THE CITY OF SAN DIEGO

MITIGATED NEGATIVE DECLARATION

Project No. 549731
SCH No. N/A

SUBJECT: **9880 Campus Point:** A request for a SITE DEVELOPMENT PERMIT demolish an existing 72,818-square-foot, two-story building, removal of the existing hardscape, landscaping, and utilities for the construction of a 82,190-square-foot, five-story research and development (R&D) building over a 20,459-square-foot basement. The project would include construction of parking areas, pedestrian hardscape, landscaping, retaining walls, infrastructure (e.g., water, sewer), and site access. The project would conform to Council Policy 900-14 criteria by meeting Leadership in Energy and Environmental Design (LEED) Silver Certification requirements ~~and the project would provide a minimum of 15 percent of total building energy, at a minimum, from self-generation using renewable energy technologies~~. The 4.49-acre project site is located at 9880 Campus Point Drive. The site is designated Scientific Research within Subarea 10 of the University Community Plan and zoned IP-1-1 (Industrial Park). In addition, the project site is within the Airport Influence Area (MCAS Miramar Review Areas 1 and 2), Airport Safety Zone (MCAS Miramar – Transition Zone), Federal Aviation Administration (FAA) Part 77 Notification Area (MCAS-Miramar), Community Plan Implementation Overlay Zone – Type B (CPIOZ-B), Parking Impact Overlay Zone (Campus Impact Area), Transit Priority Area, and Prime Industrial Lands. (LEGAL DESCRIPTION: Parcel 1 of the City of San Diego, Map No. 10410). APPLICANT: Michael Barbera, 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 conducted an Initial Study which determined that the 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 MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: http://www.sandiego.gov/development-services/industry/standtemp.shtml

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

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

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 549731 and/or Environmental Document Number 549731, 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
Bond Release	Request for Bond Release Letter	Final MMRP 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 ADD

Environmental designee shall verify that the requirements for paleontological monitoring have been noted on the appropriate construction documents.

B. *Letters of Qualification have been submitted to ADD*
   1. The applicant shall submit a letter of verification to MMC identifying the 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, CM, and/or Grading Contractor, RE, 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 OSHA safety requirements may necessitate modification of the PME.
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the 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:

CITY OF SAN DIEGO
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, Iipay Nation of Santa Ysabel
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
Jennifer Campos, RECON Environmental Inc., Consultant

VII. RESULTS OF PUBLIC REVIEW:

( ) 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.

(X) 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 Mitigated Negative Declaration, the Mitigation Monitoring and Reporting Program, and any Initial Study material are available in the office of the Entitlements Division for review, or for purchase at the cost of reproduction.

E. Shearer-Nguyen
Senior Planner
Development Services Department

September 29, 2017
Date of Draft Report

November 17, 2017
Date of Final Report

Analyst: E. Shearer-Nguyen

Attachments: Initial Study Checklist
Figure 1: Regional Location
Figure 2: Project Location
Figure 3: Proposed Site Plan

Letter A

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

October 19, 2017 File Number 3300300

Ms. E. Shearer-Nguyen
City of San Diego
Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen:

SUBJECT: 9880 Campus Point – SDP (Project No. 549731) Draft Mitigated Negative Declaration

A-1 Thank you for the opportunity to comment on the City of San Diego's 9880 Campus Point Drive Site Development Permit (SDP) Draft Mitigated Negative Declaration (MND). The San Diego Association of Governments (SANDAG) appreciates the City of San Diego's efforts to implement the policies included in San Diego Forward: The Regional Plan (Regional Plan) that emphasize the need for better land use and transportation coordination. These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are based on policies included in the Regional Plan and are submitted from a regional perspective.

Transportation Demand Management

A-2 Thank you for including Transportation Demand Management (TDM) strategies as part of the MND to help mitigate traffic impacts and reduce single-occupancy-vehicle (SOV) trips within and around the 9880 Campus Point Drive project. In addition to the proposed bikeshare program, consider partnering with a carshare service provider (like Zipcar) to offer carshare vehicles on-site for tenants.

SANDAG is concurrently developing a Mid-Coast Corridor Mobility Hub Implementation Strategy. Mobility hubs provide an integrated suite of transportation services, amenities, and technologies that improve access to high-frequency transit and other shared mobility services. In support of the mobility hub concept, the transportation coordinator could help promote and provide incentives for using the future Voigt Drive Trolley station and other shared mobility services as a convenient alternative to the private vehicle.

A-1 Comment noted.

A-2 The comment is noted. The TDM plan incorporates a number of measures to promote sustainable transportation alternatives, including partnering with Uber/Lyft, or comparable services, to provide reduced cost rideshare (if feasible). Consistent with the TDM plan prepared for the project, the applicant may consider partnerships with car share service providers, and may consider ways to promote and provide incentives for using the future Voigt Drive Trolley station and other shared mobility services. The TDM plan also requires designation of an Employee Transportation Coordinator who would promote alternatives to driving alone and provide educational materials and information about alternative commuting options, including car share. Participation in the iCommute program is included in the project's TDM measures.

iCommute, the SANDAG TDM program, can work with the transportation coordinator in developing a customized commuter benefit program that promotes transportation alternatives and regional TDM programs to employees. This includes the Regional Vanpool Program, multimodal trip planning, and support for bicycling. Information on the SANDAG TDM program can be accessed through www.iCommuteSD.com. Additional information on the Mid-Coast Mobility Hub Implementation Strategy is available at www.SDForward.com/MidCoastMobilityHubs.

Voigt Drive Trolley Station

A-3 To improve access between the site and the Voigt Drive Trolley station, the City should consider providing additional connections. A dedicated pedestrian or bicycle path would encourage future employees to use the trolley for their commute. Currently, the access from the Voigt Drive Trolley station to the project site would be an indirect path along Voigt Drive and Campus Point Drive. The attached map shows a potential path that could provide pedestrians and bicyclists a shortcut to the site, avoiding the surrounding thoroughfare streets. A quiet, safe path from the station would improve the employee's commute, and along with the TDM measures, would further reduce SOV trips to the site.

Other Considerations

A-4 SANDAG has additional resources that can be used for added information or clarification on topics discussed in this letter. These can be found on our website at www.sandag.org/igr:

1. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101

We appreciate the opportunity to comment on the City of San Diego's 9880 Campus Point SDP Draft MND. If you have any questions, please contact me at (619) 699-1943 or via email at seth.litchney@sandag.org.

Sincerely,

SETH LITCHNEY
Senior Regional Planner

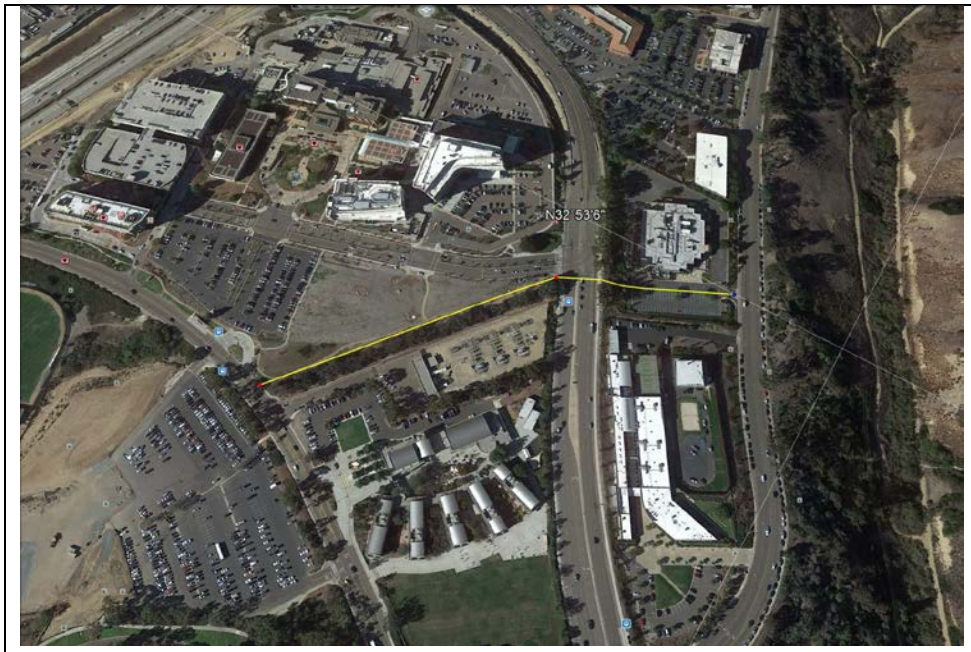
SLI/KHE/ais

Attachment: Map of Potential Path to Voigt Drive Trolley Station

2

A-3 The comment is noted. The City acknowledges the proximity of the proposed project to the Voigt Drive Trolley station. The TDM plan includes on-site bike sharing to encourage bicycle commuting; however, installation of a bike path as noted by the commenter is beyond the scope of this individual project and occurs on land not controlled by the applicant.

A-4 Comment noted.


N32 53'6"

INITIAL STUDY CHECKLIST

1. Project title/Project number: 9880 Campus Point /549731

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: E. Shearer-Nguyen / (619) 446-5369

4. Project location: 9880 Campus Point Drive, San Diego, California 92121 (Assessor's Parcel Number 343-230-44)

5. Project Applicant/Sponsor's name and address: Michael Barbera, Alexandria Real Estate Equities, Inc. 10996 Torreyana Road, San Diego, CA 9212

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

7. Zoning: IP-1-1 (Industrial Park)

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.):

A request for a SITE DEVELOPMENT PERMIT to demolish an existing 72,818-square-foot, two-story building, removal of the existing hardscape, landscaping, and utilities for the construction of a 82,190-square-foot, five-story research and development (R&D) building over a 20,459-square-foot basement. The project would include construction of parking areas, pedestrian hardscape, landscaping, retaining walls, infrastructure (e.g., water, sewer), and site access. The project would conform to Council Policy 900-14 criteria by meeting Leadership in Energy and Environmental Design (LEED) Silver Certification requirements~~ and the project would provide a minimum of 15 percent of total building energy, at a minimum, from self-generation using renewable energy technologies~~.

The project includes the demolition of the existing structure and removal of the existing hardscape, landscaping, and utilities. The project includes the construction of a new 102,649-square-foot R&D building, consisting of a five-story structure with 82,190 square feet of research/office space in addition to a 20,459-square-foot basement. Figure 3 depicts the project site plan. All equipment would be located in the basement, including a boiler room (with three boilers), a cooling tower, air handling units, and a standby emergency generator. Proposed structure height would be 89 feet above ground level to the top of the rooftop mechanical screening. Rooftop mechanical equipment would be screened by an enclosure screen installed around the perimeter of the roof.

The proposed structure would be surrounded by parking/hardscape and landscaping. Pedestrian paths would be installed to provide access between the structure, parking areas, and Campus Point Drive. Pedestrian access to Campus Point Drive would be fully separated from the vehicular access driveway. Retaining walls are proposed along the northern project

boundary (2 feet, 6 inches maximum height) and along the northwestern corner of the project site (6-foot maximum height), bordering proposed parking areas. A new trash enclosure would be located in the parking lot, northwest of the proposed building.

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.

Vehicular driveway access to the project site would remain in its current location, along Campus Point Drive along the southwest boundary of the site. A 26-foot-wide fire access lane would be accommodated on-site surrounding the proposed R&D facility. The project would provide a total of 271 parking spaces including 264 standard spaces and 7 accessible spaces. Twenty-eight of the parking spaces will be for exclusive use of zero emission or carpool vehicles and 8 of those spaces will be equipped with electric vehicle charging capabilities, with an additional 8 spaces installed with the capacity for potential future electric vehicle charging capabilities.

The existing on-site water and sewer lines would be modified to allow for compatibility with the design of the new facility. All utility lines would be constructed so as to allow for a connection with the existing utility lines located under Campus Point Drive.

Proposed grading activities would disturb a total of 4.43 acres on-site. Grading would consist of 22,500 cubic yards of cut and 1,500 cubic yards of fill, resulting in export of 21,000 cubic yards. Grading cuts would extend to a depth of 17.5 feet, and fills would be a maximum of 3.2 feet. All excavated material would be exported to a legal disposal site.

9. Surrounding land uses and setting:

The developed 4.49-acre project site is located at 9880 Campus Point Drive. The project site is bound by Genesee Avenue to the west, 10010 Campus Point Drive to the north (Scripps Health Campus Point Campus), Campus Point Drive to the east, and 9800 Campus Point Drive to the southeast (Nissan Design America Campus). Currently, a two-story structure is located in the center of the property surrounded by surface, asphalt concrete parking areas and landscaping. Access to the parcel is on the southwest corner. Slopes on the south and west ascend to a neighboring property and Genesee Avenue, respectively with heights ranging from about 15 to 35 feet. Slopes on the north and east descend to the neighboring property and Campus Pointe Drive, respectively with heights of five to 15 feet. In addition, there is an existing natural canyon (mapped Multi-Habitat Planning Area) slope with heights up to approximately 150 feet existing directly east of the adjacent Campus Pointe Drive.

The existing land uses within the vicinity include Scripps Memorial Hospital La Jolla and University of California – San Diego campus facilities to the west, commercial/industrial office space to the north and south, and open space areas to the east. The closest residential area is approximately one-quarter mile to the south of the project site. Surrounding land use designations as identified on the University Community Plan Land Use Map, consist of Institutional and Public/Semi-Public Facilities and Park, Open Space, and Recreation, as well as other Industrial designated areas.

The site is designated Scientific Research within Subarea 10 of the University Community Plan and zoned IP-1-1 (Industrial Park). In addition, the project site is within the Airport Influence Area (MCAS Miramar Review Areas 1 and 2), Airport Safety Zone (MCAS Miramar – Transition Zone), Federal Aviation Administration (FAA) Part 77 Notification Area (MCAS-Miramar), Community Plan Implementation Overlay Zone – Type B (CPIOZ-B), Parking Impact Overlay Zone (Campus Impact Area), Transit Priority Area, and Prime Industrial Lands. In addition, the project site is located in a developed area currently served by existing public services and utilities.

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

None

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 notified the Iipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area, of the proposed project. 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. Both determined that further evaluation was not necessary and concluded the consultation process.

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 identify any designated public view corridors or scenic vistas within the boundaries of the project site; nor is it located within an area that would impede a public view, as identified by the University Community Plan, which typically associates public views with visual access to open space areas from public roadways.

Although not located within a scenic vista, the existing building on the project site is visible from both Genesee Avenue and Campus Point Drive. The structure would be slightly more visible than the existing structure as viewed from both surrounding roadways due to the increase in structure height. The existing structure is approximately 42 feet above finish grade, while the proposed structure would be approximately 89 feet above finish grade. However, the project site is at a lower elevation than Genesee Avenue, and the change in topography and intervening slope blocks views of a majority of the structure as viewed from Genesee Avenue. Additionally, an existing stand of eucalyptus trees is located along Genesee Avenue would remain and would shield views of the site from the roadway. Thus, impacts related to scenic vistas would be less than significant.

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 Interstate 5. 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, and no impact would occur.

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

The project would not substantially degrade the existing visual character or quality of the project site because the existing building would be demolished and replaced with a new five-story structure with updated architectural design and landscaping that complies with current City standards. The proposed structure would be similar in scale and height as the existing surrounding developments. Parking would be located at the rear of the structure and would not be visible from Campus Point Drive. A number of existing mature trees would be retained with the project landscape design, including existing trees along the Campus Point Drive frontage and the existing eucalyptus trees along Genesee Avenue. Additionally, new trees would be planted within the project site parking area, surrounding the structure and along the slopes surrounding the site.

Retaining walls are proposed along the western project boundary (2 feet, 6 inches maximum height, 292 feet in length) and along the northwestern corner of the project site (6-foot maximum height, 134 feet in length), bordering proposed parking areas. The retaining wall along the western boundary would be visible from the adjacent property; however, the walls would be screened by proposed landscaping, including trees. Retaining walls would not be visible from Campus Point Drive

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

or Genesee Avenue due to the elevation change between the project site and these roadways. Within the site, the retaining walls would be shielded by landscaping to break up the façade of these walls. The proposed landscape, architectural design, and building scale would be consistent with the existing visual character of the site and surrounding area. Thus, impacts related to visual character or quality 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 site is currently developed with existing office space and parking lots/hardscape. The demolition of the existing building and the subsequent construction of a new R&D building would not create a new source of light as compared to the existing conditions. In addition, outdoor lighting within the project site would be required to conform to Section 142.0740 of the San Diego Municipal Code (*Outdoor Lighting Regulations*). Therefore, lighting installed with the project would not adversely affect day or nighttime views in the area, resulting in a less than significant 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.

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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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.

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 San Diego Air Pollution Control District (SDAPCD) is the agency that regulates air quality in the San Diego Air Basin (SDAB), 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) of 1998. 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.

An Air Quality Analysis was prepared by RECON, dated April 25, 2017 (RECON 2017a). The results of this analysis conclude that the project would be consistent with the General Plan and Community Plan Industrial land use designation, and would, therefore, be consistent with and would not obstruct implementation of the RAQS. The project would, therefore, 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 applicable air quality plan, resulting in no impact.

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

The project site is situated within the SDAB, which is classified as attainment for all criteria pollutants except ozone under both the federal CAA and the California Clean Air Act (CCAA). The SDAB is also classified as non-attainment for particulate matter 10 (PM_{10}) and $PM_{2.5}$ under the CCAA. Ozone is generated as a result of a chemical reaction produced by the exposure of nitrogen oxides (NO_x) and reactive organic compounds (ROCs) to sunlight. Particulate matter is typically generated from crushing or grinding operations, from dust that is stirred up be vehicle traffic, and combustion sources such as motor vehicles, power plants, wood burning, forest fires, agricultural burning, and industrial processes.

The City of San Diego Significance Determination Thresholds for ozone and PM_{10} and $PM_{2.5}$ follow the SDAPCD trigger levels for new or modified stationary sources of air pollution, and are used by the City as one of the considerations when determining the potential significance of air quality impacts associated with a project within the City. The air quality impact screening levels used in this analysis are shown in Table 1.

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: SDAPCD, Rules 20.1, 20.2, 20.3.
[a]The City does not specify a threshold for PM2.5.
NOx = oxides of nitrogen; SOx = oxides of sulfur; CO = carbon monoxide; PM_{10} = 10-micron particulate matter; VOC = volatile organic compound; ROG = reactive organic gas; $PM_{2.5}$ = 2.5-micron particulate matter

RECON calculated construction and operational air emissions using California Emissions Estimator Model (CalEEMod) 2013.2.2, which are included in full within the Air Quality Analysis (RECON 2017a). Below is a summary of findings.

Construction Emissions

Construction emissions for the project were modeled assuming that construction would begin in January 2018 and last for 13 months. Project 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}	$PM_{2.5}$
2017	7	149	42	>1	21	13
2018	20	29	22	>1	2	2
Maximum Daily Emissions	**20**	**149**	**42**	**>1**	**21**	**13**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*

ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide;
SOx = oxides of sulfur; PM10 = 10-micron particulate matter; PM2.5 = 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 below these limits, project construction would not result in emissions that would exceed NAAQS or CAAQS, or contribute to existing violations, resulting in a less than significant impact.

Operational Emissions

Operations emissions generated by the project would come from area and energy sources (consumer products, landscape maintenance, architectural coatings, natural gas use, etc.), as well a mobile sources (vehicle traffic) and mechanical equipment, which would include the proposed boilers and the emergency generator (the proposed cooling tower and air handlers would generate minimal emissions). The project would result in a net increase of 74 average daily vehicle trips (Urban System Associates, Inc. 2017a). Project operational emissions are provided in Table 3 below.

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

Emissions	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	1	6	14	>1	3	1
Energy Sources	>1	>1	>1	>1	>1	>1
Area Sources	3	>1	>1	>1	>1	>1
Boilers	1	5	9	>1	1	1
Emergency Generator	1	11	2	1	1	1
Total	**5**	**22**	**26**	**1**	**5**	**2**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	No	No	No	No	No	No

ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide;
SOx = oxides of sulfur; PM10 = 10-micron particulate matter; PM2.5 = 2.5-micron particulate matter

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

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

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 SDAB is classified as attainment for all criterion pollutants except ozone under the CAA and CCAA, and PM_{10}, and $PM_{2.5}$ under the CCAA. As shown in Tables 2 and 3 (above), project 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 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?	☐	☐	☒	☐

Sensitive receptors in the vicinity of the project include Prebys Cardiovascular Institute building of the Scripps Memorial Hospital La Jolla, which is approximately 320 feet west of the project site, other Scripps Memorial Hospital La Jolla buildings to the west of the project site, and the Preuss Performative High School and associated athletic fields to the south of the project site. The nearest residence, 9873 Leeds Street in the La Jolla Vista Townhouses Community, is approximately 1,015 feet southeast of the project site.

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. The nearest sensitive receptor to the project site is the Prebys Cardiovascular Institute building of the Scripps Memorial Hospital La Jolla, which is approximately 320 feet west of the project site. Construction of the project would result in the generation of DPM emissions from the use of off-road diesel equipment. Due to the short-term nature of construction, cancer risk associated with DPM generated by project construction would not result in substantial cancer risk. Construction impacts to sensitive receptors would be less than significant.

Operation

The project would include the installation of new mechanical equipment including boilers, a cooling tower, and an emergency generator. These sources would generate various air toxics; however, these sources would be subject to the requirements of SDAPCD and, thus, impacts associated with air toxics from the project would be less than significant. The project would not contribute to a substantial increase in traffic volumes at a failing intersection and thus would not result in or

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

substantially contribute to a CO hotspot. Operations impacts to sensitive receptors would be less than significant.

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, and therefore any project that is likely to worsen air quality necessitates further analysis (per the CO Protocol). 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. Intersections anticipated to operate at LOS E or F under all conditions include the intersection of Genesee Avenue and La Jolla Village Drive, the intersection of Genesee Avenue and Interstate 5 southbound ramps, and the intersection of Campus Point Drive and Campus Point Court. Based on the Access Analysis discussed in XVI below, the project would contribute to a less than 5 percent increase in traffic volumes at intersections that operate at LOS E or F. Thus, the project is not anticipated to result in the worsening of air quality. The project would not result in or substantially contribute to a CO hotspot. Impacts to sensitive receptors would be less than significant.

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

The project would involve the use of diesel-powered construction equipment. Diesel exhaust odors may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Land uses primarily associated with operational odor impacts include wastewater treatment facilities, waste transfer stations, landfills, composting operations, refineries, and agricultural operations. The project does not include any of these uses and would not include activities known to cause objectionable odors. Impacts would be less than significant.

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?	☐	☐	☐	☒

The project site is an existing developed site with non-native landscaping located in an urban area. No sensitive plant or animal species, or suitable habitat for sensitive species exists on-site.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is currently developed and includes buildings, hardscape, and landscaping. The project site does not contain any sensitive riparian habitat or other identified habitat community.

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?	☐	☐	☐	☒

The project site is currently developed and includes buildings, hardscape, and landscaping. The project site does not contain any wetlands as defined by section 404 of the Clean Water Act, sensitive riparian habitat or other identified habitat community, resulting in 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, as the site is currently developed with buildings, hardscape, and landscaping. The site is surrounded by industrial and institutional/public/semi-public facilities, roads, and fencing, which ultimately restrict its use by wildlife. The project site is not a significant Multiple Species Conservation Program (MSCP) regional corridor 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?	☐	☐	☒	☐

A Tree Protection Plan has been developed for the project that identifies existing trees to be retained and removed with construction. Street trees would be maintained and/or replaced in accordance with Section 142.0409 of the City's Landscape Regulations and the University Community Plan. As such, the project would not conflict with any local policies or ordinances protecting biological resources, resulting in a less than significant impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 project site lies within the boundaries of the City San Diego Multiple Species Conservation Plan (MSCP) Subarea Plan. The City's Multi-Habitat Planning Area (MHPA) is mapped onsite. MHPA Lands are those that have been included within the City's MSCP Subarea Plan for habitat conservation. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region.

Per the MSCP, potential indirect effects from drainage, toxics, lighting, noise, barriers, invasives, and brush management from project construction and operation must not adversely affect the MHPA. The project site is located approximately 150 feet to the west from the closest MHPA area. Due to the presence of the MHPA in close proximity to the site, the project would be required to comply with the MHPA Land Use Adjacent Guidelines (Section 1.4.3) of the City's MSCP Subarea Plan in order to ensure that the project would not result in any indirect impacts to the MHPA. Refer to Land Use Section X(c) for further details.

The project as designed would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would not result.

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 in 1985 and are therefore not 45 years old and are not considered historical resources under the California Environmental Quality Act (CEQA) or the City of San Diego criteria for listing as historical resources. 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?	☐	☐	☐	☒

A record search of the California Historic Resources Information Systems (CHRIS) was conducted, yielding no historic resource identifications within the project site. According to the Geotechnical Investigation prepared for the project (GEOCON 2017a), the project site has been previously graded to allow for the existing development, and fill has been previously placed across the site from approximately 1.5 feet to 45 feet from the existing grade. Below undocumented fill, geologic formation was encountered (Scripps Formation). Therefore, there is no potential for project grading to impact any unique or non-unique archaeological resources, resulting in a less than significant impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (GEOCON 2017a), the project area is underlain by Scripps Formation. The Scripps Formation 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 14,500 cubic yards of cut and would excavate to a maximum depth of 15 feet. Considering the high paleontological sensitivity rating for underlying geology and the shallow depth of geologic formations, project grading activities would have potential to disturb or destroy paleontological resources. Disturbance or loss of fossils would be considered a significant environmental impact.

Therefore, paleontological monitoring during grading would be implemented as a project mitigation measure as detailed in the Mitigation Monitoring Reporting Program (MMRP) included in Section V of the Mitigated Negative Declaration (MND). With implementation of the monitoring program, potential impacts to paleontological resources would be reduced to less than significant.

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

All of the area to be impacted by the project has been heavily disturbed by grading for the original construction, and the potential for subsurface deposits to remain in these areas is extremely low. Subsurface materials consist of undocumented fill and bedrock (Scripps Formation). No cemeteries, formal or informal, have been identified on or adjacent to the project site, and none were encountered during previous grading activities associated with the construction of the original Campus Point project. 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐

GEOCON prepared a Geotechnical Investigation for the 9880 Campus Point Project, dated April 18, 2017 (GEOCON 2017a) and a Response to Review Comments document for the project dated June 2, 2017 (GEOCON 2017b). Based on this Geotechnical Investigation, there are no active, potentially active, or inactive faults located within the project site. The project site is not located within the Downtown Special Studies Fault Zone or Alquist-Priolo Earthquake Fault Zone. The Salk fault and an unnamed fault, both east-west trending, are located approximately 2,000 and 1,000 feet north, respectively. The site is located approximately 1,200 feet from the southeast trending section of the fault.

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 3 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 in accordance with the applicable California Building Code guidelines currently adopted by the City of San Diego, which ensure impacts associated with known earthquake faults are less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Refer to 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 lack of a permanent, near-surface groundwater table and the very dense nature of the underlying fill and formational materials. As such, the likelihood of the proposed project exposing people to seismic related ground failure or liquefaction is considered to be low, resulting in a less than significant impact.

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

The project site does not contain previous landslide debris. The topography of the site is generally flat, with a manufactured slope at the west end of the project site. Based on the existing topography and landforms, the project would not subject people or structures to landslides. Impacts would be less than significant.

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

The project site is underlain by one subsurface soil 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 1½ to 45 feet from existing grade. This type of fill is generally associated with previous grading operations and construction activity during the original development of the site. The fill is composed of medium dense to dense, silty sand and sand silt. The Scripps Formation is located below the previously placed fill. All grading activities within the site would be required to comply with the City of San Diego Grading Ordinance, which ensures soil erosion and topsoil loss is minimized. Additionally, the project would employ best management practices to control erosion and prevent topsoil from exiting the site. Thus, impacts would be less than significant.

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 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 underlying the site have a “medium” expansion potential. The project would comply with the requirements of the California Building Code, thereby ensuring risks associated with expansive soils are minimized. As such, impacts due to expansive soils would 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 previously placed fill underlying the project site is expected to have a “medium” expansion potential. The upper portion of the previously placed fill is considered unsuitable for additional fill or structural loads. The soils within the Scripps Formation possess a “very-low” to “high” expansion potential. As detailed in the geotechnical investigation, remedial grading would be required to remove previously placed fill, if encountered at the base planned subterranean level. With implementation of geotechnical report recommendations as required by the City Municipal Code (Chapter 14), impacts associated with expansive soils would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 will be served by existing sewer infrastructure and would not require septic tanks or alternative waste water disposal systems. No impact would occur.

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 the City will undertake to achieve its proportional share of state greenhouse gas (GHG) emissions reductions. The purpose of the CAP Consistency 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.

The CAP 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. Projects that are consistent with the CAP as determined through the use of the CAP Consistency Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

A project-specific CAP Consistency Checklist has been completed for the project, and its requirements would become conditions of project approval. As detailed in the project-specific CAP Consistency Checklist Step 1, the project is consistent with the allowed uses per the General Plan and Community Plan land use designations, as well as the zoning designation for the project site, which allows for office and R&D facilities. 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.

Additionally, the project would comply with Council Policy 900-14 by meeting LEED Silver Certification requirements ~~and providing a minimum of 15 percent of total building energy from self-generation using renewable energy technologies~~. Project-specific requirements of the CAP Checklist would become conditions of project approval.

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

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

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 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 operations as an R&D facility would not involve the routine transport, use, or dispose of hazardous materials. The project would comply with all applicable hazardous materials regulations during project construction and operation, resulting in a less than significant impact.

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?	☐	☐	☒	☐

According to the California Department of Toxic Substances Control EnviroStor Database, State Water Board GeoTracker database, and other resources compiled pursuant to Government Code Section 65962.5, no record of leaking Underground Storage Tank (UST) cleanup sites, permitted USTs, or other hazardous sites were identified on the project site. The closest leaking UST is located approximately 290 north of the project site along Campus Point Drive, as mapped in the State Water Board GeoTracker database. 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 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?	☐	☐	☒	☐

The Preuss School (University of California – San Diego) is within one-quarter mile from the project site. Construction of the project may require the use of hazardous materials (fuels, lubricants,

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

solvents, etc.), which would require proper storage, handling, use, and disposal; however, the project would not routinely transport, use, or dispose of hazardous materials. The project would include the installation of new mechanical equipment including boilers, a cooling tower, and an emergency generator that would comply with SDAPCD permit requirements. Thus, with compliance with applicable regulations and required permits, impacts associated with hazardous emissions would be less than significant.

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, State Water Board GeoTracker database, and other resources compiled pursuant to Government Code Section 65962.5, the project site is not located on a site which is included on a list of hazardous materials sites and would not create a significant hazard to the public or environment. Thus, no impact would occur.

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 the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP), review areas 1 and 2, and would therefore be subject to the ALUCP regulations. The project would comply with the noise, safety, and airspace protection compatibility requirements in Sections 132.1510 through 132.1525 of the Land Development Code (LDC). Specifically, R&D is identified as a permitted use within the Transition Zone of MCAS Miramar per Section 132.1515(f), Table 132-15F of the LDC. The proposed development will not penetrate the FAA notification surface and is not proposed at greater than 200 feet above grade. Therefore, the proposal is not required to notify the FAA per Section 132.1520(c). Additionally, the project site is not within a designated Accident Potential Zone (APZ) as identified in the MCAS Miramar ALUCP and would, therefore, not subject people working or residing within the project area to a significant safety hazard.

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 site in not within the vicinity of a private airstrip, resulting in no impact.

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 site is located in a developed area with access to major roadways. The project would not modify the existing roadway network in the surrounding area and would maintain access to the project site. 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 located within a Very High Fire Hazard Severity Zone per the City of San Diego Very High Fire Hazard Severity Zone Map. However, the project would be required to comply with City Brush Management Regulations codified in Section 142.0412 of the San Diego Municipal Code, as well as the San Diego Fire-Rescue Department FBP Policy B-08-1 and the City of San Diego Fire Safety and Brush Management Guide. Compliance with these regulations would ensure impacts are less than significant.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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

The project would comply with the City's Stormwater Management and Discharge Control Ordinance (Municipal Code Chapter 4, Article 3, Division 3), Storm Water Runoff and Drainage Regulations (Land Development Code Section 142.02 et al.), and other applicable storm water quality standards during and after construction. Treatment control best management practices (BMPs) have been selected that would ensure pollutants are not discharged to receiving waters. Proposed BMPs as fully described in the storm water quality management plan (BWE 2017a) are summarized below.

The project would employ site design, source control and treatment control BMPs in addition to hydromodification control measures. Site design BMPs include maintaining existing drainage locations in the existing condition/location, limiting disturbance to flatter areas and not disturbing steeper slopes, incorporating landscaped parking islands and a 15-foot landscape strip between proposed building and sidewalk to minimize impervious area, and minimizing soil compaction near structural BMPs. An underground vault is proposed to provide hydromodification control and pollutant control. Additionally, biofiltration basins would provide additional pollutant control.

These requirements have been reviewed by qualified City staff and would be re-verified during the ministerial process. Adherence to applicable water quality standards would ensure adverse impacts associated with compliance with quality standards are avoided. Impacts would be a less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 public water service connections and would not use groundwater for any purpose. Additionally, impervious surfaces are expected to be reduced by approximately 16,988 square feet compared to the existing condition, resulting in a potential increase in storm water infiltration and potential groundwater recharge. As such, the project would result in a less than significant impact on groundwater supplies.

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?	☐	☐	☒	☐

A site-specific Drainage Study was prepared for the project (BWE 2017b) that evaluates the existing and proposed drainage patterns. In the post-project condition, the drainage characteristics (i.e., overall impervious area and flow pattern) would be similar or improved compared to the existing condition. In the post project condition, impervious surfaces on the project site would be reduced by approximately 16,988 square feet compared to the existing condition due to incorporation of additional landscape area. New drainage swales and storm drains are proposed to capture and convey runoff from the site; however all runoff will continue to discharge to the existing storm drain system and curb & gutter along Campus Point Drive. A proposed detention basin would be installed that would control the hydromodification impact of the project. Drainage would flow from biofiltration basins to the detention basins to provide capacity to retain larger volumes of water and control peak flows. These drainage improvements would improve the existing condition peak flow rate to prevent erosion and siltation off-site. According to the Drainage Study, the reduction in impervious area and inclusion of BMPs in the proposed condition would reduce the 50-year storm peak flow rates from 11.39 cubic feet per second (cfs) to 7.79 cfs, resulting in a 32 percent decrease in peak flow rates for the 50-year storm. Similarly, the peak flow rate due to the 100 year storm event would decrease by approximately 1.05 cfs with the project.

The on-site drainage pattern would change minimally. The majority of the site runoff would continue to drain to the existing storm drain inlet situated at the northeast corner of the site, while the remaining runoff would drain to the existing storm drain inlet situated at the eastern edge of the site driveway. The run-on pattern from the existing slopes would remain similar to the existing condition.

Substantial alterations to the existing drainage patterns are not proposed. The project design would result in a reduction in impervious surfaces, would decrease the peak flow rates at both drainage

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

exit points, and incorporate BMPs to control erosion and siltation. Impacts related to drainage would be less than significant.

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?	☐	☐	☒	☐

Refer to IX(c).

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?	☐	☐	☒	☐

The project would collect and convey storm water runoff through a system of roof downspouts, inlets, storm drain pipes, detention basin, and swales that would convey, collect and treat runoff and avoid water quality impacts from runoff. Water quality would be treated before exiting the project site by storm water BMPs, including biofiltration, biofiltration with partial retention, a modular wetland system, and an underground detention basin. Additionally, the proposed condition peak flow rate from the site is reduced and thus, the project runoff would not exceed the capacity of storm water drainage systems. Further, the preliminary drainage analysis found that the existing 18 inch pipe beneath Campus Point Drive would have adequate capacity to handle peak flows. Thus, the project would result in a less than significant impact related to storm water drainage systems and polluted runoff. Refer also to IX(c) and IX(f).

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

The project is considered to be a Priority Development Project (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 four structural BMPs for storm water pollutant control including two biofiltration basins, a Modular Wetland System, and an underground vault to provide hydromodification and pollutant control for the entire site. With the implementation of these BMPs, runoff would be treated to remove pollutants before exiting the project site. Furthermore, the project would comply with all applicable storm water regulations during construction and operation of the project including a statewide General National Pollution Discharge Elimination System (NPDES) permit for Storm Water Discharges Associated with Construction Activities. Compliance with existing storm water quality regulations including the storm water BMPs outlined in the project's storm water quality management plan (BWE 2017a), would ensure water quality impacts are less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 is not located within a Federal Emergency Management Agency (FEMA) designated floodplain or floodway, per the FEMA Flood Insurance Rate Map (Number 06073C1338G), resulting in no impact.

X. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

The project would require the demolition of the existing two-story R&D building, and construction of a five-story, 82,190-square-foot R&D facility with a 20,459-square-foot basement. The project would not substantially change the nature of the surrounding area and would not introduce any barriers or project features that could physically divide the community. Thus, the project would result in no impact related to physically dividing an established community.

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 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 R&D uses. The purpose of the IP zone is to provide for high-quality science and business park development. The project requires a Site Development Permit (Process Three) for development within the CPIOZ-B per City Municipal Code Section 126.0502(c)(1). The purpose of the CPIOZ-B is to provide supplemental development regulations to ensure development proposals are reviewed for consistency with the use and development criteria adopted for as part of the Community Plan. The CPIOZ-B was applied to properties not otherwise subject to discretionary review in the north portion of the Community Plan area to ensure these properties would be subject to a review for consistency with the goals and policies of the Community Plan. Specific issues addressed with a CPIOZ-B Site Development Permit include:

- Architectural design of buildings, structures, and signs
- Construction materials
- Grading and site development

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

- Height and bulk of buildings
- Land use, including intensity of land use and accessory uses
- Lot coverage
- Orientation of buildings
- Yards
- Pedestrian circulation within the site and connections to adjacent projects
- Parking
- Safety Zones for MCAS Miramar
- Noise
- Issues discussed in the Urban Design Element of the Plan

The Site Development Permit application seeks to increase the development intensity for this site to approximately 18,000 square feet per acre, which would result in a maximum development increase of approximately 10,000 square feet. The project has been reviewed for compatibility of the project with the proposed development intensity in relation to the surrounding community and University Community Plan goals. Development intensities of 18,000 square feet per acre are common among surrounding properties and the development would be compatible in terms of bulk, scale, and design with the surrounding area. Further, the project would be consistent with the allowed uses under the Industrial land use designation and IP-1-1 zone. Further, no adverse environmental impacts have been identified associated with the increase in development intensity. Thus, the project would be consistent with applicable land use plans, policies and regulations governing the site, and impacts would be less than significant.

c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Refer to 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 Land Classification Map, Special Report 153, Plate 16. MRZ-3 zones are classified as 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.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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 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?	☐	☐	☒	☐

A site-specific noise analysis was prepared by RECON Environmental, Inc. to address potential noise impacts for the project site (RECON 2017b). The results of this analysis are discussed below.

Short-Term (construction)

Construction of the project would generate noise. Noise associated with the removal of the structures, grading, and construction could potentially result in short-term noise impacts to surrounding residential properties. A variety of noise-generating equipment would be used during the construction phase of the project such as scrapers, backhoes, front-end loaders, and concrete saws, among others.

The nearest residential zoned properties (RS-1-7) are located east of the project site across Campus Point Drive. These parcels are undeveloped and characterized by steep slopes. Parcels southwest of the project, south of Genesee Avenue and Scripps Hospital Driveway are also zoned single-family residential (RS-1-14), but are occupied by University of California San Diego buildings including the Preuss Performative High School, a baseball field, and several commuter parking lots. Construction noise levels would be anticipated to reach 66 A-weighted decibel [dB(A)] at the one-hour equivalent noise level (L_{eq}) at the property lines of these uses. The nearest residence is the La Jolla Vista Townhouses community located approximately 1,015 feet southeast of the project site. At this location, construction noise levels would reach 66 dB(A) L_{eq} at the property line.

While noise from temporary construction activities may be heard over other noise sources in the area, noise would be temporary and would not exceed 75 dB(A) L_{eq} (A-weighted decibels equivalent noise level) averaged over a 12-hour period based on typical noise generation of construction equipment and the distance to the nearest residential use. Additionally, construction would be prohibited between the hours of 7 p.m. and 7 a.m., Sundays, and legal holidays, per the City of San Diego Noise Abatement and Control Ordinance of the Municipal Code, Section 59.5.0404 (Ordinance). Noise control measures would include maintaining construction equipment in proper working condition, and placing staging equipment away from sensitive noise receptors. The project would comply with the City Noise Ordinance, and construction noise impacts would be less than significant.

Traffic Noise

The project would not substantially alter the vehicle classifications mix on local or regional roadways. The City's Significance Determination Thresholds state that if a project is currently at or

exceeds the significance thresholds for traffic noise and noise levels result in less than a 3 dB(A) increase, the impact would not be considered significant.

The increase in noise due to the addition of the project traffic was calculated by comparing the existing and future traffic volumes with and without the project. As calculated, noise increases would be less than 1 dB(A). This increase would not be perceivable, and impacts would be considered less than significant.

The interior noise level standard for nonresidential buildings is 50 CNEL. As detailed in the noise report, exterior noise levels at the building façades would reach up to 68 dB(A) CNEL. According to the Federal Highway Administration's Highway Traffic Noise Analysis and Abatement Guidance, buildings with masonry façades and double-glazed windows would provide an estimated noise level reduction of 35 dB, while light-frame structures with double-glazed windows may provide noise level reductions of 25 dB. Thus, maximum interior noise levels would be between 33 and 43 CNEL, depending on building construction techniques. These noise levels would be consistent with state acoustical control standards and the City's noise land use compatibility standards, resulting in a less than significant impact related to interior noise levels.

Per the City of San Diego Noise Element, noise impacts at outdoor use areas for corporate offices and R&D facilities shall not exceed 65 community noise equivalent level (CNEL), but may be conditionally compatible with exterior noise levels up to 75 CNEL. The project does not include exterior use areas. As such, the project would not exceed the City's Significance Determination Threshold of 75 CNEL at an exterior use area.

<u>On-Site Generated Noise (Stationary Noise)</u>
The noise sources on the project site after construction are anticipated to be those that are typically associated with R&D or office facilities, such as delivery trucks, mechanical equipment in the external equipment yard, and HVAC systems. Several noise sources associated with the project would be located indoors, including boilers, chillers, and air-handling units; however, these noise sources are not anticipated to generate substantial noise levels at exterior locations due to noise attenuation provided by the building envelope.

Noise levels associated with the proposed standby generator, cooling tower, loading operations, and air handlers were modeled at a series of specific receiver locations along the project site boundary and property lines and noise ground-floor contours were generated. Table 4 summarizes the projected noise levels at the modeled receivers.

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

Table 4
On-site Generated Noise Levels

Receiver	Description	Noise Levels [dB(A) L_{eq}]
1	Project Site Northern Boundary	61
2		65
3		60
4	Project Site Southern Boundary	51
5		51
6	Preuss Performative High School	46
7	Western Boundary of Scripps Memorial Hospital La Jolla	51
8		50

SOURCE: RECON 2017b.
dB(A) L_{eq} = 1-hour equivalent A-weighted decibels.

As shown, the project is anticipated to generate noise levels from 51 to 65 dB(A) L_{eq}; noise levels that would be below all applicable noise level limits from City Municipal Code Section 59.5.0401. Therefore, on-site generated noise would be less than significant.

In conclusion, the project would not result in the exposure of persons, or generation of noise levels in excess of standards established. Therefore, impacts would be less than significant.

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

The project may expose people to groundborne vibrations or noise levels during construction. As described in XII(a), construction activities would be required to comply with the City of San Diego Noise Ordinance requirements, which allow for loud construction noise between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, and on Columbus Day and Presidents Day. Any construction from 7 p.m. to 7 a.m. requires a construction noise permit. However, construction noise and vibration would be temporary and associated only with heavy-duty construction equipment. This temporary impact would be considered less than significant because construction would be prohibited during evening hours (7:00 p.m. to 7:00 a.m.) in accordance with City of San Diego requirements and use of vibration-inducing construction equipment such as pile drivers are not anticipated. Thus, impacts related to ground borne vibration or noise would be less than significant.

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

The project would result in a less than 1 dB increase in traffic noise over the existing condition along all affected roadway segments, which is not a perceptible increase in noise. Existing noise levels within the project site were estimated to reach up to 57.8 dB(A) L_{eq}, while existing noise levels within the vicinity were estimated to reach 68.6 dB(A) L_{eq} due to the traffic along Genesee Avenue. Therefore, the project is not expected to result in a permanent increase in ambient noise level within the project vicinity, and impacts related to increases in ambient noise levels 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 be estimated to reach 66 dB(A) L_{eq} at the property lines of the nearest residentially zoned property. 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 Airport Influence Area (AIA) of the MCAS Miramar Airport 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 located outside of the 60 CNEL and 65 noise contour 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 a less than significant impact.

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?	☐	☐	☐	☒

The project site is not located within the vicinity of a private airstrip. No impact would occur.

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 involves the demolition and construction of a new R&D building, and does not propose any new housing developments or development of a new business district. While the project would increase the building square footage in comparison to the existing conditions, thereby allowing for additional office space and occupants/employees, the additional R&D space would accommodate employment

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

space consistent with planned growth, and would not induce growth either directly or indirectly. The project site is currently developed, with access provided by existing roadway infrastructure. The project site is served by exiting water, sewer, and storm water infrastructure. Impacts related to population growth would be less than significant.

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

There is no housing currently located on the project site; thus, no housing would be displaced. No impact would occur.

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

The site does not support housing or residents; thus, the project would not displace people. 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 site is within the service area of Fire Station 35, located at 4285 Eastgate Mall in the University Community Plan area. Additionally, there are several other fire stations in proximity to the project site that could respond to calls for emergency service as shown in Table 5.

Table 5
Project Area Fire Stations

Fire Station	Station Address	Approximate Distance to Project Site (miles)
Station 35	4285 Eastgate Mall	<1
Station 41	4914 Carroll Canyon Rd	3.6
Station 9	7870 Ardath Lane	4.4
Station 27	5064 Clairemont Drive	4.4

The project would not result in a measurable adverse effect on fire response times due to the project's infill location and continued use as an R&D facility. Additionally, the project would be required to pay the development impact fees at the time of building permit issuance.

The project would not adversely affect existing levels of fire protection services or create a significant new demand, and would not require the construction of a new or expansion of an existing facility. Impacts related to fire protection would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Police protection	☐	☐	☒	☐

The Northern Division Police Substation at 4275 Eastgate Mall provides police protection within the University Community Plan area. The project would not result in a measurable adverse effect on police response times due to the project's infill location and continued use as an R&D facility. Additionally, the project would be required to pay the development impact fees at the time of building permit issuance. As the project would not adversely affect existing levels of police protection services or creates a significant new demand and would not require the construction of a new or expansion of an existing facility. Impacts related to police protection would be less than significant.

iii) Schools	☐	☐	☐	☒

The project does not include any school facilities and would not result in any additional demand on school facilities in the area. The project would not result in a change of land use, and no additional school facilities would be required as a result of project implementation, as the project would not introduce a new population base that would require additional school facilities. No impact would occur.

iv) Parks	☐	☐	☐	☒

The project site contains an existing R&D building that would be demolished and replaced with a larger R&D building. Additional park facilities or services would not be required as a result of the implementation of the project, as the project would not introduce a new population base that would require additional school facilities.

v) Other public facilities	☐	☐	☐	☒

The project does not include any new or physically altered public facilities, and no additional public facilities or services would be required as a result of the implementation of the project. The project would not introduce a new population base that would require additional public facilities. Thus, no impact would occur.

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. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 area. 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?	☐	☐	☒	☐

Urban Systems Associates, Inc. prepared an Access Analysis for the 9880 Campus Point project (Urban Systems Associates 2017a) as well as a Transportation Demand Management (TDM) plan (Urban Systems Associates 2017b), the results of which are summarized herein. A full Traffic Impact Study was not prepared as the project would not generate traffic levels above those that require a Traffic Impact Study per City standards.

The City of San Diego Traffic Impact Study Manual Guidelines provides thresholds that allow for the measurement of roadway performance operations. These guidelines establish the acceptable LOS D for roadway segments and intersections. The project would generate a net total project average daily traffic (ADT) of 74 trips. Existing street segment LOS along Campus Point Drive, from Campus Point Court to Genesee Avenue was measured at LOS C. Existing street segment LOS along Genesee Avenue from Scripps Hospital Driveway to Campus Point, and from Campus Point Drive to Regents Road, were both measured at LOS B. Existing intersection LOS at Campus Point Drive and the project site driveway access point was measured at LOS B. Existing intersection LOS at Campus Point and Genesee Avenue was measured at LOS D. As such, the roadway segments and intersections in the current setting within the project study area operate within the acceptable LOS as provided by the City.

The existing plus project conditions for street segments were estimated to result in LOS C along Campus Point Drive, from Campus Point Court to Genesee Avenue, and is estimated to result in LOS B along Genesee Avenue, from Scripps Hospital Driveway to Campus Point Drive, and from Campus Point Drive to Regents Road. As such, there would be no change in the LOS along the roadway segments studied in the traffic analysis. The existing and existing with project conditions for street segments are shown in Table 6.

Table 6
Existing and Existing with Project for Street Segments

Road	Segment	Capacity	Class.	Existing			Existing + Project			Δ V/C	Sig Impact?
				LOS	Volume	V/C	LOS	Volume	V/C		
Campus Point Dr.	Campus Point Ct. to Genesee Ave.	22,500	3-C	C	11,117	0.49	C	11,191	0.50	0.003	No
Genesee Ave.	Scripps Hospital Driveway to Campus Point Dr.	60,000	PA	B	33,993	0.57	B	34,023	0.57	0.001	No
Genesee Ave.	Campus Point Dr. to Regents Rd.	60,000	PA	B	30,602	0.51	B	30,638	0.51	0.001	No

SOURCE: Urban System Associates 2016a.
Class. = Classification
LOS = level of service
V/C = volume to capacity
Δ V/C = change in volume to capacity
Sig. = Significant

The existing plus project conditions for intersection operations were estimated to result in LOS B for the intersection at Campus Point Drive and the project driveway, and LOS of D for the intersection at Campus Point Drive and Genesee Avenue. As such, there would be no change in the LOS for the intersections studied in the traffic impact analysis. The existing and existing with project conditions for intersections are shown in Table 7.

Table 7
Existing and Existing With Project for Intersections

#	Intersection	Existing				Existing + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	Sig. Impact?	PM Peak Hour		Δ	Sig. Impact?
		Delay	LOS	Delay	LOS	Delay	LOS			Delay	LOS		
1	Campus Point Dr. at Project Driveway	8.6	A	12.6	B	8.6	A	0.0	No	12.7	B	0.1	No
2	Campus Point Dr. at Genesee Ave.	38.9	D	43.3	D	39.1	D	0.2	No	43.3	D	0.0	No

SOURCE: Urban System Associates 2016a.
LOS = level of service
Δ = change
Sig. = significant

Based on the results of the Access Analysis, the street segments and intersections are expected to continue to operate at an acceptable LOS with the implementation of the project. Therefore, the project would not conflict with the applicable City of San Diego regulations establishing thresholds of effectiveness for the circulation system around the project site, resulting in a less than significant impact.

The project does not propose any changes to the public transit system providing access to the site, and would not impact the existing Class II bike lanes existing along Campus Point Drive. Pedestrian access to the site is provided by sidewalks along Campus Point Drive and Genesee Avenue, and the project does not propose any changes to these facilities.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 XVI(a).

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 the MCAS Miramar ALUCP, and would therefore be subject to the ALUCP regulations. The proposed structure would be five stories high, which would be within the height limits established by 14 Code of Federal Regulations Sections 77.17, Obstruction Standards, resulting in no impact.

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 does not propose any alterations to the existing roadway network within the project site, nor does it propose any alterations to the existing circulation network providing access to the project site, resulting in no impact.

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

A Fire Access Plan has been developed for the project that has been approved by the City. Adherence to this Fire Access Plan would ensure emergency access is adequate to serve the project, resulting in a less than significant impact.

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 TDM, 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: unbundled/paid parking; a telework program; flexible or alternative work hours; on-site bike sharing; participation in SANDAG iCommute; and transit subsidies.

In addition, the following TDM measures would be implemented in order to be consistent with the project's CAP Consistency Checklist requirements: bike and walk facilities; preferred parking for carpoolers; participation in the Guaranteed-Ride-Home program; a compressed workweek; the use

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

of a designated Employee Transportation Coordinator; and provision of a bicycle repair station on-site. A TDM Monitoring and Reporting program would be prepared every year for a five-year period to ensure the TDM strategies are adequately implemented and maintained. Thus, the project would be consistent with adopted policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities.

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, of the proposed project. 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. Both Native American tribes concurred with the staff's determination that the site does 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.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Wastewater discharges from the project would be routed into the San Diego Metropolitan Sewerage System and ultimately treated at the Point Loma Wastewater Treatment Plant (WWTP). A joint permit issued by the California Regional Water Quality Control Board, San Diego Region (Regional Board)

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

and the U.S. EPA regulate the discharge of treated wastewater from the Point Loma WWTP into the Pacific Ocean. The City of San Diego's water monitoring program ensures that the treated water at the Point Loma WWTP complies with all permits and state and federal water quality-based standards. Therefore, the project would not exceed applicable wastewater treatment requirements with respect to discharges to the sewer system. Impacts would be less than significant.

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 project would not require the construction of new water or wastewater treatment facilities that could cause significant environmental effects. All private water facilities on-site would be designed and constructed in accordance with the requirements of the California Uniform Plumbing Code and would connect to existing water lines in adjacent roadways. All public water facilities including services and meters would be designed and constructed in accordance with current City of San Diego Water Facility Design Guidelines and City regulations.

For wastewater treatment, the project would construct a new 6-inch private sewer lateral and 6-inch private sewer cleanout on-site, and connect into the existing 10-inch PVC sewer main along Campus Point Drive. The San Diego Metropolitan Sewerage System provides regional wastewater collection, treatment, and disposal services for the City. The Point Loma Wastewater Treatment Plant treats wastewater from residential, commercial, and industrial sources in the City of San Diego. No existing capacity issues have been identified to meet the population forecast demands. Only lateral connections and on-site realignment of the sewer main would be required for the project; no line extensions would be necessary.

The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would cause significant environmental effects. Existing water and sewer facilities are currently available to the existing development. The project proposes the demolition of the existing facility and the construction of a new five-story R&D facility; however, improvements would be limited to extension of or rerouting of pipes and relocation of sewer lines within the project site. Sewer and water capacity fees would be due and collected at the issuance of building permits. Thus, impacts would be less than significant.

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?	☐	☐	☒	☐

Refer to IX(c).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Implementation of the project would not result in new or expanded water entitlements from the water service provider, as the project is consistent with existing demand projections contained in the UWMP. 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 City purchases water from the San Diego County Water Authority to make up the difference between total water demands and local supplies (City of San Diego UWMP 2015). Therefore, the project would not require new or expanded entitlements.

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 XVIII (a) and (b).

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

A Waste Management Plan (WMP) has been prepared (RECON 2017c). The WMP identifies tons of waste anticipated to be generated; material/type and amount of waste anticipated to be diverted; project features that would reduce the amount of waste generated; project features that would divert or limit the generation of waste; source separation techniques for waste generated; how materials shall be reused on-site; and the name and location of recycling, reuse, or landfill facilities where waste shall be taken. This WMP outlines strategies to achieve 99.78 percent of waste being diverted from disposal during construction and demolition of the project. Additionally, waste generated during the occupancy phase would not exceed the 60 ton-per-year City threshold of significance for having a cumulative impact on solid waste services.

With implementation of the strategies outlined in the WMP and compliance with all applicable City ordinances, solid waste impacts related to collection, diversion, and disposal of waste generated from construction and demolition, grading, and occupancy would be less than significant. During occupancy, an ongoing waste management plan would include provisions to provide adequate exterior storage space for refuse, recyclable, and landscape/green waste materials. Thus, impacts would be less than significant.

Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g)	Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☐	☒	☐

The applicable regulations related to solid waste disposal include: Assembly bill (AB) 341, which sets a policy goal of 75 percent waste diversion by the year 2020; AB 1826 requires businesses in California to arrange for recycling services for organic waste; the City's Recycling Ordinance, 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 the City's Zero Waste Objective, which implements the 75 percent diversion of waste target from landfills by the year 2020 and zero waste by 2040.

Demolition, Grading, and Construction Waste

Based on the WMP prepared by RECON, the project would require the demolition and removal of 1,168 tons of asphalt and 5,753 tons of existing building materials. Grading associated with the proposed project would result in the net export of soil and export of landscape debris (which would be recycled at the Miramar Greenery Facility). Construction of the project is estimated to generate 201 tons of waste, for a total waste generation of 23,122 tons of waste.

Table 6 summarizes the amount of waste estimated to be generated and diverted by each phase of the proposed project. Of the 23,122 tons estimated to be produced, 23,038 tons would be diverted, primarily through source separation. This would result in 99.64 percent of waste material diverted from the landfill for reuse.

Table 6
Total Waste Generated, Diverted, and Disposed of By Phase

Phase	Tons Generated	Tons Diverted	Tons Disposed
Demolition	6,920.57	6,888.27 (99.5%)	32.30 (0.47%)
Grading	16,000	16,000 (100%)	0.00%
Construction	201.00	150 (75%)	50.00 (25%)
Total	**23,121.57**	**23,038.27 (99.64%)**	**282.30 (0.36%)**

Operational Waste

The operational waste generated by the proposed project is estimated to amount to a total of 82.1 tons of waste per year). Table 7 summarizes the estimated occupancy phase waste generation.

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

Table 7
Occupancy Phase Annual Waste Generation

Land Use	Amount (sf)	Annual Generation Rate[1]	Waste Generated (tons)
Office	82,190	1,998 pounds per thousand sf	82.1 tons
Total			**82.1 tons**

[1]California Environmental Protection Agency (State of California 2006).
sf = square feet.

The project would include 82,190 square feet of habitable building space for non-residential uses, generating approximately 82.1 tons of waste per year; and would be required to provide a minimum of 192 square feet of exterior refuse area and the same amount of recyclable material storage area (total of 384 square feet). The applicant/applicant's successor in interest would be required to implement ongoing waste reduction measures to ensure the operation of the project complies with City ordinances, which is expected to provide a minimum recycling service volume of 40 percent for large complexes. Therefore, waste anticipated to be diverted during the operational phase of the project would be approximately 32.84 tons per year, leaving 49.26 tons remaining.

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.

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 project would disturb approximately 3.25 acres of previously developed and disturbed land, consisting of an existing building footprint, landscaping, and hardscaping. The project footprint would not disturb any area containing wildlife habitat. 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 150 feet away from the closest MHPA-designated area. Although the project site is in proximity of the MHPA, Campus Point Drive provides a buffer from the MHPA area; furthermore the project would implement design measures to ensure the project conforms with the MHPA Land Use Adjacency Guidelines (Section 1.4.3). The project site is not part of any wildlife corridor for rare or endangered species and would, therefore, not restrict the range of such species.

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

The project would have the potential to impact paleontological resources during grading and would implement paleontological monitoring mitigation during grading to reduce impacts to less than significant.

In addition, 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)?	☐	☐	☒	☐

As documented in this Initial Study, the project would result in less than significant impacts for all issue areas with the exception paleontological resources as the site could disturb bedrock with the potential to contain paleontological resources. Mitigation measures have been proposed to reduce impacts to less than significant which would also ensure the project does not contribute to a cumulative impact to paleontological resources. The project would comply with the City's CAP Consistency Checklist to ensure cumulative GHG emissions are less than significant. No other potentially significant cumulative impacts have been identified. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts.

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

As discussed throughout this document, no hazardous conditions on the project site or in the surrounding area were identified that could adversely affect human beings. It is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Redevelopment of the project site would comply with all State and city regulations that would ensure the building is safe and designed to protect future occupants. The project would not result in any substantial adverse effects on human beings directly or indirectly.

INITIAL STUDY CHECKLIST
REFERENCES

I. Aesthetics / Neighborhood Character

x City of San Diego General Plan
x University Community Plan

II. Agricultural Resources & Forest Resources

x 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
x Regional Air Quality Strategies (RAQS) – APCD
x Site Specific Report:
Air Quality Analysis for the 9880 Campus Point Project, San Diego, California, RECON Environmental, Inc., April 25, 2017 (RECON 2017a)

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
x 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
x City of San Diego Land Development Code Biology Guidelines
__ Site Specific Report:

V. Cultural Resources (includes Historical Resources)

_x_ City of San Diego Historical Resources Guidelines
___ City of San Diego Archaeology Library
___ Historical Resources Board List
___ Community Historical Survey:
_x_ Site Specific Report:
CHRIS data search by qualified archeological City staff.
_x_ Site Specific Report:
Geotechnical Investigation, 9880 Campus Point Drive, San Diego, CA, GEOCON, Inc., April 18, 2017 (GEOCON 2017a).

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, 9880 Campus Point Drive, San Diego, CA, GEOCON, Inc., April 18, 2017 (GEOCON 2017a).
Response to Review Comments, 9880 Campus Point Drive, San Diego, CA, GEOCON, Inc., June 2, 2017 (GEOCON 2017b).

VII. Greenhouse Gas Emissions

_x_ Site Specific Report:
ARE Campus Point Drive 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_ 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_ Site Specific Report:

Priority Development Project (PDP) Storm Water Quality Management Plan (SWQMP) for 9880 Campus Point Drive, San Diego, CA, BWE Inc., July 31, 2017 (BWE 2017a)

Drainage Study for 9880 Campus Point Drive, San Diego, CA, BWE Inc., September 2017 (BWE 2017b)

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_ 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
____ University Community Plan
____ San Diego International Airport - Lindbergh Field CNEL Maps
____ Brown Field Airport Master Plan CNEL Maps
____ Montgomery Field CNEL Maps
___ 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 9880 Campus Point Project, San Diego, CA, RECON Environmental, Inc., July 28, 2017 (RECON 2017b).

XIII. Paleontological Resources

x City of San Diego Paleontological Guidelines
x Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
x Site Specific Report:

Geotechnical Investigation, 9880 Campus Point Drive, San Diego, CA, GEOCON, Inc., April 18, 2017 (GEOCON 2017a).

XIV. Population / Housing

x City of San Diego General Plan
x University Community Plan
___ 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:

9880 Campus Point Access Analysis, Urban Systems Associates, Inc., April 14, 2017 (Urban Systems Associates 2017a).

9880 Campus Point Drive TDM Plan, Urban Systems Associated, Inc., June 15, 2017 (Urban Systems Associates 2017b).

XVIII. Utilities

_x_ City of San Diego Urban Water Management Plan 2015
____ Community Plan
_x_ 2006 Waste Disposal and Diversion Findings for Selected Industry Groups. California Environmental Protection Agency, Integrated Waste Management Board. June.
_x_ Site Specific Report:

Waste Management Plan for the 9880 Campus Point Project, San Diego, CA, RECON Environmental, Inc., July 28, 2017 (RECON 2017c)

XIX. Water Conservation

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

Revised: October 11, 2013

Regional Location

9880 Campus Point/Project No. 549731

City of San Diego – Development Services Department

FIGURE

No. 1

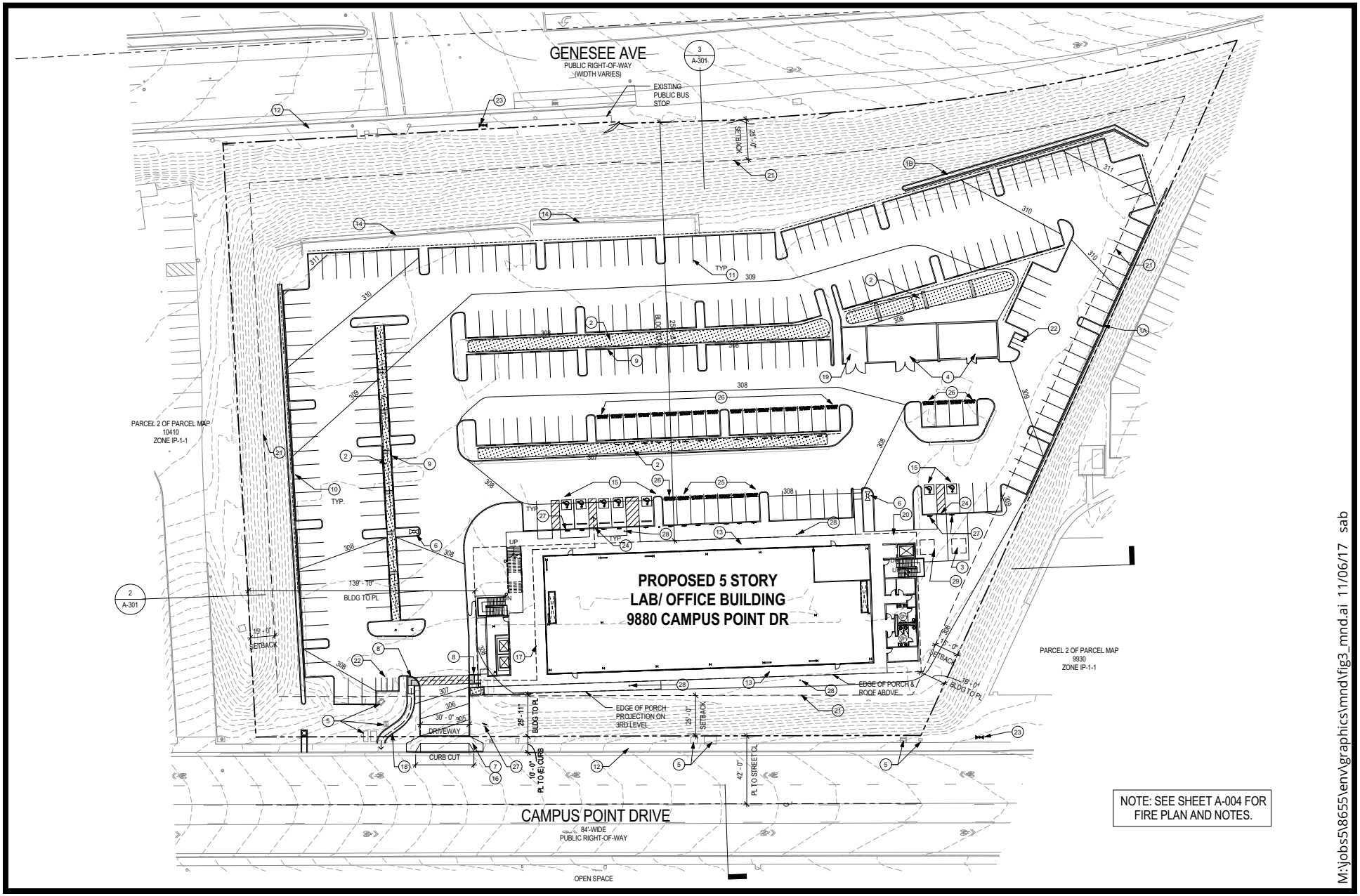
Map Source: NearMap (flown June 2017)

Project Location on Aerial Photograph

9880 Campus Point/Project No. 549731

City of San Diego – Development Services Department

FIGURE No. 2



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Site Plan

9880 Campus Point/Project No. 549731

City of San Diego - Development Services Department

FIGURE

No. 3