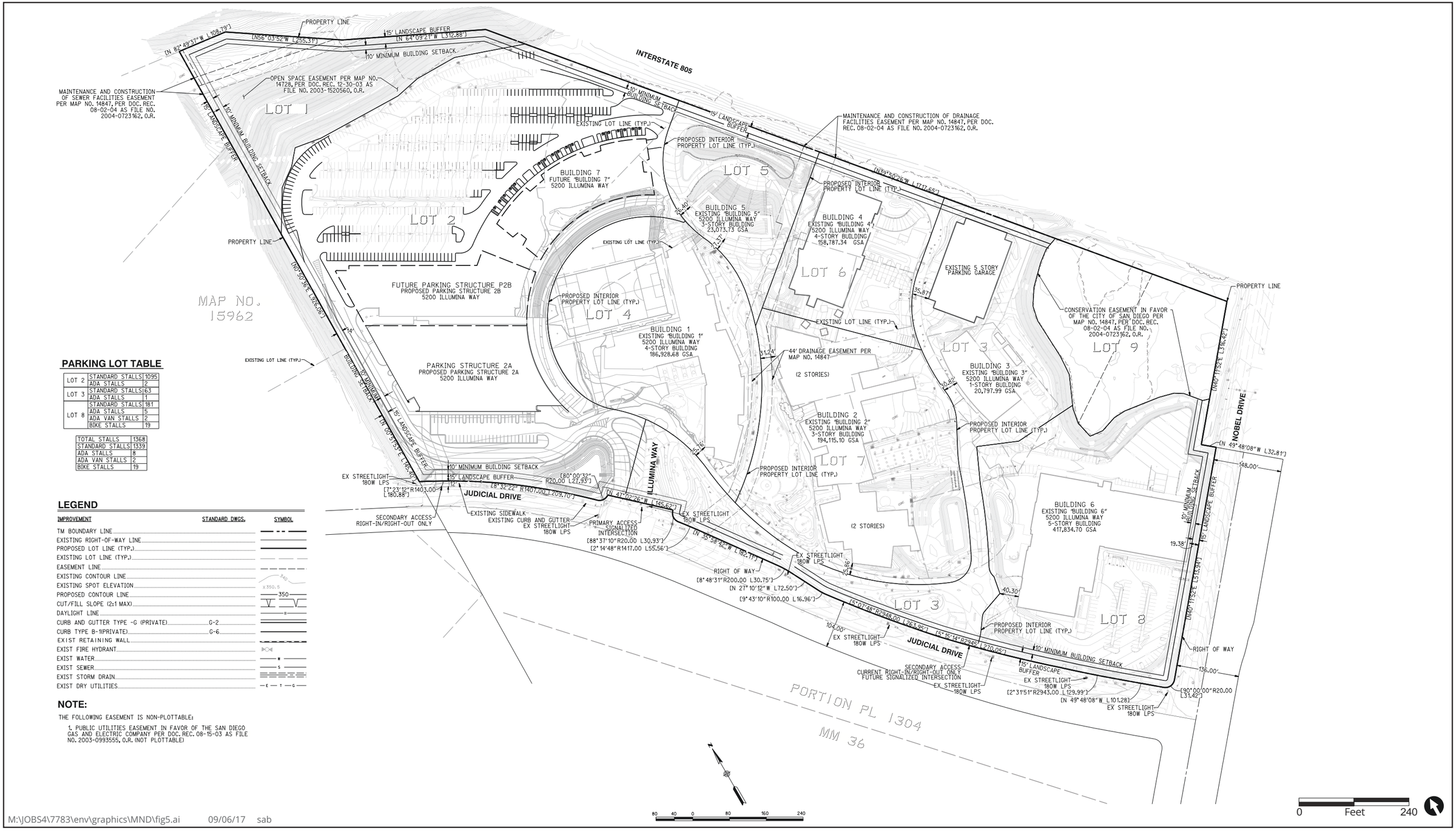
Project Location on Aerial Photograph

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE No. 4

Map Source: RICK Engineering



PARKING LOT TABLE

LOT 2	STANDARD STALLS	1095
	ADA STALLS	2
LOT 3	STANDARD STALLS	63
	ADA STALLS	1
LOT 8	STANDARD STALLS	181
	ADA STALLS	5
	ADA VAN STALLS	2
	BIKE STALLS	19

TOTAL STALLS	1368
STANDARD STALLS	1339
ADA STALLS	8
ADA VAN STALLS	2
BIKE STALLS	19

LEGEND

IMPROVEMENT	STANDARD DWGS.	SYMBOL
TM BOUNDARY LINE		
EXISTING RIGHT-OF-WAY LINE		
PROPOSED LOT LINE (TYP.)		
EXISTING LOT LINE (TYP.)		
EASEMENT LINE		
EXISTING CONTOUR LINE		340
EXISTING SPOT ELEVATION		X 350.5
PROPOSED CONTOUR LINE		350
CUT/FILL SLOPE (2:1 MAX)		
DAYLIGHT LINE		
CURB AND GUTTER TYPE -G (PRIVATE)	G-2	
CURB TYPE B-1(PRIVATE)	G-6	
EXIST RETAINING WALL		
EXIST FIRE HYDRANT		
EXIST WATER		W
EXIST SEWER		S
EXIST STORM DRAIN		
EXIST DRY UTILITIES		E T G

NOTE:

THE FOLLOWING EASEMENT IS NON-PLOTTABLE:

1. PUBLIC UTILITIES EASEMENT IN FAVOR OF THE SAN DIEGO GAS AND ELECTRIC COMPANY PER DOC. REC. 08-15-03 AS FILE NO. 2003-0993555, O.R. (NOT PLOTTABLE)

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Proposed Site Plan

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE

No. 5

Image Source: Nearmap (flown June 2017)

Existing Biological Resources

ARE-Illumina/Project No. 498142

City of San Diego – Development Services Department

FIGURE No. 6