



THE CITY OF SAN DIEGO

## ADDENDUM

Project Number 651935  
Addendum to SEIR No. 336364  
SCH No. 2014091073

**SUBJECT:** **CAMPUS POINT NDP Amendment:** A NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) to amend the existing Site Development Permit No. 1176281/Neighborhood Development Permit No. 1388122, allowing for the intensification of existing development from 1,673,633 gross floor area (GFA) to 1,901,613 GFA (net gain of 227,980 GFA). The project would demolish three buildings (4110 CPC, 4161 CPC, and 10260 CPD = -315,276 GFA) and would construct four new buildings and one parking structure (CP3, CP5, CP6, CP7, P2 = 626,032 GFA), and would also encompass a new building and parking structure, which are being processed separately under a Ministerial Permit (CP4, P1 = 245,607 GFA). The project also includes the incorporation of a 34-acre parcel to the south of the existing development. Other proposed improvements include reconfiguration of the main boulevard (private road), providing circulation through the project site. Approximately 4,864 parking spaces would be provided in structures and surface lots. The 84.79-acre project site is designated Industrial Park and Office (Low Rise) and zoned IP-1-1 (Industrial Park), RS-1-7 (Residential Single-Family), and RS-1-14 (Residential Single-Family), per the University Community Plan (UCP). Additionally, the site is within Community Plan Implementation Overlay Zone (CPIOZ) Areas "A" and "B." Parking Standards Transit Area Overlay Zone, Parking Impact Overlay Zone (Campus), Transit Priority Area Overlay Zone, Prime Industrial Lands, the Airport Land Use Compatibility Overlay Zone (Marine Corps Air Station Miramar), Airport Influence Areas Overlay Zone (Marine Corps Air Station Miramar – Review Area 1), FAA Part 77 Noticing Area Overlay Zone (Marine Corps Air Station Miramar), and Airport Safety Zone Overlay (Marine Corps Air Station Miramar Accident Potential Zone 2 and Transition Zone). (Assessor Parcel Numbers: 10300 Campus Point Drive (APN 343-230-13); 10290 Campus Point Drive (APN 343-230-14); 4110 Campus Point Court (APN 343-230-38); 4161 Campus Point Court (APN 343-230-43); 10260 Campus Point Drive (APN 343-230-42); 4210 & 4224 Campus Point Court (APN 343-230-40); 4242 & 4244 Campus Point Court (APN 343-230-41); 10210 Campus Point Drive (APN 343-230-17)). Applicant: LPA Design Studios.



## **I. SUMMARY OF ORIGINAL PROJECT**

The project site was originally analyzed in 1993 as part of the Eli Lilly/Ivac Campus Point Planned Industrial Development Project (FEIR No. 91-0360/SCH No.92121002 which was certified by the San Diego Planning Commission on March 23, 1993 per Resolution No. R-281671 (1993 FEIR). The 1993 FEIR project created 9 individual lots and a total of 1,209,000-square feet (30,000 square feet per acre) of research and development space on a 58.2-acre site. The project required the implementation of a Transportation Demand Management Plan to reduce the project generated traffic to the equivalent of a project developed at an intensity of 18,000 square feet per acre.

The 1993 FEIR identified the project would result in significant and unmitigated direct impacts to traffic and air quality. The project would contribute to cumulatively significant and unmitigated impacts associated with traffic, air quality and noise. The project would also result in significant unmitigated land use impacts. The following issue areas were determined to be significant but mitigated to below a level of significance with mitigation: safety/hazardous materials and hydrology and water quality. All other impacts analyzed in the 1993 FEIR were determined to be less than significant.

The project site was also analyzed as part of the Campus Point Master Plan project (2017 CPMP SEIR, SEIR No. 336364/SCH No. 2014091073; Appendix A), which was certified by the City of San Diego on September 11, 2017, per Resolution No. 311296. The project consisted of a Community Plan Amendment for modifications to the UCP, a Site Development Permit for development in the CPIOZ Type A and B of the UCP, a Neighborhood Development Permit, and a Multi-Habitat Planning Area (MHPA) boundary line correction. The project entailed the inclusion of an additional piece of property located directly southwest of the 1993 FEIR project site and development of two new buildings (12- and 6-story split-level multi-tenant building [CP3]; a 2-story building with a micro-brewery, with dining space and shared tenant amenity spaces [CP4]) and an associated parking structure (9-levels to accommodate 1,455 parking stalls) within previously disturbed land. The 2017 CPMP SEIR entailed intensifying an existing 731,725-square-foot scientific research and development campus by 328,383 square feet; thereby creating a 1,060,108-square-foot science and business park with a campus-like environment containing comprehensive site design and landscaping on a 58.19-acre project site. A complete project description and environmental analysis can be found in the SEIR (Appendix A). The project as proposed and approved in the 2017 CPMP SEIR entailed the construction of a 12- and 6-story split-level multi-tenant building, a 2-story building for dining and microbrewery use, and a 9-level parking structure, but was not fully developed. Portions of the project site were developed with buildings CP1, CP1-1, CP2, CP2-1, CPS1, CPS2, CPS3, CPS4 and the majority of the project site was paved and used as surface parking lots.

## **II. SUMMARY OF PROPOSED PROJECT**

The project is requesting a Neighborhood Development Permit (NDP) to amend the existing NDP and Site Development Permit (SDP), allowing for the intensification of existing development from 1,673,633 GFA to 1,901,613 GFA (net gain of 227,980 GFA). The project would demolish three buildings (4110 CPC, 4161 CPC, and 10260 CPD = -315,276 GFA), construct four new buildings and one parking structure (CP3, CP5, CP6, CP7, P2 = 626,032 GFA), and encompass a new building and parking structure, which are being processed separately under a Ministerial Permit (CP4, P1 = 245,607 GFA). A summary of the proposed development changes is provided in Table 1, Campus



Point Development Changes. The project also includes the incorporation of a 34-acre parcel to the south of the existing development. Other proposed improvements include reconfiguration of the main boulevard (private road), providing circulation through the project site. Approximately 4,864 parking spaces would be provided in structures and surface lots. The proposed development would occur within previously disturbed and developed portions of the site and there would be no encroachment into, or impacts on, any steep slopes or other environmentally sensitive lands located on the site. Project site plans are included as Attachment 3, which provide an overview of the existing development intensity.

Table 1 Campus Point Development Changes		
Development Type	Building ID	Gross Floor Area (sq. ft)
Existing Building to Remain	CP-1	1,029,974
	CP1-1	
	CP2	
	CP2-1	
	CPS1	
	CPS2	
	CPS3	
	CPS4	
Existing Buildings to be Demolished	4110 CPC	-44,795
	4161 CPC	-163,817
	10260 CPC	-106,664
New Buildings to be Constructed	CP3	103,559
	CP5	99,481
	CP6	136,500
	CP7	211,792
	P2	74,700
New Buildings Processed Separately Under Ministerial Permit	CP4	245,607
	P1	
Net increase over existing development = 227,980		

The project entails demolition of three buildings: 4110 Campus Point Court, 4161 Campus Point Court, and 10260 Campus Point Court; and construction of CP4 and P1 under a Ministerial Permit and the construction of five new buildings (CP3, CP5, CP6, CP7, P2). CP3 would be 4-stories over one subterranean level and 103,559-square feet, CP5 would be 3-stories over two subterranean levels and 99,481-square feet, CP6 would be 4-stories over one subterranean parking level and 136,500-square feet, CP7 would be 7-stories over two subterranean parking levels and 211,792-square feet and P2 would be 5 levels of parking over two subterranean parking levels with 1,251 parking stalls.

The project landscaping has been reviewed by City Landscape staff and would comply with all applicable City of San Diego Landscape ordinances and standards. Drainage would be directed into appropriate storm drain systems designated to carry surface runoff, which has been reviewed and accepted by City Engineering staff. Ingress and egress would be via private driveways with access from Campus Point Drive to the east and Campus Point Court to the south. All parking would be provided on-site.



Grading would entail approximately 201,500 cubic yards of cut to a maximum depth of 30 feet, and approximately 41,000 cubic yards of fill.

### **III. ENVIRONMENTAL SETTING**

The 84.79-acre project site is located within the Central Subarea of the UCP area in the northwestern portion of the City of San Diego. The project site is situated between I-5 and I-805, approximately 0.5 mile south of where the two freeways converge.

The following addresses and Assessor's Parcel Numbers (APNs) are associated with the project site:

- 10300 Campus Point Drive (APN 343-230-13)
- 10290 Campus Point Drive (APN 343-230-14)
- 4110 Campus Point Court (APN 343-230-38)
- 4161 Campus Point Court (APN 343-230-43)
- 10260 Campus Point Drive (APN 343-230-42)
- 4210 & 4224 Campus Point Court (APN 343-230-40)
- 4242 & 4244 Campus Point Court (APN 343-230-41)
- 10210 Campus Point Drive (APN 343-230-17)

The project site contains buildings CP1 (463,791-square feet), CP1-1 (a central plant building), CP2 (267,934-square feet), CP2-1 (a central plant building), CPS1 (128,163-square feet), CPS2 (64,981-square feet), CPS3 (98,088-square feet), CPS4 (7,017-square feet), 4110 CPC (44,795-square feet), 4161 CPC (163,817-square feet), 10260 CPD (106,664-square feet) and the majority of the project site was paved and used as surface parking lots. The site is relatively flat due to previous grading efforts and existing development, and the topography immediately adjacent to the project site contains steep hillsides. The project site is bound on the north by undeveloped land, on the west by a steep hillside adjacent to I-5, on the east by vacant land, and on the south by industrial development. The City's Multi-Habitat Planning Area (MHPA) is mapped to the north and east of the project site. See Attachment 1 for the project site location in a regional context and Attachment 2 for the project site location in a local context.

The site is designated Industrial Park and Office (Low Rise) and zoned IP-1-1 (Industrial Park), RS-1-7 (Residential Single-Family), and RS-1-14 (Residential Single-Family). In addition, the site is within Community Plan Implementation Overlay Zone (CPIOZ-B), Parking Standards Transit Area Overlay Zone, Parking Impact Overlay Zone (Campus), Transit Priority Area Overlay Zone, Prime Industrial Lands, the Airport Land Use Compatibility Overlay Zone (Marine Corps Air Station Miramar), Airport Influence Areas Overlay Zone (Marine Corps Air Station Miramar - Review Area 1), FAA Part 77 Noticing Area Overlay Zone (Marine Corps Air Station Miramar), and Airport Safety Zone Overlay (Marine Corps Air Station Miramar Accident Potential Zone 2 and Transition Zone). The project site is located within a developed area currently served by existing public services and utilities.

### **IV. ENVIRONMENTAL DETERMINATION**

The City previously prepared and certified the 2017 CPMP SEIR (SEIR No. 336364/ SCH No. 2014091073) on September 11, 2017 per Resolution No. 311296. Based on all available information



in light of the entire record, the analysis in this Addendum, and pursuant to CEQA Guidelines Section 15162 and 15164, the City has determined:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- There are no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and,
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, that shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous environmental document;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or,
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in CEQA Guidelines Sections 15162 and 15164 apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with CEQA Guidelines Section 15164. The 2017 CPMP SEIR has been incorporated by reference pursuant to CEQA Guidelines Section 15150. Public review of this Addendum is not required per CEQA Guidelines Section 15164 (c).

## **V. IMPACT ANALYSIS**

This Addendum includes the environmental issues analyzed in detail in the previously certified 1993 FEIR, 2017 CPMP SEIR, and subsequent project-specific environmental analyses pursuant to CEQA. The analysis in this document evaluates the adequacy of the 2017 CPMP SEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The 1993 FEIR identified significant and unmitigable impacts pertaining to direct and cumulative Transportation impacts, cumulative Land Use impacts, cumulative noise impacts, and direct and cumulative Air Quality impacts.



A project-specific Transportation Impact Analysis (TIA) was completed as part of the 2017 CPMP SEIR, which concluded that previously identified significant and unmitigated Transportation impacts were less than significant or mitigable with the modified project. However, the TIA identified three new Transportation impacts (TR-1, TR-3, and TR-4) that were not previously identified. These three impacts were found to be significant and could not be fully mitigated. The 2017 CPMP SEIR also identified significant but mitigable impacts to Geology and Soils (specifically, paleontological resources). All other significant impacts (Land Use, Transportation, Biological Resources, Cultural Resources) identified in the 2017 CPMP SEIR would be reduced to less than significant levels with implementation of mitigation measures.

In November 2020, the City of San Diego adopted a Programmatic Environmental Impact Report (PEIR) outlining amendments to the San Diego Municipal Code and Land Development Manual, collectively referred to as Complete Communities: Housing Solutions and Mobility Choices. This Addendum implements the Mobility Choices Program and supports the adoption of a new CEQA significance threshold for transportation under SB 743. Pursuant to SB 743, vehicle miles traveled (VMT) has replaced automobile delay, historically measured as level of service (LOS), as the appropriate metric for evaluating potential transportation impacts under CEQA.

This Addendum includes the subsequent impact analysis to demonstrate that environmental impacts associated with the proposed project are consistent with or not greater than the impacts disclosed in the previously certified 2017 CPMP SEIR. This Addendum includes the environmental issues analyzed in detail in the previously certified 2017 CPMP SEIR as well as the subsequent project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the 2017 CPMP SEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The following analysis indicates there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the 2017 CPMP SEIR. A comparison of the project's impacts related to those of the certified 1993 FEIR and 2017 CPMP SEIR is provided below in Table 2, Impact Assessment Summary.



**Table 2**  
**Impact Assessment Summary**

<b>Environmental Issues</b>	<b>2017 CPMP SEIR Finding</b>	<b>Project</b>	<b>Project Resultant Impact</b>
Land Use	Significant, but mitigated	No new impacts	Less than significant
Transportation/Circulation	Significant and unmitigated	No new impacts	Significant, but mitigated to the extent feasible
Biological Resources	Significant, but mitigated	No new impacts	Less than significant
Historical Resources	Significant, but mitigated	No new impacts	Less than significant
Paleontological Resources	Significant, but mitigated	No new impacts	Less than significant
Visual Quality/ Neighborhood Character	Less than significant	No new impacts	Less than significant
Geologic Conditions	Less than significant	No new impacts	Less than significant
Health & Safety/ Hazardous Materials	Less than significant	No new impacts	Less than significant
Hydrology	Less than significant	No new impacts	Less than significant
Water Quality	Less than significant	No new impacts	Less than significant
Air Quality	Less than significant	No new impacts	Less than significant
Noise	Less than significant	No new impacts	Less than significant
Public Services and Utilities	Less than significant	No new impacts	Less than significant
Agricultural Resources	No Impact	No new impacts	Less than significant
Mineral Resources	No Impact	No new impacts	Less than significant
Energy Conservation	Less than significant	No new impacts	Less than significant
Population and Housing	Less than significant	No new impacts	Less than significant



## **A. Land Use**

### **2017 CPMP SEIR**

The 2017 CPMP SEIR concluded the project would be consistent with the land use designations and the City's General Plan and UCP goals, policies, and objectives except one. The project would not be consistent with the UCP's requirement to reduce peak hour trip generation through a Transportation System Management (TSM) program to the equivalent of that generated by a project of 18,000 square feet per net acre. That inconsistency was eliminated through the amendment to the UCP to modify the requirement to mitigate the peak-hour trip generation through a TSM program to the equivalent of that generated by a project of 20,000 square feet per net acre. The project would result in significant traffic impacts which would be mitigated to below a level of significance with the exception of three temporary impacts: two at the I-5/Genesee Avenue interchange and one at the La Jolla Village Drive/Genesee Avenue intersection. The impact at the La Jolla Village Drive/Genesee Avenue intersection will be temporarily significant and unmitigated until the completion of improvements that are fully funded and began construction in early 2017 by the University Towne Center Revitalization Project. These improvements are expected to be complete along with final completion of the Mid-Coast Trolley Project. The impacts at the I-5/Genesee Avenue Interchange would remain until the Caltrans project at the I-5/Genesee Avenue interchange was complete. Therefore, the project would not conflict with the transportation-related goals of the UCP Development Intensity Element.

The 2017 CPMP SEIR states that the project no longer has cumulative air or noise impacts and would mitigate all of its traffic impacts to below a level of significance with the exception of the impacts at I-5 and Genesee Avenue (improvements at I-5 and Genesee Avenue were completed in June 2018). In addition, the CPMP Community Plan Amendment that was analyzed in the SEIR removed the requirement to mitigate peak hour trips to the equivalent of 18,000 square feet per acre (sf/ac). Thus, while impacts at the Genesee Avenue segment and the I-5 southbound ramps would be considered temporarily significant and unmitigated, no significant secondary land use impacts would occur as a result of the project.

The 2017 CPMP SEIR concluded that project would be required to comply with the MHPA Land Use Adjacency Guidelines (Mitigation Measure LU-1) in order to reduce indirect impacts to below a level of significance. Further, interior noise levels would be less than the City's General Plan 50 dB(A) CNEL identified for research and development land uses.

Since certification of the 1993 FEIR, the CLUP has been updated/superseded by the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) which was adopted in October 2008; nevertheless, the project would be consistent with the MCAS Miramar ALUCP, meets the alternative compliance intensity limits, and is outside the 60 community noise equivalent level (CNEL) contour of MCAS Miramar.

### **Project**

The project would not conflict with any regulations and would be consistent with the goals and policies of the City's General Plan and UCP. The site was previously graded and developed, currently in use as a research campus with surface parking lots. Proposed buildings and parking



reconfigurations would occur on currently developed areas of the project site. There are no significant land use impacts and conflicts associated with the current development. Implementation of the project and proposed intensification of similar and existing uses would not create any new significant impact.

The project would be required to comply with the MHPA Land Use Adjacency Guidelines (Mitigation Measure LU-1) therefore, a Mitigation Monitoring Reporting Program, as detailed within Section VIII of the Addendum, would be implemented. With implementation of the Land Use Adjacency Guidelines, potential land use impacts would be reduced to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a substantial change to the 1993 FEIR or 2017 CPMP SEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **B. Transportation/Circulation**

### **2017 CPMP SEIR**

The 2017 CPMP SEIR concluded the project would have significant direct (temporary) and cumulative traffic impacts on studied intersections and segments along Genesee Avenue. The impact to Genesee Avenue between the I-5 south- and northbound ramps and the Genesee Avenue and I-5 southbound ramp intersection would be significant until such time that the Caltrans improvements to replace the existing six-lane Genesee Avenue overpass with a ten-lane structure at the I-5/Genesee Avenue interchange were completed. Similarly, the impact to Genesee Avenue and La Jolla Village Drive intersection would be significant until the dedicated right-turn lane on the northbound approach of Genesee Avenue, turning eastbound onto La Jolla Village Drive, is constructed. A Statement of Overriding Considerations (SOC) was adopted by the San Diego City Council on September 11, 2017.<sup>1</sup> Improvements to the Genesee Avenue and La Jolla Village Drive intersection are expected to be completed along with final completion of the Mid-Coast Trolley Project, and Caltrans improvements to the I-5 and Genesee Avenue were completed in June 2018.

The project would result in a significant cumulative impact along the roadway segment of Campus Point Drive between Genesee Avenue and Campus Point Court and the intersection of Campus Point Drive and Campus Point Court. However, implementation of Mitigation Measures TR-2 (payment of 19.41 percent fair share towards the removal of parking on the east side of Campus Point Drive and restriping to include an additional northbound lane on Campus Point Drive) and TR-5 (installation of a signal and associated improvements at the Campus Point Drive and Campus Point Court intersection) would fully mitigate the project's cumulative impacts to less than significant. The payment of fair share under TR-2 has not been paid and the improvements under TR-5 have not been permitted, bonded, or constructed. Therefore, Mitigation Measures TR-2 and TR-5 are included as mitigation measures as part of this Addendum.

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<sup>1</sup> Findings and Statement of Overriding Considerations Regarding Supplemental Environmental Impact Report, Campus Point Master Plan (Project No. 336364), City Council Resolution No. 311296, September 11, 2017.



The UCP allows the project site to have an intensity up to 30,000 sf/ac, but requires mitigation for peak-hour traffic to a level less than or equal to 18,000 sf/ac through a Transportation System Management (TSM) program. The project would implement a Transportation Demand Management (TDM) plan, but the TDM plan has not yet been triggered and is not guaranteed to reduce trips to below the 18,000 sf/ac equivalency. Therefore, a Community Plan Amendment was included as part of the proposed project modifications analyzed in the 2017 CPMP SEIR which, upon approval, would modify the requirement to mitigate the peak-hour trip generation through a TSM program to the equivalent of that generated by a project of 20,000 sf/ac and would avoid this impact. Further, the project would have less than significant impacts to freeways, interchanges, ramps, traffic hazards, and emergency access.

### **Project**

The proposed project would carry over several TDM strategies identified in the 2017 CPMP SEIR (Appendix A). These TDM measures are not being offered as mitigation to the project's transportation VMT impacts. Project-specific TDM measures that would be carried over from the 2017 CPMP SEIR in addition to TDM measures required by the CAP Consistency Checklist include the following:

- Bulletin boards in central locations, which encourage alternative transportation programs.
- Request tenants implement telecommute and staggered work hours to avoid peak hour traffic.
- A TDM association/coordinator for the tenants of Campus Pointe to facilitate publication and distribution of information as well as ensure it remains current.
- Informational quarterly newsletters to tenants discussing iCommute and other tools for carpooling, bicycling, and alternative modes of transportation.
- Bike lockers on-site.
- Showers on-site.
- Carpooling priority parking.
- Carpool Association.
- Shuttle system provided upon project occupancy of 75 percent. The shuttle would connect the Campus Pointe property with the University Towne Center transit center and the Sorrento Valley Transit Center. The planned system would consist of one 10-passenger van with 30-minute headways during the AM and PM peak hours. The shuttle would operate between the peak hours 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. During off-peak hours of 9:00 a.m. to 4:00 p.m., the shuttle would operate with 1-hour headways.
- An incentive program for carpool and off-peak travelers, which may consist of a credit voucher to eat at the on-site restaurant or other incentives.
- Coordinate and request tenants of the new buildings offer transit passes for their employees at a 25 percent discount.
- Offer a bikeshare program to employees of tenants in the new buildings.

The project would provide alternative transportation features based on City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. Although these features are not offered directly as mitigation to VMT impacts, implementation of these features would encourage tenants' employees to use alternative forms of transportation by supporting mobility for bicycling, walking, and transit. The project-specific CAP Consistency features are as follows:



- Short-term bicycle parking
- Long-term bicycle parking
- Employee shower and locker facilities
- Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles
- A TDM Management Program, supplemental to the TDM measures being carried over from the 2017 CPMP SEIR.

Senate Bill (SB) 743, which became effective July 1, 2020, updated how transportation impacts are evaluated under CEQA. Specifically, Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as the appropriate metric for measuring transportation impacts along with the elimination of auto delay/LOS for CEQA purposes statewide. Since SB 743 became effective after the approved entitlements, VMT was not discussed in the 2017 CPMP SEIR. Currently, the City's CEQA Guidelines require a discussion in relation to whether a project would result in VMT exceeding thresholds identified in the City of San Diego Transportation Study Manual. To address VMT, Urban Systems Associates, Inc. (USAI) prepared a VMT Assessment Memorandum (Appendix B) for the Project. The Memorandum was prepared in accordance with the City of San Diego's Transportation Study Manual (September 2020) requirements, which are consistent with CEQA.

The project was evaluated under the City TSM's VMT Screening Criteria for land use projects and was determined to not be screened out of completing a VMT assessment based on the project location, proposed use, and expected trip generation. The project is located in Census Tract 83.39, in which the employee VMT/ employee is 118% of the regional average employee VMT/ employee, per the SANDAG Series 14 (Base Year 2016) screening map. Therefore, it is anticipated that the project would result in a significant transportation VMT impact and mitigation will be required to the extent feasible.

The project relies on, and incorporates by reference, the Findings and Statement of Overriding Considerations (SOC)<sup>2</sup> from the Complete Communities: Housing Solutions and Mobility Choices Final Program Environmental Impact Report (PEIR) for its significant unmitigated transportation VMT impact. Therefore, mitigation to the extent feasible is being provided by the project per the Mobility Choices regulations.

The project site is located within a Transit Priority Area (TPA). The Mid Coast Trolley service began in November 2021 and extended trolley service from the Santa Fe Depot in Downtown San Diego to the University Community area. One of the trolley stations is located along Voigt Drive, which is within a walking distance of 0.7 miles to the project site. The project site is within one-half mile of a Superloop-Rapid stop, which serves the University Community via bus service. Although the Superloop-Rapid Route 204 provides only 30-minute headways and therefore does not qualify for TPA status, it is a key element of the transportation infrastructure connecting the Eastgate Technology Park with other areas of the community and regional trolley services.

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<sup>2</sup> Findings and Statement of Overriding Considerations Regarding Program Environmental Impact Report, Complete Communities: Housing Solutions and Mobility Choices (SCH No. 2019060003), City Council Resolution No. 313279, November 17, 2020.



The SDMC Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the Ordinance, the project is located in Mobility Zone 2. Mobility Zone 2 refers to any premises located either partially or entirely within a TPA. SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within Mobility Zone 2, in accordance with the Land Development Manual Appendix T. The Land Development Manual Appendix T provides a list of VMT Reduction Measures that are split into a series of categories, which include Pedestrian Measures, Bicycle Supportive Measures, Transit Supportive Measures, and Other Measures. Each of the individual measures is given an assigned point value per unit of measure. For development in Mobility Zone 2, SDMC Section 143.1103(b)(1) identifies the requirement to provide VMT Reduction Measures totaling at least 5 points. The Project will provide measures as required by the ordinance that add up to at least 5 points, as identified in the Land Development Manual Appendix T.

The Project will obtain at least 5 points through the following measures shown in Table 3, VMT Reduction Measures Representing Mitigation to the Extent Feasible, below.

Table 3 VMT Reduction Measures Representing Mitigation to the Extent Feasible					
#	VMT Reduction Measure	Notes	Unit	Points per Unit	Points Credited Towards Compliance
12	Provide an on-site bicycle repair station	N/A	Yes/No	1.5	1.5
16	Provide short-term bicycle parking spaces that are available, at least 10% beyond minimum requirements	<ul style="list-style-type: none"> <li>Required short-term bicycle parking = 200 spaces</li> <li>Provided short-term bicycle parking = 224 spaces (12% more than required)</li> </ul>	Each multiple of 10% beyond the minimum	1.5	1.5
17	Provide long-term bicycle parking spaces that are available, at least 10% beyond minimum requirements	<ul style="list-style-type: none"> <li>Required long-term bicycle parking = 10 spaces</li> <li>Provided long-term bicycle parking = 81 spaces (810% more than required)</li> </ul>	Each multiple of 10% beyond the minimum	2	162
21	Provide on-site multi-modal kiosks (above minimum kiosk requirement to serve a larger site)	N/A	Yes/No	2	2
26	Provide carpool parking spaces, at least 10% beyond minimum requirements	<ul style="list-style-type: none"> <li>Required carpool parking = 320 spaces</li> <li>Provided carpool parking = 355 spaces (11% more than required)</li> </ul>	Each multiple of 10% beyond the minimum	2	1.5
<b>Total Points Credited Towards Compliance: 168.5</b>					
<b>Source:</b> San Diego, City of. 2020. Complete Communities – Mobility Choices, Appendix T. <a href="https://www.sandiego.gov/sites/default/files/4-appendix-t-mobilitychoices-implementation-guidelines.pdf">https://www.sandiego.gov/sites/default/files/4-appendix-t-mobilitychoices-implementation-guidelines.pdf</a> . Accessed December 2021.					



As shown in Table 3, the project's proposed VMT reduction measures total to 168.5 points. The project would be required to provide VMT reduction measures meeting or exceeding 5 points, as required by Mobility Choices. Therefore, these mitigation measures will ensure mitigation to the extent feasible under the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR for its significant transportation VMT impact.

## **C. Biological Resources**

### **2017 CPMP SEIR**

The 2017 CPMP SEIR addressed the changes that occurred since the 1993 FEIR was certified with respect to the circumstances under which the project is undertaken. These changes are associated with the fact that the City adopted the MSCP Subarea Plan in March 1997 with the goal of conserving sensitive biological resources while allowing for reasonable economic growth. In accordance with the MSCP, non-native grassland is considered a sensitive habitat as it provides foraging area for many species, and is especially valuable for raptors as hunting grounds. In addition, there is a potential for raptors and migratory birds to nest on-site due to the presence of large eucalyptus trees as well as suitable Diegan coastal sage scrub and non-native grassland habitat. Therefore, pursuant to the California Fish and Game Code 3503 and the Migratory Bird Treaty Act (MBTA), measures must be taken to ensure that there are no "takings" of bird nests or eggs. The 2017 CPMP SEIR concludes that impacts to biological resources (i.e., raptors and migratory birds) would be mitigated to less than significant through the implementation of Mitigation Measures BIO-1 (avoidance of any Cooper's hawk nests that occur within the MHPA during construction) and BIO-2 (biological monitoring program during project construction).

The project site does not contain sensitive vegetation communities, wetlands, or connections to wildlife movement corridors; the project would not introduce invasive species to the project site; the project as designed, would not conflict with the MSCP, MHPA, Environmentally Sensitive Lands Ordinance (ESL), or applicable LDCs. The project would implement Mitigation Measure LU-1 (Land Use Adjacency Guidelines) to ensure that impacts to the MHPA would remain less than significant.

### **Project**

A Biological Letter Report was completed by Rincon Consultants, Inc. (Rincon) for the project in September 2020 (Appendix C). The purpose of the Biological Letter Report is to document existing conditions of the project site, to survey the additional 36-acres of land not previously analyzed as part of the 2017 CPMP SEIR, and to evaluate the potential for project impacts to biological resources. Findings of the Biological Letter Report are summarized herein.

The project as designed has limited potential to impact special status species covered by the MSCP. Compliance with the MSCP MHPA Land Use Adjacency Guidelines and ESL Regulations will ensure project impacts to the MHPA are reduced to less than significant levels, and no additional mitigation measures were identified. The Biological Letter Report concludes that there are no special-status vegetation communities within or near the proposed grading limits; there are no wetlands on the project site; the project site would not function as a wildlife corridor or linkage, or as a wildlife nursery site due to existing development on site and immediate adjacent urban settings. The Biological Letter Report also identified the project would implement Mitigation Measure BIO-1



consistent with the 2017 CPMP SEIR. Therefore, the project is determined to have a less than significant impact on biological resources. These observations of existing conditions and the conclusions made in the Biological Letter Report are consistent with the analysis provided in the 2017 CPMP SEIR.

The project would be required to implement Mitigation Measure BIO-1; therefore, a Mitigation Monitoring Reporting Program, as detailed within Section VIII of the Addendum, would be implemented. With implementation of Mitigation Measure BIO-1, potential impacts to biological resources would be reduced to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that implementation of the project requires a substantial change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

#### **D. Historical Resources**

##### ***2017 CPMP SEIR***

The 2017 CPMP SEIR concluded past excavations included burials and hearths, and similar historical or archaeological features may still exist within undisturbed pockets of cultural deposits on the project site. Further, grading would be deeper than it was in the past, and would result in impacting any remaining cultural deposits. Historical resource field surveys of the project site were conducted in March 2013 and November 2015 in order to update the 1993 FEIR with respect to cultural resources, and included as appendices to the 2017 CPMP SEIR. In addition, the City adopted Historical Resource Guidelines in 2001 and these guidelines were used in the project impact analysis completed for the 2017 CPMP SEIR.

The field surveys found cultural material within the survey area, but outside the project's area of potential effect (APE). Project impacts to the identified resources were determined to be less than significant because CA-SDI-5613 is no longer culturally significant, and the artifacts found did not meet the criteria for cultural significance under CEQA. However, the project site has potential for significant subsurface cultural deposits to be uncovered and destroyed during grading, which would result in a significant impact. The 2017 CPMP SEIR concluded that impacts to archaeological resources would be mitigated to less than significant through the implementation of Mitigation Measure HIST-1, which would ensure that any potential impacts associated with the discovery of subsurface historical or archaeological resources are reduced to below a level of significance. Further, the field survey concludes that there are no known religious or sacred uses, or known human remains identified within the project area. Therefore, project impacts to such resources would be less than significant.

##### ***Project***

A Supplemental Cultural Resources Assessment (CR Assessment) was completed by Rincon for the project in April 2020 (Appendix D). The purpose of the CR Assessment is to document existing conditions and survey the additional 36-acres of land not previously analyzed as part of the 2017 CPMP SEIR. Findings of the CR Assessment are summarized herein.



Rincon conducted a field survey of the site and record search of the California Historical Resources Information System (CHRIS) at the South Coastal Information Center (SCIC) located at San Diego State University. Rincon's SCIC search incorporated both the original APE and newly expanded portions of the project site, and a 0.25-mile radius surrounding it. The SCIC search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the California Historical Landmarks list. The SCIC record search identified 86 previously conducted cultural resources studies within a 0.25-mile radius of the project site. Of these, 17 cultural resources studies include portions of the project site. One previously recorded archaeological resource (CA-SDI-5613), noted in the 2017 CPMP SEIR, was determined ineligible for listing on the CRHR and therefore, requires no further management consideration.

The CR Assessment concluded that no evidence of cultural resources within the project site were found based on field survey and record searches. All existing buildings located within the project site are less than 45 years old and are not considered historical resources under CEQA. Further, the project-specific Geotechnical Investigation completed by Geocon, Inc. in 2019 (Appendix E) states that the project site was mass graded in 1979 with 20 to 110 feet of redeposited fill subsequently placed over the property. Additionally, the project site was graded with the development associated with the 1993 FEIR as well as the 2017 CPMP SEIR. Given the extent of past ground-disturbing activities, the site has been legally graded to the point where resources could not be impacted and any archaeological remains that may have once been present on the property are likely no longer extant. Therefore, no mitigation measures are recommended for the project.

In the unlikely event of a discovery of human remains, the project would be handled in accordance with procedures of the California Public Resources Code (§5097.98), State Health and Safety Code (§7050.5), and California Government Code Section 27491. Adherence to regulations regarding the unanticipated discovery of archaeological resources and human remains would ensure the project has a less than significant impact.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a substantial change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **E. Paleontological Resources**

### ***2017 CPMP SEIR***

The 2017 CPMP SEIR addressed the potential for ground-disturbing activities associated with the project to impact paleontological resources because project grading and ground disturbing activities would result in deeper excavations compared to past disturbances which would impact paleontological resources. The 2017 CPMP SEIR concluded that the project has the potential to result in significant impacts to paleontological resources due to grading activities within the Scripps and Ardath formations on the project site.

Impacts to paleontological resources would be mitigated to less than significant through the implementation of Mitigation Measure PALEO-1, which would reduce or avoid any potential impacts



associated with the discovery of subsurface paleontological resources are reduced to below a level of significance. Therefore, project impacts to paleontological resources would be less than significant.

### ***Project***

According to the Regional Geologic Map included in the Geotechnical Investigation (Appendix F), the project site is underlain by Scripps and Ardath formations, which are assigned a high to moderate sensitivity rating for paleontological resources. Project grading would entail approximately 201,500 cubic yards of cut to a maximum depth of 30 feet, and approximately 41,000 cubic yards of fill. Therefore, Mitigation Measure PALEO-1 as stated in the 2017 CPMP SEIR would apply to the project and ensure the project has a less than significant impact.

The project would be required to implement Mitigation Measure PALEO-1 therefore, a Mitigation Monitoring Reporting Program, as detailed within Section VIII of the Addendum, would be implemented. With implementation of Mitigation Measure PALEO-1, potential impacts to paleontological resources would be reduced to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **F. Visual Quality/Neighborhood Character**

### ***2017 CPMP SEIR***

Since the preparation of the 1993 FEIR, the vision for the development of the Campus Point site changed from constructing up to seven smaller buildings within the southern and central portions of the site, to constructing one taller building and one 2-story amenity structure. Therefore, the 2017 CPMP SEIR assessed visual quality and neighborhood character for consistency with surrounding development and relevant design regulations of the City's General Plan, UCP, and the LDC.

The 2017 CPMP SEIR concluded that the existing mature trees at the top of the project site slope would remain and additional ornamental trees would be planted. The visual alteration would be similar to that of the buildings south of the project site. The 2017 CPMP SEIR concludes that the project would not substantially alter public views along the I-5 corridor, would be compatible with surrounding developments on adjacent mesas, would not create a substantial alteration to the character of the project area, and would comply with the Design Guidelines for the CPMP and LDC. Therefore, project impacts would be less than significant.

### ***Project***

According to the project site and grading plans, proposed grading and building construction would take place in areas of the project site that are currently developed (the majority of which contain surface parking lots). Grading would entail approximately 201,500 cubic yards of cut to a maximum



depth of 30 feet, and approximately 41,000 cubic yards of fill. The addition of the five proposed buildings would intensify on-site uses and result in a denser clustering of buildings compared to existing conditions. The proposed landscape plans include a mix of low-water and/or drought tolerant trees, shrubs, and ground cover. The proposed building massings and materials would be similar to the existing buildings that will remain as part of the project. The project would comply with the Design Guidelines for the CPMP and LDC. Therefore, the project as designed would not substantially alter public views along the I-5 corridor, would be compatible with surrounding developments on adjacent mesas, and would not create a substantial alteration to the character of the project area. Therefore, project impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a substantial change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **G. Air Quality**

### ***2017 CPMP SEIR***

The 2017 CPMP SEIR concluded that since certification of the 1993 FEIR, traffic impacts have been reduced. The three intersections found to be significantly impacted in the 1993 FEIR included the Genesee Avenue intersections at Regents Road, Eastgate Mall, and Campus Point Drive; all of which were found to be less than significant in the Transportation Impact Assessment completed by Urban Systems Associated in September 2016 for the 2017 CPMP SEIR. Further, all of the project's traffic impacts were determined to be mitigable, with the exception of the Genesee Avenue and I-5 improvements which will be mitigated once the improvements are completed.

A project-specific air quality report was prepared for the 2017 CPMP SEIR by RECON in November 2015 in order to document the improved circumstances of the project's air quality setting compared to those previously identified in the 1993 FEIR. The 2017 CPMP SEIR concluded that the project would be consistent with regional growth projects, Regional Air Quality Standards (RAQS), and the City's General Plan. The project would not conflict with nor obstruct implementation of these plans, and project impacts would be less than significant.

Project construction and operational impacts were calculated using the California Emissions Estimator Model (CalEEMod), which concludes project construction (including particulate matter) and operations (including odors) would not exceed applicable regional emissions thresholds. A carbon monoxide (CO) hot spot analysis was completed for two signalized intersections where, with the addition of project traffic, these intersections would operate at LOS E or worse (Genesee Avenue and I-5 southbound ramp, and Genesee Avenue and La Jolla Village Drive intersections). The 2017 CPMP SEIR concluded that CO concentrations would be below the federal and State 1-hour and 8-hour standards; therefore, no significant localized CO impacts would occur at area intersections as a result of the project. Cumulative air quality impacts were also determined to be less than significant.

Therefore, the CPMP concluded that temporary construction, long-term operational, and cumulative air quality impacts of the project would be less than significant.



## **Project**

An Air Quality Study was completed by Rincon for the project in November 2020 (Appendix F). The purpose of the Air Quality Study is to analyze the project's air quality impacts related to both temporary construction and long-term operational activities based on the project's current design and site acreage. Findings of the Air Quality Study are summarized herein.

The project's construction and operational emissions were estimated using CalEEMod (version 2016.3.2). The Air Quality Study concluded the project would not conflict with nor obstruct implementation of the San Diego RAQS or the 2020 Attainment Plan (developed by SANDAG). Construction and operational air emissions were determined to be below San Diego County Air Pollution Control District (SDAPCD) thresholds; therefore, the project would not violate any air quality standard or result in a cumulatively considerable net increase of any criteria air pollutant under applicable federal or State ambient air quality standards. Based on project generated traffic and air quality emissions, the project would not expose sensitive receptors to substantial pollutant concentrations related to CO hot spots or toxic air contaminants. Likewise, the project would not generate objectionable odors that would adversely affect a substantial number of people during temporary construction activities or during operations supporting scientific research and development. Therefore, the project impacts on air quality would be less than significant and no mitigation measures were required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **H. Noise**

### **2017 CPMP SEIR**

The 2017 CPMP SEIR concluded that since certification of the 1993 FEIR, traffic impacts have been reduced, and the circumstances of the project's noise setting have correspondingly improved. A project-specific noise technical report was prepared for the 2017 CPMP SEIR by RECON in November 2015 in order to document the improved circumstances of the project's noise setting compared to those previously identified in the 1993 FEIR.

The 2017 CPMP SEIR concluded that noise increases due to the project in the existing, near-term, and 2035 conditions would be less than 3 dB. When comparing existing to year 2035 plus project traffic volumes, a 3.3 dB increase would occur at Campus Point Drive between Genesee Avenue and Campus Point Court. However, there are no sensitive receptors located adjacent to this roadway segment. Additionally, existing noise levels in the vicinity of this roadway segment are 56.1 A-weighted decibels average sound levels (dB(A) Leq); the addition of 3.3 dB would not exceed the significance thresholds. Therefore, cumulative and direct ambient noise level impacts were determined to be less than significant.



Noise levels due to on-site sources were modeled using SoundPLAN. Noise levels were also modeled for a series of 16 specific receiver locations along the project site property line. Maximum hourly noise levels at the property line due to on-site noise sources were projected to be approximately 53 dB(A) Leq or less, which would be less than the City property line limit of 75 dB(A) Leq. Therefore, stationary noise level impacts were determined to be less than significant. Project construction noise was also determined to not exceed the limits of the City's Noise Abatement and Control Ordinance, which regulates construction noise. Further, construction activities would be limited to the house of 7:00 a.m. and 7:00 p.m., Monday through Saturday to comply with local standards and regulations.

Therefore, temporary construction noise impacts were determined to be less than significant. Therefore, the CPMP concluded that temporary construction, long-term operational, and cumulative noise impacts of the project would be less than significant.

### ***Project***

A Noise and Vibration Study (Noise Study) was completed by Rincon for the project in November 2020 (Appendix G). The purpose of the Noise Study is to analyze the project's air quality impacts related to both temporary construction and long-term operational activities based on the project's current design and site acreage. Findings of the Noise Study are summarized herein.

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM); operational noise levels were modeled using SoundPLAN. The Noise Study states that construction noise levels would not exceed the City's construction noise threshold of 75 dBA Leq over a 12-hour period, and construction activities would only occur between 7:00 a.m. and 7:00 p.m. Further, there are no sensitive receptors located adjacent to the project site. Therefore, construction noise level impacts would be less than significant.

The project would include additional HVAC units that would generate noise during operations. The Noise Study determined that noise levels from project operations would not exceed the City's noise level limits for stationary sources and impacts would be less than significant.

The project would generate new vehicle trips that would increase noise levels on nearby roadways. These trips would occur primarily on Genesee Avenue, Interstate 5, and Campus Point Drive. The trip increases relative to existing and future traffic volumes would be proportionally greatest on Campus Point Drive because all project traffic would use this roadway to access the project site and because the roadway has much lower traffic volumes than the heavily traveled Interstate 5 and Genesee Avenue. The greatest percentage increase in vehicle trips would be a 64 percent increase on Campus Point Drive between Project Driveway "A" and Campus Point Drive under existing plus project conditions. A 64 percent increase would result in an approximately 2 dBA increase in traffic noise levels, which would not increase the existing noise environment of noise-sensitive receivers by 3 dBA. In addition, the project-related increase in traffic volumes on Genesee Avenue and Interstate 5 would be approximately one to four percent, which would result in much lower dBA increases than previously anticipated. Therefore, impacts from off-site traffic noise increases would be less than significant.



Construction activities known to generate excessive ground-borne vibration would not be required for project construction, and operational uses (for scientific research and development) would not generate substantial vibration. Therefore, no construction or operational vibration impacts would occur. The project site is not within the noise contours of MCAS Miramar, the airport nearest to the project site. Therefore, no substantial noise exposure from airport noise would occur to construction workers, employees, or patrons of the project, and no impacts would occur. Noise levels at exterior areas of the project site and interior noise levels would not exceed the City's normally acceptable exterior noise standard of 70 CNEL for office uses or the City's interior noise standard of 50 CNEL for office uses, respectively.

Therefore, the project would have a less than significant impact and no mitigation measures were required.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the 1993 FEIR or 2017 CPMP SEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the 1993 FEIR or 2017 CPMP SEIR result.

## **VI. ISSUES DETERMINED NOT TO BE SIGNIFICANT**

### **A. Geologic Conditions**

The 1993 FEIR concluded that there were no significant soil or geologic conditions present in the project area that would preclude development of the site. The 1993 FEIR also concluded that there were no active faults on the project site and no areas of groundwater perching, nor would the project result in erosion concerns because standard erosion control measures would be implemented during grading. The 2017 CPMP SEIR concluded that the project would not require supplemental analysis as there were no substantial changes in circumstances or new information available that would require a supplemental review.

An additional Geotechnical Investigation (Appendix E), conducted in September 2019, determined the project could be constructed on the project site as designed without destabilizing or resulting in settlement of adjacent properties. Due to the results of the Geotechnical Investigation and the limited scope of the project modifications, the project would not create any new significant impact, nor would it substantially increase in the severity of impacts from that described in the 1993 FEIR and 2017 CPMP SEIR.

### **B. Health & Safety/Hazardous Materials**

The 1993 FEIR concluded that the project was not anticipated to have significant impacts due to the use, storage, or manufacture of hazardous materials, provided each on-site use obtains and implements a Hazardous Materials Business Plan. The 1993 FEIR also concluded that implementation of a brush management plan would prevent significant fire hazards. The 2017 CPMP SEIR concluded that the project would not require supplemental analysis because there was no substantial new information available, no substantial changes in circumstances. The 2017 CPMP also concluded that the project would not subject future users of the site to safety impacts beyond what was addressed in the previous environmental document.



An additional Hazardous Materials Technical Study (Appendix H.1) was conducted in October 2019 and determined that, based on previous uses of the site, a Soil Management Plan should be developed in the event that contaminated soils are encountered during project grading. Therefore, a Soil Management Plan (Appendix H.2) was developed to provide procedures to be followed during subsurface demolition and grading activities to identify potentially impacted soil and handling of contaminated soil, if encountered; and to maximize worksite safety while ensuring worker exposure is reduced or eliminated to the greatest extent possible. Due to the results of the Hazardous Materials Technical Study, development of a Soil Management Plan, and limited scope of the project modifications, the project would not create any new significant impact, nor would it substantially increase in the severity of impacts from that described in the 1993 FEIR and 2017 CPMP SEIR.

### C. Hydrology and Water Quality

The 1993 FEIR concluded that the existing and proposed drainage facilities would be adequate to accommodate the anticipated runoff, and that no significant hydrologic impacts would occur. In order to update the 2017 CPMP SEIR with current hydrologic conditions and regulatory standards, a hydrology and hydraulic study and stormwater quality management plan were prepared by Michael Baker International. Overall, the 2017 CPMP SEIR concluded that impacts to runoff would be less than significant and the project would not result in a substantial alteration to drainage.

A Preliminary Drainage Study (Appendix I) was conducted by Michael Baker International in April 2020, which determined the project would not discharge, dredge, or fill material into any Water of the United States, confirming that the project would not be required to obtain a Section 401 certification or Section 404 permit from the State or US Army Corps of Engineers, respectively. In addition, the Preliminary Drainage Study included an analysis of the 100-year project-site peak flow ( $Q_{100}$  / cfs) under existing site conditions and under proposed site conditions. Roof leaders, area drains, and a new on-site private storm drain associated with the proposed project would act as discharge points to direct project site runoff to eleven proposed storage vaults, which will mitigate the increases in peak flow associated with new impervious area. Table 4 summarizes the hydrologic results under the existing and proposed conditions, with and without mitigation.

Table 4 Hydrologic Summary	
Discharge Point	$Q_{100}$ (cfs)
<b>Existing Condition</b>	
1	7.7
2	89
3	2.6
<b>Proposed Condition (Unmitigated)</b>	
1	7.2
2	77.1
3	10.5



Proposed Condition (Mitigated)	
3	2.2
Source: Appendix I	

As shown in Table 4, the project would not result in an increase to 100-year peak flow discharge from the site as compared to the existing condition. The peak flow rates at discharge points one and two would be reduced under the proposed project by diverting a portion of the drainage area to discharge point three, as well as a reduction in impervious area. The peak flow rate at discharge point three would be increased under the proposed project due to an increase in impervious area along with the additional flows that will be diverted from the other discharge locations. However, this increase in peak flow at discharge point three would be mitigated below existing conditions through the use of the two proposed storage vaults. Overall, the proposed improvements would not result in an increase to 100-year peak flow discharge from the site, as compared to the existing condition.

An updated Storm Water Quality Management Plan (SWQMP; Appendix J) was also developed by Michael Baker International in April 2020 to identify storm water management best management practices (BMPs) applicable and appropriate for the project. As indicated in the SWQMP, hydromodification management flow control structural BMPs would be required for the proposed project. Therefore, the project would implement the following structural BMPs:

- Five biofiltration basins, which would address both pollutant control and hydromodification management requirements;
- Eleven storage vaults, which would further address and hydromodification management requirements; and,
- Eleven Modular Wetland treatment systems, which are proprietary biofiltration BMPs that would further address pollutant control by treating runoff downstream of the proposed storage vaults.

In addition to the structural BMPs, the project would be required to implement additional source control BMPs and site design BMPs. Therefore, the project would implement the following source control and site design BMPs:

- Prevention of illicit discharges into the MS4;
- Implementation of storm drain stenciling and/or signage;
- Conservation of natural areas, soils, and vegetation;
- Minimization of impervious area;
- Minimization of soil compaction;
- Dispersion of impervious area; and,
- Landscaping with native or drought tolerant species.

Due to the results of the Preliminary Drainage Study, development of the updated Storm Water Quality Management Plan, and limited scope of the project modifications, the project would not create any new significant impact, nor would it substantially increase in the severity of impacts from that described in the 1993 FEIR and 2017 CPMP SEIR.



## **VII. ISSUES NOT ANALYZED IN THE PREVIOUS EIR**

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of a significant impact to not be discussed in detail or analyzed further in the EIR. The 1993 FEIR and 2017 CPMP SEIR provided a similar level of analysis, even for those issue areas considered to result in impacts found not to be significant. These environmental issue areas include the following: Public Services and Utilities, Agricultural Resources, Mineral Resources, Energy Conservation, Population and Housing.

Through the environmental analysis conducted, the City has determined that the current project, subject of and evaluated under this Addendum, would not have the potential to cause significant impacts to those issue areas listed above beyond those analyzed in the 1993 FEIR and 2017 CPMP SEIR. While these issues were not analyzed in detail, as outlined in CEQA Section 15128, there is no new information available that would indicate that the above listed environmental issue areas would result in new significant impacts.

Additional technical documents completed for the project include the following:

- Climate Action Plan (CAP) Consistency Checklist (Appendix K), which determined the project would be consistent with the City's CAP based on project consistency with existing land use and zoning designations; and incorporation of all applicable CAP strategies into the project design (such as "cool/green" roofing materials, low-flow plumbing fixtures, and the provision of electric vehicle charging stations and bicycle parking spaces on the project site).
- Sewer Study Report (Appendix L), which determined all proposed sewer mains would meet the cleansing velocity or design slope to accommodate project sewer flows; and that upsizing the downstream sewer main and metering would be required.
- Water Service Distribution Study (Appendix M), which determined that the water distribution system has adequate capacity to deliver a fire flow demand for all proposed buildings, as required by the 2016 California Fire Code.
- Waste Management Plan (Appendix N), which determined project adherence to standard construction and operational waste management and diversion practices would ensure project waste impacts are less than significant.

## **VIII. SIGNIFICANT UNMITIGATED IMPACTS**

The 1993 FEIR identified significant and unmitigable impacts pertaining to direct and cumulative Transportation impacts, cumulative Land Use impacts, cumulative noise impacts, and direct and cumulative Air Quality impacts.

A project-specific Traffic Impact Analysis (TIA) was completed as part of the 2017 CPMP SEIR, which concluded that previously identified significant and unmitigable Transportation impacts were, in fact, less than significant or mitigable with the modified project. The 2017 CPMP SEIR also identified significant but mitigable impacts to Geology and Soils (specifically, paleontological resources). All other significant impacts (Land Use, Transportation, Biological Resources, Cultural Resources) identified in the 2017 CPMP SEIR would be reduced to less than significant levels with implementation of mitigation measures.



The proposed project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified 1993 FEIR or 2017 CPMP SEIR.

Given that there are no new or more severe significant impacts that were not already addressed in the previously certified 1993 FEIR and 2017 CPMP SEIR, new CEQA Findings of Fact or Statement of Overriding Considerations are not required.

#### **X. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT**

The project shall be required to comply with applicable mitigation measures outlined within the Mitigation Monitoring and Reporting Program (MMRP) of the previously certified 2017 CPMP SEIR (SEIR No. 336364/SCH No. 2014091073, September 11, 2017; Appendix A). There are no new mitigation measures identified in the project-specific subsequent technical studies. The following MMRPs specifically apply to this project.

##### **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/information/standtemp>
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: paleontologist, and biologist.

**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, applicant is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 651935 and/or Environmental Document Number 651935, 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 would be performed. When necessary for clarification, a detailed methodology of how the work would be performed shall be included.  
**NOTE: Surety and Cost Recovery - When deemed necessary by the Development Services 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
Land Use	Land Use Adjacency Issues	Land Use Adjacency Issue Site Observations
Traffic	Verification of Traffic Mitigation	Prior to Issuance of Grading or Building Permits for Each Phase
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology	Biology Monitoring Reports	Biology/Habitat Inspection
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

#### ***Land Use (MSCP Land Use Adjacency Guidelines)***

Mitigation Measure LU-1: Prior to issuance of any construction permit or notice to proceed, DSD/ LDR, and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents (CDs/CDs consist of Construction Plan Sets for Private Projects and Contract Specifications for Public Projects) are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multi-Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CDs of the following:

- A. **Grading/Land Development/MHPA Boundaries** - MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.



- B. **Drainage** - All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.
- C. **Toxics/Project Staging Areas/Equipment Storage** - Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactful to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall be incorporated into leases on publicly-owned property when applications for renewal occur. Provide a note in/on the CDs that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."
- D. **Lighting** - Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.
- E. **Barriers** - New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.
- F. **Invasives** - No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.
- G. **Brush Management** - New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consistent with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.
- H. **Noise** - Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: California Gnatcatcher (3/1-8/15). If construction is proposed during the breeding season for the



species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring.

When applicable (i.e., habitat is occupied or if presence of the covered species is assumed), adequate noise reduction measures shall be incorporated as follows:

#### **COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)**

Prior to the issuance of any grading permit, the City Manager (or appointed designee) shall verify that the MHPA boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher, until the following requirements have been met to the satisfaction of the City Manager:

A. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If gnatcatchers are present, then the following conditions must be met:

- i. Between March 1 and August 15, no clearing, grubbing, or grading of occupied gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and
- ii. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or
- iii. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring\* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do



not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).

\*Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

- B. If coastal California gnatcatchers are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:
  - i. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.iii shall be adhered to as specified above.
  - ii. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

### ***Transportation/Circulation***

Mitigation Measure TR-2: Prior to issuance of the first building permit, the Owner/Permittee shall provide a 19.41 percent fair-share towards the removal of parking on the east side of Campus Point Drive and restriping to include an additional northbound lane, satisfactory to the City Engineer.

Mitigation Measure TR-5: Prior to the issuance of the first building permit, the applicant shall assure by permit and bond the signalization of the Campus Point Drive/Campus Point Court intersection, to the satisfaction of the City Engineer. Installation of the signal and associated improvements shall be completed and accepted by the City Engineer prior to issuance of the first occupancy permit.

### ***Biological Resources***

#### Mitigation Measure BIO-1: Biological Resources - Nesting Birds/Raptors

Due to the moderate to high potential of Cooper's hawk occurrences, in the event construction occurs in or near the MHPA within the breeding season (February 1 to September 15), an avoidance area of 300 feet from any Cooper's hawk nest that occurs within the MHPA shall be required. Additionally, BIO-2 shall be implemented.

#### Mitigation Measure BIO-2: Biological Resources - Biological Resource Protection During Construction



## **I. Prior to Construction**

- A. **Biologist Verification** -The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
- B. **Preconstruction Meeting** - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.
- C. **Biological Documents** - The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.
- D. **BCME** - The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.
- E. **Avian Protection Requirements** - To avoid any direct impacts to raptors and/or candidate, sensitive, or special status species in the MSCP, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable state and federal law (i.e., appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and



Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

- F. **Resource Delineation** - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.
- G. **Education** - Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an onsite educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

## II. During Construction

- A. **Monitoring** - All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the preconstruction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.
- B. **Subsequent Resource Identification** - The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

## III. Post Construction Measures

- A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD/MMC within 30 days of construction completion.

### ***Paleontological Resources***



Mitigation Measure PALEO-1: To reduce or avoid potential direct impacts to paleontological resources, the project shall be conditioned to implement the following:

**I. 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/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (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 the City Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

**II. Prior to Start of Construction**

**A. Verification of Records Search**

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

**B. PI Shall Attend Precon Meetings**

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a precon meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor (GC), Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related precon meetings to make comments and/or suggestions concerning the paleontological



monitoring program with the CM and/or GC.

- 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

- a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

## 3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

# III. During Construction

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

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



monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

**B. Discovery Notification Process**

1. In the event of a discovery, the paleontological monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The monitor shall immediately notify the PI (unless monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail 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 a 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 CSV and submit to MMC via fax by 8:00 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 8:00 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 PRP 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.



## **X. CERTIFICATION**

Copies of the addendum, the 2017 CPMP SEIR, the MMRP, and associated project-specific technical appendices, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa/final>.



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E. Shearer-Nguyen  
Program Manager  
Development Services Department

May 12, 2022

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Date of Final Report

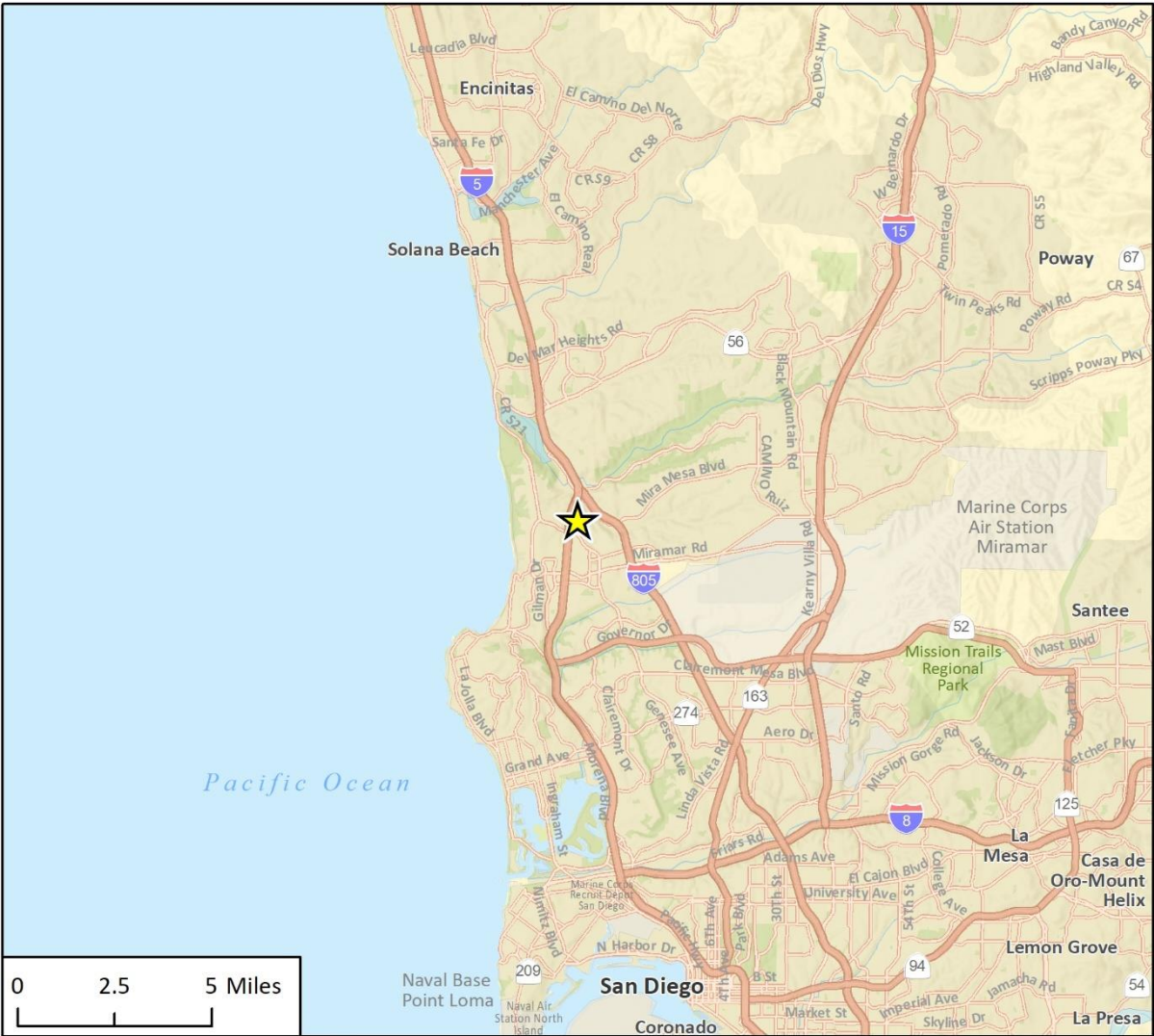
Analyst: M. Dresser

### Attachments:

- Attachment 1: Regional Location
- Attachment 2: Project Site Location
- Attachment 3: Proposed Site Plan



Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2019.

★ Project Location

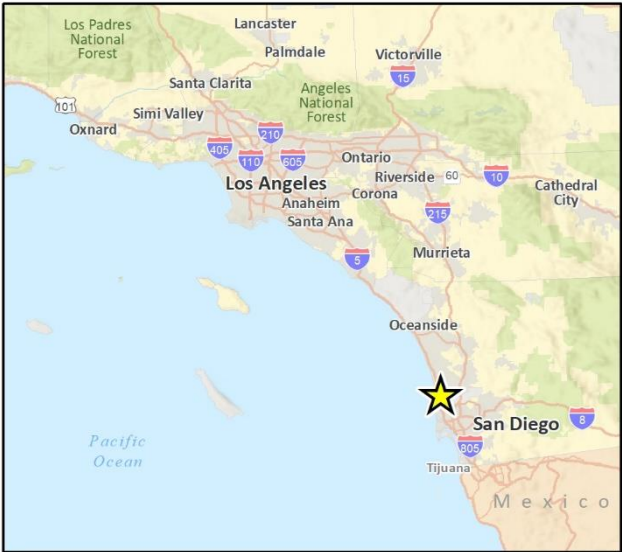
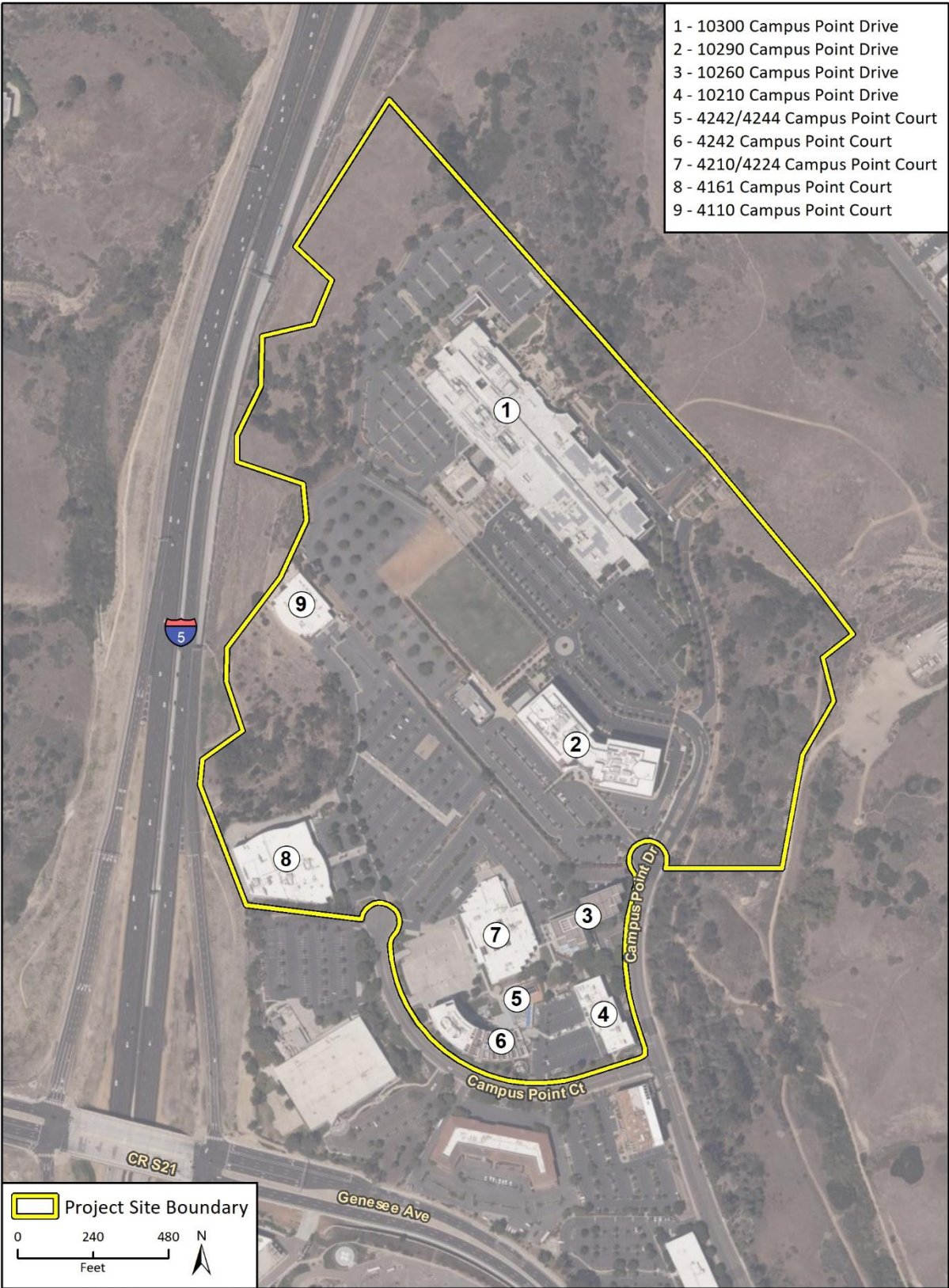


Fig 1 Regional Location



Figure 2 Project Location



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# CAMPUS POINT MASTER PLAN

## NEIGHBORHOOD DEVELOPMENT PERMIT

### CAMPUS POINT COURT, SAN DIEGO, CA 92121



#### PROJECT DIRECTORY

CLIENT INFORMATION	
ADDRESS	OWNER
4110 Campus Point Ct., San Diego, CA 92121	ARE-SD Region No. 47, LLC
4161 Campus Point Ct., San Diego, CA 92121	ARE-SD Region No. 57, LLC
4210 Campus Point Ct., San Diego, CA 92121	ARE-SD Region No. 61, LLC
4224 Campus Point Ct., San Diego, CA 92121	ARE-SD Region No. 61, LLC
4244 Campus Point Ct., San Diego, CA 92121	ARE-SD Region No. 61, LLC
10210 Campus Point Dr., San Diego, CA 92121	ARE-SD Region No. 61, LLC
10260 Campus Point Dr., San Diego, CA 92121	ARE-SD Region No. 57, LLC
10290 Campus Point Dr., San Diego, CA 92121	ARE-SD Region No. 40 Exchange Holding, LLC
10300 Campus Point Dr., San Diego, CA 92121	ARE-SD Region No. 28, LLC

CONTACT: CHRISTOPHER CLEMENT  
TEL: 858/638-2803  
E-MAIL: CCLEMENT@ARE.COM

CIVIL ENGINEERING  
MICHAEL BAKER INTERNATIONAL  
9755 CLAIREMONT MESA BLVD, SUITE 100  
SAN DIEGO, CA 92124  
TEL: 858/810-1445  
CONTACT: BRIAN OLIVER  
FAX: 619/557-2520  
E-MAIL: bkolivier@mbakerintl.com

LANDSCAPE ARCHITECT  
LPA, INC.  
1600 NATIONAL AVE  
SAN DIEGO, CA 92101  
TEL: 619/795-2555  
CONTACT: ALAN GONZALEZ  
FAX: 619/795-2552  
E-MAIL: agonzalez@lpadesignstudios.com

ARCHITECT  
LPA, INC.  
1600 NATIONAL AVE  
SAN DIEGO, CA 92101  
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CONTACT: ERIC JONES  
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E-MAIL: ejones@lpadesignstudios.com

GEOTECHNICAL  
GEOCON INCORPORATED  
6960 FLANDERS DRIVE  
SAN DIEGO, CA 92121  
TEL: 858/558-6900  
CONTACT: MATT LOVE  
FAX: 858/558-6159  
E-MAIL: mlove@gcoconinc.com

ENVIRONMENTAL  
RINCON CONSULTANTS, INC.  
8825 AERO DRIVE, SUITE 120  
SAN DIEGO, CA 92123  
TEL: 858/768-2460  
CONTACT: LORRAINE AHLQUIST  
E-MAIL: lahlquist@rinconconsultants.com

TRAFFIC ENGINEERING  
URBAN SYSTEMS ASSOCIATES  
8451 MIRALANI DRIVE, SUITE A  
SAN DIEGO, CA 92126  
TEL: 858/560-4911  
CONTACT: JUSTIN SCHLAFLI  
E-MAIL: justin@urbansystems.net

#### LAND USE INFORMATION AND OVERLAYS

- IP-1-1, RS-1-14, RS-1-7 ZONES
- COMMUNITY PLAN IMPLEMENTATION AREA OVERLAY ZONE (CPIOZ-B)
- PARKING STANDARDS TRANSIT AREA OVERLAY ZONE
- PARKING IMPACT OVERLAY ZONES (PIOZ-CAMPUS-IMPACT)
- TRANSIT PRIORITY AREA OVERLAY ZONE
- PRIME INDUSTRIAL LANDS
- UNIVERSITY COMMUNITY PLAN AREA
- AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE (MCAS MIRAMAR)
- AIRPORT INFLUENCE AREAS OVERLAY ZONE (MCAS MIRAMAR REVIEW AREA 1)
- FAA PART 77 NOTICING AREA OVERLAY ZONE (MCAS MIRAMAR THRESHOLD AT 615 FEET AVERAGE MSL)
- AIRPORT SAFETY ZONE OVERLAY (MCAS MIRAMAR ACCIDENT POTENTIAL ZONE 2 \*APZ II\* AND TRANSITION ZONE \*TZ\*)
- VERY HIGH FIRE HAZARD SEVERITY ZONES/FIRE BRUSH ZONES WITH 300' BUFFER
- ENVIRONMENTALLY SENSITIVE LANDS (STEEP HILLSIDES AND SENSITIVE BIOLOGICAL RESOURCES)
- "ESL"
- EARTHQUAKE FAULT BUFFER (HAZARD CATEGORY 12)

DEVELOPMENT REGULATIONS  
Minimum lot size: 40,000 SF  
Minimum street frontage: 100 feet  
Minimum lot width: 100 feet  
Minimum lot depth: 200 feet  
Maximum FAR: 2.0 FAR  
Height Limit: NONE

SET BACKS			
ZONE IP-1-1 (NO PROPOSED DEVELOPMENT WITHIN RS ZONES)			
	REQUIRED	EXISTING	PROPOSED
FRONT YARD:	20'-0" MIN, 25'-0" STD	25'-0"	25'-0"
SIDE YARD:	15'-0" INTERIOR, 20'-0" STREET SIDE	15'-0"	15'-0"
REAR YARD:	25'-0"	25'-0"	25'-0"

PROJECT BUILDINGS USE:  
EXISTING USE - SCIENTIFIC RESEARCH  
PROPOSED USE - SCIENTIFIC RESEARCH, INDUSTRIAL, ACCESSORY AMENITY  
OCCUPANCIES:  
OCCUPANCY CLASSIFICATIONS A, B, S-1, F-1 (VARIES BY BUILDING)

GEOLOGIC HAZARD CATEGORY:  
PROJECT SITE CONTAINS THE FOLLOWING GEOLOGIC HAZARD CATEGORIES:  
• CATEGORIES 12, 25, 52 (AS DOCUMENTED IN GEOTECHNICAL REPORT)

PARKING SUMMARY  
THE PROPERTIES ARE LOCATED WITHIN A 2035 "PARKING STANDARDS TRANSIT PRIORITY AREA" AS DEFINED BY THE CITY OF SAN DIEGO AND A "TRANSIT PRIORITY AREA" AS DEFINED BY CALIFORNIA. PUBLIC RESOURCES CODE, SECTION 21099.  
• PROPOSED R&D USE - MINIMUM OF 2.1 SPACES PER 1,000 SF; MAXIMUM OF 4.0 SPACES PER 1,000 SF FOR R&D USES.

MINIMUM PARKING REQUIRED AT FULL ENTITLEMENT (1,901,613 SF RESEARCH AND DEVELOPMENT @ 2.1/1000 SF = 3,993 SPACES				
PROPOSED PARKING RATE 4,864 PARKING SPACES / 1,901,613 SF = 2.56 PARKING SPACES / 1,000 SF				
MAXIMUM PARKING ALLOWED AT FULL ENTITLEMENT (1,901,613 SF RESEARCH AND DEVELOPMENT @ 4.0/1000 = 7,606 SPACES				
PARKING TYPE	MIN. REQUIREMENT	MINIMUM	PROPOSED	MAXIMUM
PARKING STALLS	2.1/1,000 SF	3993	4864	7606
CARPOOL/LOW EMISSION	8% OF REQ. CAR STALLS	320	355	609 *
SHORT TERM BICYCLE PARKING	5% OF REQ. CAR STALLS	200	224	380 *
LONG TERM BICYCLE PARKING	2.5 PER EVERY 1,000 CAR STALLS	10	81	19 *
MOTORCYCLE PARKING	2% OF REQ. CAR STALLS	80	85	152 *
ACCESSIBLE STALLS	PER CBC 2019 11B-208.2	50	86	87 *
VAN ACCESSIBLE STALLS	PER CBC 2019 11B-208.2.4	9	17	15 *
EV SUPPLY EQUIPMENT STALLS	6% OF REQ. CAR STALLS	240	292	457 *
OFF-STREET LOADING SPACES**	FOR 50,000SF, 0.2 PER 10,000 SF GFA	10	10	10 *

† NOTES:  
\* THE NUMBER REPRESENTS THE MINIMUM NUMBER OF PARKING SPACES FOR ALTERNATIVE MODE OF PARKING BASED ON THE MAXIMUM PARKING SPACE COUNT OF 7,606  
\*\* OFF-STREET LOADING SPACES ARE TABULATED PER BUILDING AND INCLUDES CP3, CP5, CP6 AND P2 ONLY

MCAS MIRAMAR ALUPC MAXIMUM PARKING ALLOWED WITHIN APZ II  
PARCEL A AND PORTIONS OF PARCELS B, C, D, E - AREA WITHIN APZ II = 63.48 GROSS ACRES  
50 STALLS/GROSS ACRE X 63.48 GROSS ACRES = 3,174 STALLS MAXIMUM  
TOTAL STALLS PROPOSED WITHIN APZ II = 2,896

#### SITE SPECIFIC WASTE MANAGEMENT

A SITE SPECIFIC WASTE MANAGEMENT PLAN COVERING PRE-CONSTRUCTION DEMOLITION, CONSTRUCTION, AND POST CONSTRUCTION USE AND INFORMATION ON ADEQUATE LANDFILL SPACE AVAILABLE TO SERVE THE SITE IS REQUIRED TO BE SUBMITTED BY THE APPLICANT AND APPROVED BY THE CITY'S ENVIRONMENTAL SERVICES DEPARTMENT, PRIOR TO OBTAINING ANY FUTURE DEVELOPMENT PERMITS.

IN ADDITION, THE PLAN SHOULD INCLUDE INFORMATION ON HOW THE PROJECT WOULD COMPLY WITH THE CITY'S WASTE MANAGEMENT AND RECYCLING ORDINANCES, AND STATE AND FEDERAL STATUTES.

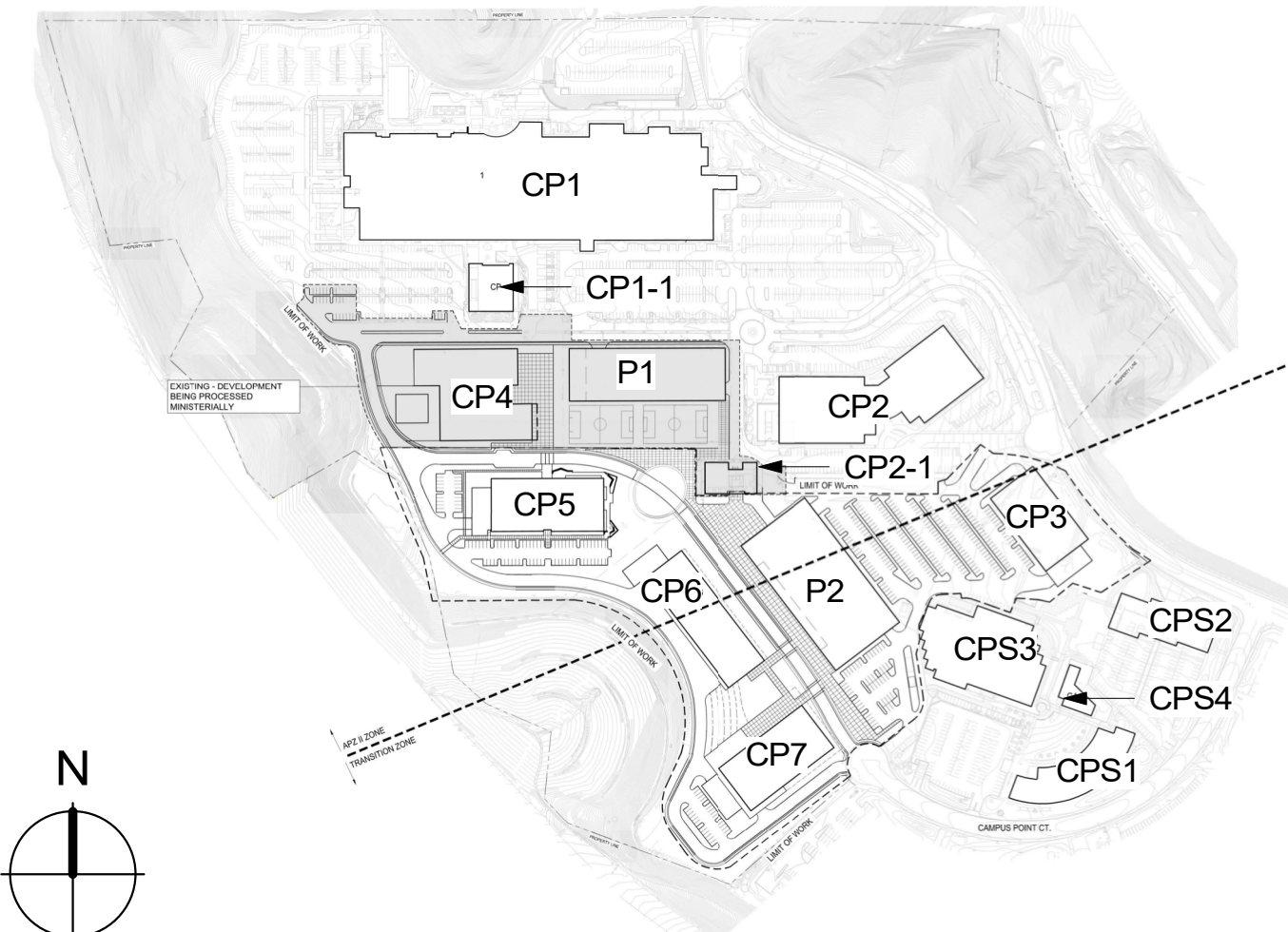
#### SCREENING FROM PUBLIC VIEW

ALL MECHANICAL EQUIPMENT, TRASH STORAGE, SERVICE AREAS AND UTILITY APPURTENANCES, SHALL BE SCREENED FROM PUBLIC VIEW. SCREENING MAY INCLUDE WALLS AND LANDSCAPING.

#### SUSTAINABILITY

THE NEW DEVELOPMENT IS COMMITTED TO ACHIEVING LEED SILVER STANDARD AND USES SUSTAINABLE PRACTICES FOLLOWING THE OUTLINES OF THE GENERAL PLAN AND THE PORTION APPLICABLE TO RESIDENTIAL AND COMMERCIAL PROPERTIES OF THE CURRENT COUNCIL POLICY 900-14.

#### MASTER PLAN BUILDING DIAGRAM



#### BUILDING TABULATIONS - GROSS FLOOR AREA

Building Name	Address	GFA (SF)	Year Constructed	Building Heights
EXISTING BUILDINGS TO REMAIN				
CP1	10300 Campus Point Dr.	463,791	1979	43' - 5"
CP2	10290 Campus Point Dr.	267,934	1987	74' - 4"
CP3	4242 Campus Point Ct.	128,163	1987	75' - 0"
CP5	10210 Campus Point Dr.	64,981	1987	40' - 0"
CP5	4210 & 4224 Campus Point Ct.	96,088	1987	30' - 6"
CP5	4244 Campus Point Ct.	7,017	1987	23' - 10"
TOTAL				
		1,029,974		
EXISTING CENTRAL PLANT BUILDINGS				
CP1-1	10300 Campus Point Dr.	0	1979	25' - 0"
CP2-1	10290 Campus Point Dr.	0	1987	30' - 0"
TOTAL				
		0		
BUILDINGS PROCESSED UNDER SEPARATE MINISTERIAL PERMIT				
CP4	TBD	210,607	TBD	TBD
P1	TBD	35,000	TBD	TBD
		245,607		
PROPOSED BUILDINGS				
CP3	TBD	103,559	TBD	64' - 9 1/2"
CP5	TBD	99,561	TBD	61' - 0"
CP6	TBD	136,500	TBD	64' - 0"
CP7	TBD	211,792	TBD	109' - 9 1/2"
P2	TBD	74,620	TBD	65' - 3 1/2"
		626,032		
TOTAL		1,901,613		
TOTAL DEVELOPMENT AT FULL ENTITLEMENT 1,029,974 + 245,607 + 626,032 = 1,901,613 GFA				
EXISTING BUILDINGS TO BE DEMOLISHED				
4110 CPC	4110 Campus Point Ct.	-44,795	1991	30' - 6"
4161 CPC	4161 Campus Point Dr.	-163,817	1988	49' - 0"
10260 CPD	10260 Campus Point Dr.	-106,664	1987	92' - 3"
		-315,276		
TOTAL		-315,276		

- NOTES:
- GROSS FLOOR AREA (GFA) IS AS DEFINED BY THE CITY OF SAN DIEGO MUNICIPAL CODE.
  - MECHANICAL SPACE IS EXEMPT IN THE CALCULATION OF GROSS FLOOR AREA PER THE UNIVERSITY COMMUNITY PLAN
  - THE BASEMENT LEVEL GROSS FLOOR AREA IS EXEMPT FROM INCLUSION IN THE GROSS FLOOR AREA CALCULATION PER MUNICIPAL CODE SECTION 113.0234 A.2.B. THE BELOW GRADE & GRADE LEVEL GARAGE (MIN. 40% OPEN ON 2 SIDES) ARE ALSO NOT INCLUDED.
  - EXISTING BUILDINGS TO BE DEMOLISHED DEFINED AS NON-GFA IN ORDER TO EXCLUDE FROM NEW DEVELOPMENT GFA.

#### DEVELOPMENT INTENSITY ANALYSIS

MAXIMUM INTENSITY PER IP-1-1 ZONE  
TOTAL GROSS ACREAGE ALL PARCELS X 43,560 SF/ACRE X 2.0 FAR  
84.79 GROSS ACRES X 43,560 SF/ACRE X 2.0 = 7,386,904 SF  
(DEVELOPMENT INTENSITY IS LIMITED BY UNIVERSITY COMMUNITY PLAN AND ALUPC MAXIMUM LIMITS AS NOTED BELOW)

UNIVERSITY COMMUNITY PLAN (UCP)  
PARCELS A, B, C, D (PER TABLE 3 NOTED AS ALEXANDRIA / SAIC)  
30,000 GFA/ NET ACRES X 49.89 NET ACRES = 1,496,700 GFA

PARCELS E, F, G, H  
EXISTING (10260, CP5, CP3, CP5, CP5) BUILDINGS  
106,664 + 128,163 + 64,981 + 96,088 + 7,017 = 404,913 GFA  
TOTAL DEVELOPMENT ALL PARCELS (A, B, C, D, E, F, G, H)  
1,496,700 + 404,913 = 1,901,613 GFA

MCAS MIRAMAR ALUPC MAXIMUM INTENSITY ALLOWED WITHIN APZ II  
PARCEL A AND PORTIONS OF PARCELS B, C, D, E - AREA WITHIN APZ II = 63.48 GROSS ACRES  
50 PEOPLE/GROSS ACRE X 63.48 GROSS ACRES = 3,174 PEOPLE

MAXIMUM FAR WITHIN APZ II = 0.34  
W/ AREA EXEMPTION FOR NON-TRIP GENERATING (NTG) S.F., NOT TO EXCEED 10% OF TOTAL  
2,765,189 SF X 0.34 = 940,164 SF

ALTERNATIVE CALCULATION (METHOD USED)  
SAN DIEGO MUNICIPAL CODE SECTION 132.1515(d) ALLOWS WITH A NDP: ALTERNATIVE METHOD OF CALCULATION BASED UPON THE PROPOSED NUMBER OF PARKING SPACES ASSOCIATED WITH THE DEVELOPMENT OR AN ESTIMATE BASED ON A SURVEY OF SIMILAR USES.

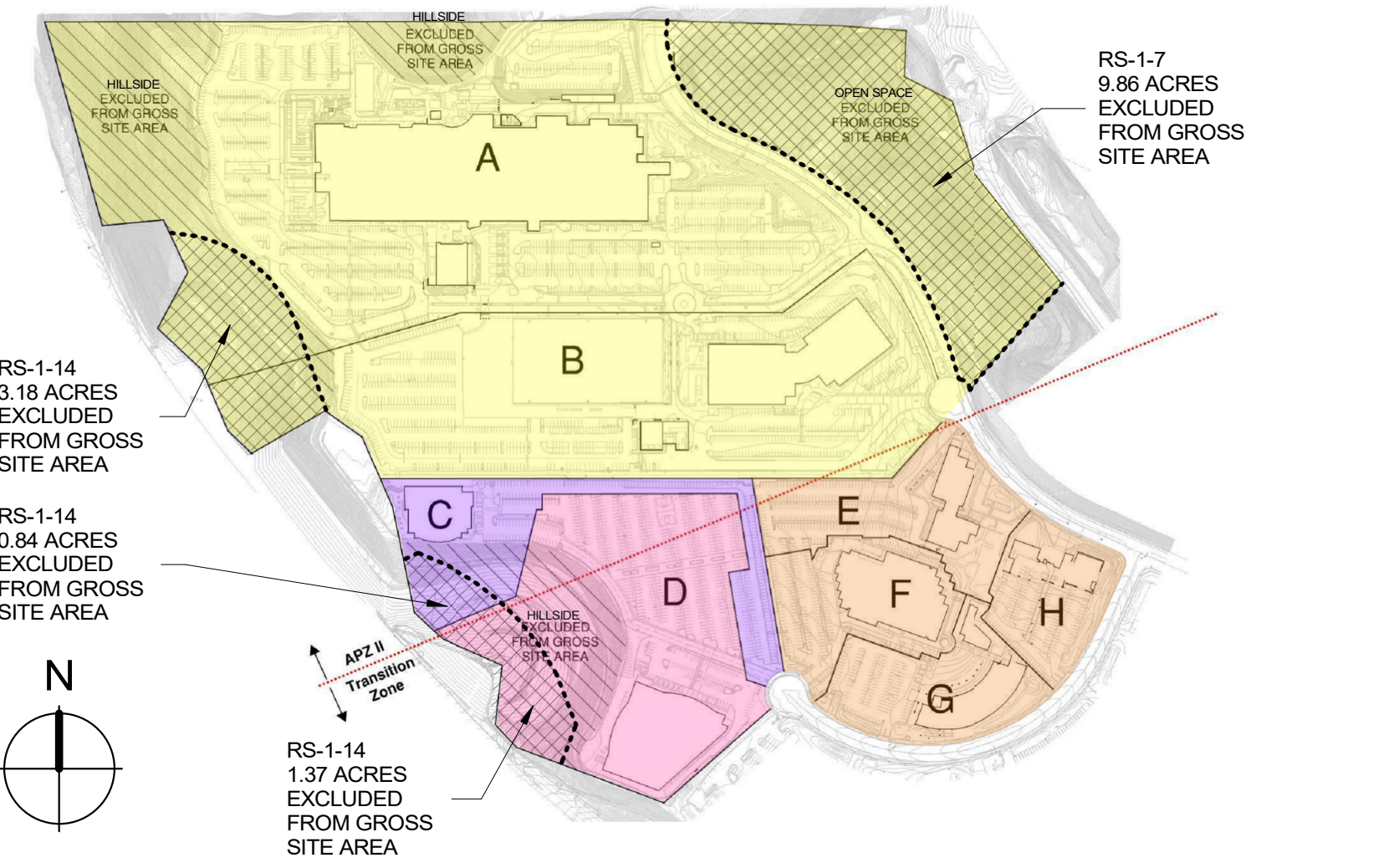
PARKING CALCULATION  
SCIENTIFIC RESEARCH (SR) PARKING RATIO: 2.1 SPACES/1,000 SF = 1 SPACE/476 SF

PER ALUPC APPENDIX D:  
476 SF/PERSON / 1.08 PERSONS (ASSUMED VEHICLE OCCUPANCY) = 440 SF/PERSON (EQUIVALENT LOAD FACTOR)  
440 SF/PERSON X 3,174 PERSONS = 1,396,560 GFA

TOTAL PROPOSED DEVELOPMENT IN APZ II INCLUDES:  
BUILDINGS CP1, CP2, CP4, CP5, P1 AND PORTIONS OF CP3, CP6, AND P2  
463,791 + 267,934 + 210,607 + 99,561 + 35,000 + 712 + 57,184 + 23,592 = 1,158,381 GFA

MAXIMUM INTENSITY ALLOWED WITHIN SAFETY TRANSITION ZONE (TZ)  
MAX UCP - MAX APZ II - EXISTING BUILDINGS (10260, CP5, CP3, CP5, CP5)  
1,901,613 - 1,396,560 - 404,913 = 100,140 GFA (NEW/ADDITIONAL DEVELOPMENT)  
(IF APZ II DEVELOPMENT IS NOT MAXIMIZED, REMAINING DEVELOPMENT INTENSITY CAN BE DEVELOPED WITHIN THE TRANSITION ZONE)

#### SITE DIAGRAM / EXISTING CONDITIONS



ID	Address	Legal Description	APN	Gross Acres	Net Acres	APZ II Acres	Transition Zone Acres	Zones (*)	PREVIOUS PERMIT
A	10300 Campus Point Drive	PARCEL 1 (PM 10898)	343-230-13	41.67	25.03	41.67	0.00	IP-1-1, RS-1-7, RS-1-14	1
B	10290 Campus Point Drive	PARCEL 2 (PM 10898)	343-230-14	16.52	15.25	16.25	0.27	IP-1-1, RS-1-14	1
C	4110 Campus Point Court	PARCEL 1 (PM 20824)	343-230-38	4.13	2.80	3.30	0.83	IP-1-1, RS-1-14	3
D	4161 Campus Point Court	PARCEL 2 (PM 20824)	343-230-43	10.43	6.81	2.11	8.31	IP-1-1, RS-1-14	2
E	10260 Campus Point Drive	PARCEL 1 & 3 (PM 14065)	343-230-42	3.61	3.61	0.15	3.46	IP-1-1	4
F	4210 & 4224 Campus Point Court	PARCEL 3 (PM 20824)	343-230-40	3.23	3.23	0.00	3.23	IP-1-1	4
G	4242 & 4244 Campus Point Court	PARCEL 4 (PM 20824)	343-230-41	2.97	2.97	0.00	2.97	IP-1-1	4
H	10210 Campus Point Drive	PARCEL 1 (PM 12822)	343-230-17	2.23	2.23	0.00	2.23	IP-1-1	4
TOTAL				84.79	61.93	63.48	21.31		

PREVIOUS PERMIT LEGEND:  
1 - SITE DEVELOPMENT PERMIT NO 117-6281 AND NEIGHBORHOOD DEVELOPMENT PERMIT NO 1388-122  
2 - COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE "CPIOZ" PERMIT NO. 89-1257  
3 - CPIOZ PERMIT NO. 89-0490  
4 - DEVELOPED BY RIGHT PURSUANT TO THE CITY'S OLD SR (SCIENTIFIC RESEARCH) ZONE (CURRENTLY THE IP-1-1 ZONE) AND ARE NOT SUBJECT TO ANY DISCRETIONARY DEVELOPMENT PERMITS.

(\*) NOTES:  
RS-1-7 AND RS-1-14 ZONE AREAS ARE EXCLUDED FROM DEVELOPMENT INTENSITY CALCULATIONS. AREA LOCATED IN RS ZONES IS UNDEVELOPABLE BECAUSE THE SITES ARE COMPRISED OF STEEP SLOPES. ALL CALCULATION ARE BASED UPON IP-1-1 NET ACREAGE.

#### DEVELOPMENT SUMMARY

PROJECT DESCRIPTION:  
THE 84.79 ACRE PROJECT SITE IS BOUND BY CAMPUS POINT DRIVE TO THE EAST, OPEN SPACE TO THE NORTHEAST, NORTH, AND WEST, AND CAMPUS POINT COURT TO THE SOUTH. THE PROJECT SITE CONSISTS OF AN 8 PARCELS CAMPUS AND IS LOCATED WITHIN THE UNIVERSITY COMMUNITY PLANNING AREA OF SAN DIEGO.

THE CURRENT DEVELOPMENT INTENSITY OF THE COMBINED SITES IS 1,673,633 GFA AS NOTED BELOW.  
• PARCELS A & B = 1,080,108 GFA  
• PARCEL C = 44,795 GFA  
• PARCEL D = 163,817 GFA  
• PARCEL E = 106,664 GFA  
• PARCEL F = 96,088 GFA  
• PARCEL G = 135,180 GFA  
• PARCEL H = 64,981 GFA

EXISTING ENTITLEMENT VS. PROPOSED ENTITLEMENT  
EXISTING BUILDINGS = 1,345,250 GFA  
EXISTING BUILDINGS TO BE DEMOLISHED = 315,276 GFA  
NEW BUILDINGS PROCESSED SEPARATELY = 245,607 GFA  
PROPOSED NEW BUILDINGS = 626,032 GFA  
TOTAL PROPOSED DEVELOPMENT = 1,901,613 GFA  
NET INCREASE OVER CURRENT APPROVED ENTITLEMENT = 227,980 GFA

THE APPLICANT PROPOSES TO INCREASE THE EXISTING APPROVED DEVELOPMENT INTENSITY OF THE COMBINED SITES FROM 1,673,633 GFA TO 1,901,613 GFA. THE NET INCREASE OF THE PROPOSED DEVELOPMENT INTENSITY OVER THE PREVIOUS IS 227,980 GFA.

THE PROPOSED DEVELOPMENT INTENSITY INCREASE WILL BE INCLUSIVE OF EXISTING BUILDINGS TO REMAIN (CP1, CP1-1, CP2, CP2-1, CP5, CP5, CP5, CP5, CP5) PLUS NEW BUILDINGS BEING PROCESSED SEPARATELY UNDER MINISTERIAL PERMIT (CP4, P1 = 245,607 GFA), PLUS PROPOSED NEW BUILDINGS WITHIN THIS PERMIT (CP3, CP5, CP6, CP7, P2 = 626,032 GFA). OTHER PROPOSED IMPROVEMENTS INCLUDE RECONFIGURATION OF THE MAIN "BOULEVARD" (PRIVATE ROAD), PROVIDING CIRCULATION THROUGH THE CAMPUS.

APPLICANT SEEKS CITY OF SAN DIEGO DISCRETIONARY REVIEW AND APPROVAL OF THE NEW, PROPOSED FACILITIES AND ASSOCIATED SITE IMPROVEMENTS COVERED HEREIN.

#### BUILDING INFORMATION

EXISTING BUILDINGS:  
THERE ARE NINE EXISTING BUILDINGS PLUS TWO UTILITY/CENTRAL PLANT STRUCTURES LISTED AS FOLLOWS. THE UTILITY/CENTRAL PLANT STRUCTURES ARE ROOFED AND ARE NOT NORMALLY OCCUPIED EXCEPT FOR OCCASIONAL MAINTENANCE PERSONNEL. THUS, THE SQUARE FOOTAGES OF SUCH FACILITIES ARE NOT INCLUDED IN THE DEVELOPMENT INTENSITY CALCULATION. THE EXISTING BUILDINGS HOUSE PRIMARILY SCIENTIFIC RESEARCH AND DEVELOPMENT USES.

- "CP1" - 463,791 GFA, 2-STORY, MULTI-TENANT BUILDING
- "CP2" - 267,934 GFA, 4-STORY, SINGLE-TENANT BUILDING
- "10260" - 106,664 GFA, 6-STORY, MULTI-TENANT BUILDING
- "4110" - 44,795 GFA, 2-STORY, MULTI-TENANT BUILDING
- "4161" - 163,817 GFA, 3-STORY, SINGLE-TENANT BUILDING
- "CP5" - 128,163 GFA, 7-STORY, MULTI-TENANT BUILDING
- "CP5" - 64,981 GFA, 3-STORY, MULTI-TENANT BUILDING
- "CP5" - 96,088 GFA, 2-STORY, MULTI-TENANT BUILDING
- "CP5" - 7,017 GFA, 1-STORY, AMENITY BUILDING
- "CP1-1" - 0.04 SF (EXCLUDED FROM GFA), 1-STORY CENTRAL PLANT BUILDING
- "CP2-1" - 7,310 SF (EXCLUDED FROM GFA), 1-STORY CENTRAL PLANT BUILDING
- TOTAL EXISTING BUILDINGS = 1,345,250 GFA

EXISTING BUILDINGS TO BE DEMOLISHED:  
THREE OF THE ABOVE EXISTING BUILDINGS ARE PLANNED TO BE DEMOLISHED AND THEIR AREA IS THEREFORE EXCLUDED FROM THE PROPOSED DEVELOPMENT INTENSITY TABULATIONS. THESE EXISTING BUILDINGS ARE "10260, 4110, AND 4161".

- "10260" - 106,664 GFA, 6 STORY, MULTI-TENANT BUILDING
- "4110" - 44,795 GFA, 2-STORY, MULTI-TENANT BUILDING
- "4161" - 163,817 GFA, 3-STORY, SINGLE-TENANT BUILDING
- TOTAL EXISTING BUILDINGS TO BE DEMOLISHED = 315,276 GFA

NEW BUILDINGS BEING PROCESSED SEPARATELY UNDER MINISTERIAL PERMIT:  
THERE ARE ALSO THE FOLLOWING TWO NEW BUILDINGS BEING PROCESSED UNDER SEPARATE MINISTERIAL PERMITS (SEPARATE FROM ENTITLEMENT EFFORT).

- "CP4" - 210,607 GFA, 6-STORY OVER 1 LEVEL SUBTERRANEAN, MULTI-TENANT BUILDING
- "P1" - 35,000 GFA ACCESSORY AMENITY, 946 STALL, 6 LEVELS OVER 1 LEVEL SUBTERRANEAN, PARKING STRUCTURE
- TOTAL NEW BUILDING PRECESSED SEPARATELY = 245,607 GFA

#### PROPOSED NEW BUILDINGS

THE FOLLOWING ADDITIONAL NEW BUILDINGS ARE PROPOSED:

- "CP3" - 103,559 GFA, 4-STORY OVER 1 LEVEL SUBTERRANEAN, MULTI-TENANT BUILDING
- "CP5" - 99,561 GFA, 3-STORY OVER 2 LEVELS SUBTERRANEAN PARKING, SINGLE-TENANT BUILDING
- "CP6" - 136,500 GFA, 4-STORY OVER 1 LEVEL SUBTERRANEAN BASEMENT, MULTI-TENANT BUILDING
- "CP7" - 211,792 GFA, 7-STORY OVER 2 LEVELS SUBTERRANEAN PARKING, MULTI-TENANT BUILDING
- "P2" - 69,700 GFA R&D, 5,000 GFA ACCESSORY AMENITY, 1,251 STALL, 5 LEVELS OVER 2 LEVEL SUBTERRANEAN, PARKING STRUCTURE
- TOTAL PROPOSED NEW BUILDINGS = 626,032 GFA

#### SITE AREAS

- GROSS SITE AREA = 84.79 ACRES
- NET SITE AREA = 61.93 ACRES
- LANDSCAPED AREA = 45.00 ACRES

#### SHEET INDEX

ORIG. ISSUE DATE	REVISION DATE	SHEET NUMBER	SHEET NAME	Color
GENERAL				
11/01/19	11/02/20	G0.01	TITLE SHEET	●
CIVIL				
11/01/19	11/02/20	C1.0	EXISTING CONDITIONS PLAN	
11/01/19	11/02/20	C1.1	EXISTING CONDITIONS PLAN	
11/01/19	11/02/20	C2.0	OVERALL GRADING PLAN	
11/01/19	11/02/20	C2.1	GRADING PLAN	
11/01/19	11/02/20	C2.2	GRADING PLAN	
11/01/19	11/02/20	C2.3	GRADING PLAN	
11/01/19	11/02/20	C2.4	GRADING PLAN	
11/01/19	11/02/20	C2.5	GRADING PLAN	
11/01/19	11/02/20	C2.6	GRADING PLAN	
11/01/19	11/02/20	C2.7	GRADING PLAN	
11/01/19	11/02/20	C2.8	GRADING PLAN	
11/01/19	11/02/20	C3.0	OVERALL UTILITY PLAN	
11/01/19	11/02/20	C3.1	UTILITY PLAN	
11/01/19	11/02/20	C3.2	UTILITY PLAN	
11/01/19	11/02/20	C3.3	UTILITY PLAN	
11/01/19	11/02/20	C3.4	UTILITY PLAN	
11/01/19	11/02/20	C3.5	UTILITY PLAN	
11/01/19	11/02/20	C3.6	UTILITY PLAN	
11/01/19	11/02/20	C3.7	UTILITY PLAN	
11/01/19	11/02/20	C3.8	UTILITY PLAN	
11/01/19	11/02/20	C4.0	EASEMENT CONSTRAINTS	
11/01/19	11/02/20	C4.1	EASEMENT CONSTRAINTS	
LANDSCAPE				
11/01/19	11/02/20	L0.01	OVERALL SITE PLAN	
11/01/19	11/02/20	L0.02	BRUSH MANAGEMENT PLAN	
11/01/19	11/02/20	L0.03	LANDSCAPE CALCULATIONS	
11/01/19	11/02/20	L0.04	LANDSCAPE VIGNETTES	
11/01/19	11/02/20	L1.01	MATERIALS AND PLANTING PLAN	
11/01/19	11/02/20	L1.02	MATERIALS AND PLANTING PLAN	
11/01/19	11/02/20	L1.03	MATERIALS AND PLANTING PLAN	
05/04/20	11/02/20	L1.04	LANDSCAPE VIGNETTES	
ARCHITECTURE				
11/01/19	11/02/20	A1.10	EXISTING SITE PLAN	
11/01/19	11/02/20	A1.20	PROPOSED SITE PLAN	●
11/01/19	11/02/20	A1.30	MASTER FIRE ACCESS PLAN	●
11/01/19	11/02/20	A1.40	PARKING COUNT SITE PLAN	●
05/04/20	11/02/20	A3.2-12A	BUILDING CP-F3- FLOOR PLANS - SUBLEVEL	
05/04/20	11/02/20	A3.2-12B	BUILDING CP-F3- FLOOR PLANS - SUBLEVEL	
05/04/20	11/02/20	A3.2-12C	BUILDING CP-F3- FLOOR PLANS	
05/04/20	11/02/20	A3.2-12D	BUILDING CP-F3- EXTERIOR ELEVATIONS	
05/04/20	11/02/20	A3.2-12E	BUILDING CP-F3- BUILDING SECTIONS	
11/01/19	11/02/20	A5.2-11A	BUILDING CP-F5- FLOOR PLANS	
11/01/19	11/02/20	A5.2-11B	BUILDING CP-F5- EXTERIOR ELEVATIONS	
11/01/19	11/02/20	A5.2-11C	BUILDING CP-F5- BUILDING SECTIONS	
11/01/19	11/02/20	A6.2-12A	BUILDING CP-F6- FLOOR PLANS - SUBLEVEL	
11/01/19	11/02/20	A6.2-12B	BUILDING CP-F6- FLOOR PLANS	
11/01/19	11/02/20	A6.2-12C	BUILDING CP-F6- FLOOR PLANS	
11/01/19	11/02/20	A6.2-12D	BUILDING CP-F6- EXTERIOR ELEVATIONS	
11/01/19	11/02/20	A6.2-12E	BUILDING CP-F6- BUILDING SECTIONS	
11/01/19	11/02/20	A7.2-13A	BUILDING CP-F7- FLOOR PLANS - SUBLEVEL	
11/01/19	11/02/20	A7.2-13B	BUILDING CP-F7- FLOOR PLANS	
11/01/19	11/02/20	A7.2-13C	BUILDING CP-F7- FLOOR PLANS	
11/01/19	11/02/20	A7.2-13D	BUILDING CP-F7- EXTERIOR ELEVATIONS	
11/01/19	11/02/20	A7.2-13E	BUILDING CP-F7- BUILDING SECTIONS	
11/01/19	11/02/20	AP2-2.13A	BUILDING P2- FLOOR PLANS - SUBLEVELS	
11/01/19	11/02/20	AP2-2.13B	BUILDING P2- FLOOR PLANS	
11/01/19	11/02/20	AP2-2.13C	BUILDING P2- FLOOR PLANS	
11/01/19	11/02/20	AP2-2.13D	BUILDING P2- EXTERIOR ELEVATIONS	
11/01/50	11/02/20	AP2-2.13E	BUILDING P2- EXTERIOR ELEVATIONS	
11/01/19	11/02/20	AP2-2.13F	BUILDING P2- BUILDING SECTIONS	