City of San Diego
Planning Department

BINDER

Environmental Impact Report

Development and Environmental
Planning Division
236-6460

DEP No. 91-0360
SCH No.

SUBJECT: Eli Lilly/IVAC Campus Point Planned Industrial Development. VESTING TENTATIVE MAP and PLANNED INDUSTRIAL DEVELOPMENT PERMIT No. 91-0360 for the development of a 58.2-acre site with scientific research uses. The project would consist of 9 lots and would allow an increase from 379,000 square feet to a maximum of 1,209,000 square feet of uses on the site. A TRANSPORTATION DEMAND MANAGEMENT (TDM) Plan is also proposed. Located at the northerly terminus of Campus Point Drive, north of Genesee Avenue and east of Interstate 5 Freeway in the University community. SR Zone (Scientific Research); Portion HR (Hillside Review). (Parcels 1 and 2, Parcel Map No. 10898). Applicant: Eli Lilly and Company.

CONCLUSIONS:

The proposed project would result in significant and unmitigated direct impacts to traffic and air quality. The levels of service (LOS) at the intersections of Genesee Avenue at Campus Point Drive, Regents Road and Eastgate Mall would remain at D, or worse, even with implementation of the proposed Transportation Demand Management (TDM) Plan and the Mitigation, Monitoring and Reporting Program described below. In addition, no project mitigation measures exist to lower the volume capacity on the Regents Road street segment to an acceptable 1.3 to 1 ratio (volume to design capacity), or better.

The proposed project would also contribute to identified cumulatively significant and unmitigated impacts associated with traffic and a concomitant reduction in localized air quality. The project would add approximately 6,640 average daily traffic (ADT) to the University community circulation system. The trips generated by the project would impact the peak LOS at the Genesee Avenue/Interstate 5 northbound and southbound interchange during the morning peak hour. In addition, the project would have a cumulative impact on several intersections with Genesee Avenue, which are expected to experience LOS D/F, indicating queuing and substantial delays to approaching vehicles. Based on these LOS, the project would contribute to the degradation of the region's air quality. It should be noted that the increased density in the community may result in the need for mass transit in the future which could ultimately reduce automobile trips.

In addition, the project would contribute to an identified cumulative noise impact by adding traffic to streets abutting existing residential development within the University community. The project would also result in significant

land use impacts as it would not implement the environmental goals of the plan which address traffic, air quality and noise issues.

The project has incorporated a Mitigation, Monitoring and Reporting Program for the project's direct impacts on safety/hazardous materials and hydrology/water quality.

RECOMMENDED ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS:

No Project Alternative (Page 7-1 of the EIR)

The No Project alternative is the only alternative that would fully avoid the project's contribution to cumulative impacts associated with traffic, air quality, and noise. This alternative would retain the site in its existing partially developed condition.

Reduced Intensity Alternative (Pages 7-1 to 7-2 of the EIR).

This alternative addresses two scenarios reducing the size of the project from the maximum permitted by the 1989 University Community Plan. (Note: Although the community plan allows a maximum development intensity of up to 30,000 square feet per acre, a (TDM) Program must be adopted by the City Council to bring traffic generated by the project to equal or less than that generated by a development intensity of 18,000 square feet per acre.) Neither a reduction in development intensity to an actual 18,000 square feet per acre (or 1,047,600 square feet), nor to 12,000 square feet per acre (or 698,400 square feet), would avoid direct traffic impacts. Depending upon the percentage of reduction in size, the project's contribution to cumulative (community wide) impacts would be reduced proportionately. For example, a 33 percent reduction in the project's development intensity would reduce the project's cumulative traffic and air quality impacts by 33 percent. The project's contribution to cumulative noise impacts would also be reduced. However, while this alternative would reduce the project's contribution to cumulative impacts, cumulative impacts associated with other on-going projects in the area would continue.

Off-Site Location (Page 7-3 of the EIR)

The Off-site Location alternative addresses the development of the proposed (PID) in a location outside of the University community. (Development of the PID at an alternative location in the University community would continue to contribute to the cumulative traffic, air quality and noise impacts that are attributable to projects in the area and therefore was not considered). An off-site location has been identified in the community of Scripps Miramar Ranch, specifically in the Meanley Industrial Park which has already been approved for development. This community does not experience the cumulative traffic, air quality and noise impacts that are associated with the planned high intensity development for the University community. Implementation of the Off-site Location alternative would fully avoid the project's direct and cumulative impacts and would be the environmentally superior alternative.

Unless mitigation measures or project alternatives are adopted, project approval will require the decisionmaker to make Findings, substantiated in the record, which state that: a) individual mitigation measures or project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

Traffic (Pages 4-12 to 4-20 of the EIR)

Partial mitigation of the direct and cumulative traffic impacts of the project would be made conditions of the Vesting Tentative Map and PID. Mitigation monitoring would be achieved by implementation of the following measures to the satisfaction of the City Engineer prior to issuance of building permits for the project:

a. A Transportation Demand Management (TDM) Plan shall be approved by the City Council which shall assure the reduction quality and enforcement provision set forth in the TDM Plan contained in the final EIR.

b. The westbound approach of Genesee Avenue and Campus Point Drive shall be reconstructed ~~restriped~~ to provide one right-turn lane, one optional through/right-turn lane, two through lanes and two ~~one~~ left-turn lanes. In addition, the southbound approach shall be improved to provide one ~~two~~ left-turn lanes, one optional left-turn/through lane and two right-turn lanes.

c. Facility Benefit Assessment (FBA) fees shall be paid to assist in the financing of necessary improvements at the intersection of Genesee Avenue/Regents Road and the I-5/Genesee Avenue interchange.

Safety/Hazardous Materials (Page 4-39 to 4-42 of the EIR)

Implementation of the brush management program would address fire/safety conditions along the western boundary of the project site.

Hydrology/Water Quality (Pages 4-43 to 4-47 of the EIR)

The project would include temporary desilting basins, sandbagging and landscaping to mitigate short-term erosion impacts during construction. The required non-point source urban runoff plan developed in conjunction with the Citywide Best Management Practices (BMP) would mitigate the project's contribution to cumulative water quality impacts.

The above mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

Ann B. Hix, Principal Planner
City Planning Department

November 27, 1992
Date of Draft Report

February 26, 1993
Date of Final Report

Analyst: McHenry

PUBLIC REVIEW:

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

NAS Miramar
State Clearinghouse
CALTRANS - District 11
California State Water Resources Control Board
Regional Water Quality Control Board
SANDAG
Air Pollution Control District
County Hazardous Materials Management Division
San Diego County Department of Land Use
Sierra Club
San Diego County Archaeological Society, Inc.
Citizens Coordinate for Century III
University Community Planning Group
UCSD Campus/Community Planning, Pat Collum
UCSD Library
University City Library
Greater San Diego Chamber of Commerce
Los Penasquitos Lagoon Foundation
Friends of Penasquitos Preserve
Opal Trueblood
Metropolitan Transit Development Board (MTDB)
La Jolla Town Council
San Diego Transit Corporation
La Jolla Community Planning Association
North City Transportation Management Association
Torrey Pines Community Planning Group
Eli Lilly/IVAC
Paul Robinson, McDonald, Hecht and Solberg
City of San Diego
- Planning Department
- Engineering and Development Department
  - Development Services Division
  - Transportation Planning Division
  - TDM Administration
  - Engineering Design Division (Storm Water BMP)
- Park and Recreation Department
- Councilmember Abbe Wolfsheimer, District 1
- Mayor's Office

Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Development and Environmental Planning Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

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

( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.

(x) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

COMMENT

RESPONSE

PR-1

State of California Environmental Protection Agency

M E M O R A N D U M

To : Tom Loftus
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Date: December 14, 1992

Doug McHenry
City of San Diego
202 C Street
San Diego, CA 92101

From : L. Van Kekerix
Lorraine Van Kekerix, Manager
Waste Generation Analysis and Environmental Review
California Integrated Waste Management Board

Subject: SCH #92121002 DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE ELI LILLY/IVAC PLANNED INDUSTRIAL DEVELOPMENT, SAN DIEGO COUNTY.

PROJECT DESCRIPTION

The Eli Lilly/IVAC Campus Point project is a master planned industrial development (PID) for a 58.2 acre site. The PID is intended to accommodate scientific research. Concurrent with the PID is a request for approval of a vesting tentative map which would create nine individual lots ranging in size from 2.2 acres to 32.4 acres.

COMMENTS

California Integrated Waste Management Board (CIWMB) staff have reviewed the DEIR for the document cited above and offer the following comments:

(1) New project developments increase the amount of waste being sent to landfills. To minimize the amount of solid waste going into landfills, staff recommends that the following measures be considered:

A) Implementation of a recycling program in the development areas.

B) Identify buy back centers and possible markets for recyclables in the area(s).

Response to Comment #1: Comment noted. Waste from the proposed project would not constitute a significant impact; no mitigation is required. The City and applicant will comply with State and local policies regarding recycling.

COMMENT

RESPONSE

C) Promote the use of insulation and other products made of recycled materials in the construction of development structures.

D) Promote the inclusion of recycling materials storage areas into the design of the project units.

Thank you for the opportunity to review and comment on the DEIR for the Eli Lilly/IVAC Planned Industrial Development. If you have any questions regarding these comments, please contact Claire Miller of the Board's Waste Generation Analysis and Environmental Assessment Branch at (916) 255-2333.

COMMENT

Dear Mr. McHenry:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its cultural resources technical report, Appendix E, we concur in the judgement that the project should have no impacts to cultural resources.

While not affecting the impact analysis, there are several shortcomings in Appendix E:

(2) (1) The copy of Appendix E sent to SDCAS did not include a bibliography, and the table of contents does not indicate that one was present in the original.

(3) (2) The overview of the resources and previous archaeological work in the project vicinity is very shallow. Though page 8 correctly states that Sorrento Valley is "among the most intensively surveyed areas within the larger San Diego County area", the only specific reports or projects mentioned are the 1978 RECON study on the current project area and a 1983 report by Carrico. Considering that a number of investigations have taken place along Roselle Street, just northeast of the current project (by RECON, WESTEC/ERCE and Smith and Moriarty), and that many of these (and of the other studies in Sorrento Valley) postdate the 1983 Carrico report, this section of the Roth & Associates report should be fleshed out.

(4) (3) Page 9 states that portions of W-654/SDI-4609 along Roselle Street have been placed on the National Register. I believe that the portions of this site on the Register are along Sorrento Valley Road, not Roselle Street. A predecessor firm to Roth & Associates (Flower Ike and Roth) performed archaeological work related to a water line across that portion of the site.

Thank you for including SDCAS in the environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: Roth & Associates
SDCAS President
file

PR-3

RESPONSE

Response to Comment #2: Appendix E refers to the Hydrology Report which does not contain a bibliography. Assuming the commentor is referring to the Cultural Resources report in Appendix D, the commentor is correct. The bibliography was inadvertently not included in the appendices. A copy of the bibliography has been sent to the commentor and has been added to the technical report.

Response to Comment #3: The cultural resources survey concluded that no cultural resources were found on the site. The report summarizes the findings of the record search data which directly applied to resources previously found on the site by RECON in 1978 and concludes that the previously identified site was fully mitigated. Since the results of the survey for the proposed project site were negative and no correlation analysis was therefore necessary, the report and its impact analysis are considered adequate without a detailed summary of the previous reports that have been prepared for other locations outside the project site.

Response to Comment #4: There is a portion of site W-654/SDI-4609 along Roselle Street that is National Register eligible.

COMMENT

January 9, 1993

Ann B. Hix, Principal Planner
Development and Environmental Planning Division
202 "C" Street, M.S. 4C
San Diego, CA 92101

Re: Eli Lilly/IVAC Campus Point Planned Industrial Development, Vesting Tentative Map and Planned Industrial Development Permit #91-0360

Dear Ms. Hix:

Thank you for the opportunity to comment on the scope, content, and adequacy of the draft Environmental Impact for the above project. The dEIR is thorough and comprehensive and the department staff should be congratulated for their efforts.

(5) It is hoped that the Findings and overriding considerations indicated on page 3 of the Conclusions will be spelled out in detail rather than just stating that they exist.

(6) Does not CEQA require that alternatives be compared in all respects except cost? What

(7) are the major differences between the Meanly Industrial Park and the Campus Point site?

The major problem seems to be traffic and its resulting components of air pollution and noise. This project adds 6,640 ADTs to existing traffic which is already at LOS D,E, and F in most locations mentioned in Table 1, 2, and 3 (pages S-3 through S-11).

(8) All of those additional ADTs cannot be removed through implementation of TDMs. Moreover, the dEIR does not deal with impacts on neighboring communities and cities. Nothing is said about the northbound traffic from the project. Since I-5 and I-805 are at a complete standstill every evening, traffic headed north will attempt to avoid these overcrowded highways and enter Sorrento Valley Road or North Torrey Pines Road.

(9) This will impact the Torrey Pines Community and the City of Del Mar through use of these and Carmel Valley Road, and impact access to city and state beaches in the area. Where is the mitigattion for these impacts? Should not discussion deal with these impacts and also the long two hour lines every morning by persons waiting to exit I-805 and I-5. How is restriping and adding a lane here and there going to be

(10) adequate? Were these additional ADTs included in the projected transportation needs

(11) of I-5 and I-805?

(12) In relation to the tenant amenities provided to reduce ADTs, should not a day care center be included (away from the hazardous materials)?

(13) In terms of parking all these cars, will surface lots or above ground parking discussed on page S-10 be placed in open space areas?

(14) How detailed was the archeological survey conducted in January of 1991? Since one site was discovered in the project area in 1978, will an archeologist be in attendance when any more grading of any kind is done?

(15) Although there may not be any recognizable faults on the project site, it is not that far removed from the active Rose Canyon fault. Why was this not discussed in the dRIR?

(16) On page 3-6 it is indicated that the building pads will be up to 10 feet in height. Why is it necessary to raise the building pads at all? Why couldn't they have been left at the natural land contour? Even though this project may be regarded as infill,

PR-4

RESPONSE

Response to Comment #5: The Findings and Statement of Overriding Considerations as required by CEQA do contain substantial evidence and are provided as an attachment to the Final EIR in accordance with the City of San Diego Environmental Impact Report Guidelines.

Response to Comment #6: The California Environmental Quality Act (CEQA) does not specify the content of the alternatives analysis. Section 21100 only states that alternatives to the proposed project shall be included in Environmental Impact Reports (EIRs). Section 15126 (d) of the CEQA Guidelines provides more information as to the use and depth of analysis required for alternatives. The guidelines state that a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project" should be described and "the comparative merits of the alternatives" shall be evaluated. The guidelines further state that "the discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly" (Section 15126 (d)(3)). Neither the statutes nor the guidelines specify that alternatives be compared in all respects except cost. In fact, economics is one of the factors which is appropriate in considering the feasibility of alternatives. The alternatives analysis contained in the EIR addresses four alternatives and how they reduce or avoid impacts determined to be significant in the environmental analysis for the proposed project.

Response to Comment #7: A description of the offsite alternative, the Meanley property located in the Scripps Miramar Ranch Community Plan area, is provided in Section 7.4 of the EIR. The major difference between this offsite location and the proposed project site is that the Meanley Property offers an alternative location for scientific research uses, and development of the site would not result in significant impacts to traffic, air quality, noise or water quality, as would the Campus Point site. Please see Section 7.4, pages 7-3 and 7-4 for more detailed information regarding the offsite location.

Response to Comment #8: As discussed on page 4-11 of Section 4.1 of the EIR, implementation of the Transportation Demand Management Plan (TDM) would reduce the peak hourly traffic by approximately 60%. The daily traffic volumes reduction would be greater than the 5% reduction necessary to achieve a volume/capacity ratio of 1.3, which the City of San Diego considers acceptable. The effectiveness of the Transportation Demand Management (TDM) Plan would be assured by comprehensive enforcement provisions included in the plan. Please see Section 4.1 for a complete summary of the TDM including provisions for alternative methods of transportation and enforcement requirements, as well as Appendix B for the complete TDM Plan.

COMMENT

RESPONSE

Response to Comment #9: The traffic analysis contained in Section 4.1 of the EIR and Appendix A provides a discussion of the distribution of project traffic on the surrounding transportation network. Based on the traffic analysis, of the 6,640 average daily trips (ADTs) generated by the proposed project, 50% or 3,320 ADT would travel west on Genesee Avenue. Of these trips, 25% or 830 ADT would utilize northbound Interstate 5 (I-5), which is considerably less than 1% of the total traffic travelling northbound on I-5. This would not be considered a significant contribution. Similarly, 15% or 498 ADT would use I-5 south of Genesee Avenue, which would represent even less of a contribution to the total traffic travelling on that segment of I-5. The project's contribution on Interstate 805 would be similarly nominal.

Of the project traffic travelling west on Genesee Avenue from Campus Point Drive, 10% or 332 ADT would use Genesee Avenue, west of I-5. This would represent approximately 1% of the total traffic travelling on that road segment. As shown in Table 4-3 on page 4-10 of the EIR, volume to capacity ratio on Genesee Avenue west of I-5 for the existing plus project condition is 1.03 which is within the City's acceptable threshold level. Therefore, the proposed project's contributions to I-5, I-805 and Genesee Avenue are sufficiently small to warrant a finding of no direct significant impact.

With respect to the potential impact on the Torrey Pines State Park entrance, the proposed project is not expected to have a significant impact. In forecasting the distribution of project traffic onto regional roadways, the traffic engineer took future congestion on I-5 into account. Furthermore, a travel route to the site via Carmel Valley Road and North Torrey Pines Road to avoid freeway traffic would be too circuitous to be recognized as a viable alternative route for project traffic. In addition, the park entrance is not considered to be within the area of influence of the project, since the main entrance to the Torrey Pines State Park is located approximately 5 miles northwest of the project site. Lastly, traffic congestion in the project vicinity would be most significant during peak hours on weekdays, which are not the highest park activity times.

With respect to the congestion on I-805 and I-5, CALTRANS has several projects in preliminary planning stages which are intended to reduce congestion on these freeways in the vicinity of the proposed project. These include the provision of High Occupancy Vehicle (HOV) lanes along the I-5 corridor and the addition of more lanes between the I-5/I-805 junction and future SR 56 interchange ("Route Concept Report for Interstate 5", Caltrans District 11, July 1990).

The cumulative traffic analysis contained in Section 4.1 considers the regional implications of the proposed project in the cumulative impact analysis. As discussed on pages 4-14 through 4-20 of the EIR, in conjunction with other planned or approved projects (see Figure 4-3), the proposed project would result in a significant cumulative impact to the regional transportation network.

Response to Comment #10: Mitigation Measure 4.1(b) requires the restriping of both approaches of Genesee Avenue at Campus Point to provide additional turn lanes. As stated in Section 4.1, pages 4-12 through 4-20 and page 3 of the Conclusions, the mitigation measures relative to traffic would improve the situation but would not reduce the cumulative traffic impacts to insignificance.

Response to Comment #11: The future transportation needs of I-5 and I-805 are based on SANDAG's Series 7 Regional Population and Employment forecasts for the year 2010 ("Route Concept Report for Interstate 5", Caltrans District 11, July 1990). Series 7 information is based on buildout of the City's General Plan, which includes the University Community Plan. The proposed project is consistent with the University Community Plan with respect to land use and intensity of development. Therefore, the trips generated by the proposed project are included in the project transportation needs for these two highways.

COMMENT

RESPONSE

Response to Comment #12: The Eli Lilly/IVAC Campus Point Planned Industrial Development Manual, which is incorporated into the PID, includes a menu of strategies modifying commute behavior while complying with the San Diego, TDM Ordinance, ADT reduction requirements and the California Clean Air Act Transportation Control Measures. These strategies are the responsibility of either the developer/builder/owner or the employer. As discussed in Section 6 of the TDM which in included in Appendix B, tenant amenities, such as a delicatessen, dry cleaners, postal services and automated teller machines, are included in the Plan to reduce midday trips as well as add a "human touch" to the working environment. Day care facilities are neither prohibited by the PID or underlying zone. Such a facility may be included at the proposed project site in compliance with the entitlement process.

Response to Comment #13: The proposed Eli Lilly/IVAC Campus Point PID will be developed on the previously graded portion of the 58-acre site. A total of 18.7 acres will remain in 1) an existing open space easement located east of "Private Street A" adjacent to a tributary to Soledad Canyon, 2) a future negative open space easement located west of the northerly existing IVAC parking lot, and 3) a non-building easement located adjacent to I-5 (See Figure 3-3, page 3-7 of the EIR). Proposed parking areas would not be included in either designated open space, the non-building easement or the open space easement.

Response to Comment #14: The archaeological survey prepared for the proposed project is contained in Appendix D. As part of the investigation, record searches were conducted at the San Diego Museum of Man and the South Coastal Information Center, San Diego State University, to identify all previously recorded sites within a one-mile radius of the project area. RECON identified one site within the project boundaries in 1978 in association with development of the original Campus Point development. Research was conducted to determine the extent of mitigation that was previously conducted for the onsite resource found in 1978. Roth and Associates conducted a field survey of the undeveloped portions of the site in 1991. The remainder of the site was surveyed in 1978 in conjunction with the larger Campus Point development. With the exception of the one site found in 1978 by RECON, which was mitigated, neither RECON nor Roth and Associates found cultural resources within the project site.

A summary of the existing information, site survey methods and results and findings of previous archaeological testing onsite is provided in Appendix E of the EIR. In general, the survey focused on the portions of the property which had not been previously involved in the mass grading. Five sweeps of the area revealed no cultural resources; visibility was considered good. Since no additional cultural resources were found onsite during the 1978 or 1991 surveys of the site, no further cultural resource investigation is necessary.

Response to Comment #15: The Preliminary Soils and Geologic Reconnaissance contained in Appendix F of the EIR addressed regional faults and seismicity. The Rose Canyon fault is located approximately two miles from the site. While the potential exists for ground shaking resulting from activity along the Rose Canyon fault, the site would not be subject to an earthquake threat significantly higher than other areas of San Diego County. Furthermore, compliance with standard building practices, including conformance with the Uniform Building Code, local building codes and the standard practices of the Association of Structural Engineers of California, would reduce potential impacts related to seismicity to below significance. Since no soil or geologic conditions were located onsite that would preclude development of the site, this issue was addressed in Section 5.3., "Effects Found Not To Be Significant".

COMMENT

Page 2 of 2

16 (cont.) view of the project from public scenic areas is to be deplored. Why are 33,299 cubic yards of balanced cut and fill necessary? What is the maximum height for industrial buildings in this area?

17 Will this project set aside space for bicycle and pedestrian trails connected to others in the area? Why are not bike lanes included for Campus Point Drive when the TDM is counting on 3% of the employees (109 bicyclists) riding to work?

17a Although the site is placed in Zone APZ 2 in relation to NAS Miramar, I wish to remind you of the plane crash right across the highway in an industrial parking lot in Sorrento Valley in the recent past. This would be another good reason for keeping buildings low.

18 A statement is made on the bottom of page 4-29 that "the site lies more than 150 feet above the freeways and traffic noise is not generally audible unless a person has a direct line of sight to the freeway." Proof of this statement should be included since sound waves not only radiate in concentric circles but also reflect and bounce from any hard surface and are amplified over water. It is very possible to hear loud

19 road noise without seeing the source. Also, although automobile and aircraft noise is discussed individually, where is information about the combined impact of two major highways and aircraft? This is needed especially since the nearest highway, I-5, has been stated by top CALTRANS officials to reach 22 lanes in the next few years.

In relation to the drainage systems indicated on page 4-43, it is hoped that the projected system will be adequate, since I have heard a noted hydrologist state that we have had four 100-year storms in the past 22 years. Furthermore, I am concerned

20 about how water quality impacts are to be mitigated in the time period between the short term impacts and the long term implementation of the city-wide DMP?

21 Other impacts such as discharge of pesticides, herbicides, fertilizers, gas, oil, and

22 other noxious chemicals were not discussed in any detail. Alteration to natural water flow also was not fully discussed. Just paying into the Los Penasquitos Lagoon fund

23 does not sufficiently mitigate for the increase in surface runoff into the lagoon and the resultant loss of salt water marsh.

24 The impact of bringing new workers into the area, and the resultant need for even more housing was not discussed. Eli Lilly is an Indiana firm and transfers many of its own employees to its California plants, as well as hiring technicians from all over the nation. The impact of the project on existing public services also was not fully

25 discussed. The further stretching of already inadequate police and fire protection, schools, libraries, water, trash, and sewage facilities was stated as not being significant. Why not?

Thank you for your attention to these matters.

Sincerely yours,

Opal Trueblood

Opal Trueblood
13014 Caminito del Rocio
Del Mar, CA 92014-3606
Phone: 481-0763

c: Doug McHenry ✓
Glenn Gargas
Mike Westlake
Abbe Wolfsheimer

PR-7

RESPONSE

Response to Comment #16 (continued)

Response to Comment #16: The natural topography of the site is shown in Figure 2-2 of the EIR. Natural contours of the site ranged from approximately 342 feet above mean sea level (AMSL) in the central portion of the property to approximately 131 feet AMSL at the bottom of the slope in the northern portion of the site. However, as discussed in Sections 2.0 and 3.0, the site was mass graded in association with the original approvals for the Campus Point development. Therefore, current elevations, which range from a high of 318 feet AMSL in the mid-eastern portion of the site to a low of 105 feet AMSL in the northern portion of the site, is not the natural land contour. The existing pad grades were developed to accommodate the minimum percent grade for Campus Point Drive as required by the City.

The approximately 33,200 cubic yards of cut and fill material would be required to create building pads and contour roads. The proposed building elevations have been established to allow buildable sites and provide for optimal drainage patterns.

With respect to the height of manufactured slopes, there is only one proposed location for a 10-foot high manufactured slope. This slope would be located in the southeast corner of Lot 1 (refer to Figure 3-1 of the EIR). The other manufactured slopes would be a maximum of 5 feet in height, which is not considered a significant landform alteration. In addition, there would be no grading of natural slopes which are located north, east and west of the site as these would be included in negative open space or non-building easements.

The project site is within the Community Plan Implementation Overlay Zone B (CPIOZ) which requires design review of all structures. However, there is no maximum height limit for industrial buildings in the area of the project site.

Response to Comment #17: A pedestrian circulation system is included in the proposed project design to allow employees and users easy access between buildings and parking areas. A sidewalk is proposed to parallel the spine access road to the project site on the north while on the south, pedestrian circulation will be accommodated by enhanced pavement fronting individual buildings. In addition, sidewalks are provided on Campus Point Drive to Genesee Avenue to facilitate pedestrian circulation.

No regional pedestrian or bicycle trail connecting to others in the area are proposed. Pedestrians could use existing sidewalks along Campus Point Drive. Although bike lanes do not exist and are not planned for Campus Point Drive at this time, Class II bicycle lanes are provided on Genesee Avenue (see page 4-35 of the EIR). Bicyclists could use the existing road right-of-way of Campus Point Drive, which is approximately .5 mile from Genesee Avenue, to access the site. Because of the high volume of traffic on Campus Point Drive and the parallel parking provided along each side of the road, the City is not recommending bike lanes along this road at this time (Pers. Comm. San Diego Bicycle Coordinator, City of San Diego, October 1991).

Response to Comment #17a: As stated on page 4-28 of the EIR, the project would comply with the height and site coverage limitations established for the site by the NAS Miramar Comprehensive Land Use Plan.

COMMENT

RESPONSE

Response to Comment #18: In response to this comment, Giroux and Associates calculated the noise level at the top of the northwest facing slope adjacent to I-5 and the project site. The noise level was calculated for a traffic volume of 263,000 ADT. Based on these parameters, the noise level would be 77.6 dB CNEL at the edge of the proposed pad. Because of the screening effect of the lip of the slope, the noise exposure drops rapidly with distance.

Because the terrain between the site and the freeway is varied, the noise exposure at the site for two angles of freeway noise diffraction was calculated :1) for the direct noise ray, and 2) for the ray diffracted over the lip of the slope. The noise exposure for each scenario was calculated by subtracting the slope-induced attenuation from the unscreened baseline. For a steeper slope based on a 5-foot receiver at the proposed building edge, the noise level would be 64.6 dB resulting in a minimum setback from the slope edge of 12 feet. For a shallower slope and the same receiver, the noise level would be 68.9 dB resulting in a minimum setback requirement of 18 feet. With a proposed minimum setback of 25 feet, in both cases the City's 75 dB CNEL standard is met at the building edge.

Reverberation effects between the slopes adjacent to I-5 were considered, but are minimal. Because the primary reflected sound wave focus on a slope equals the angle of incidence, slopes of less than 45 degrees reflect primarily upward and away from the source rather than creating a return noise wave. Sound wave enhancement at the project site from reflection against adjacent topography is therefore negligible.

Response to Comment #19: The analysis presented in Section 4.3 states that neither the traffic nor the aircraft noise levels would be sufficient to expose the proposed buildings to noise levels which exceed the City's threshold. Giroux and Associates calculated the combination of freeway plus aircraft noise for both the steep and shallow slope conditions adjacent to the freeway (see Response to Comment #18). As noted in Section 4.3, the NAS Miramar Airport Noise contour map indicates that noise levels onsite would be between 60 and 65 dB CNEL. The combination of freeway plus aircraft noise for the site under the two different terrain conditions would be as follows:

Steep Slope = 65.6 dB (traffic) + 65.0 dB (aircraft) = 67.8 dB CNEL
Shallow Slope = 68.9 dB (traffic) + 65.0 dB (aircraft) = 70.4 dB CNEL

The cumulative noise level of aircraft and traffic noise would meet City's threshold for exterior noise levels for the proposed SR use.

Response to Comment #20: Measures incorporated into the project to reduce water quality impacts during construction (short-term) are provided in Mitigation Measure 4.5 (a) page 4-46. These measures include installation of pollution control devices including desilting basins on each graded lot to intercept flow before discharge into the natural drainage system. In addition, sandbags would be placed along street and utility trenches during construction, and landscaping shall be installed immediately after grading to reduce erosion.

Long-term mitigation for water quality impacts is also included in Mitigation Measure 4.5 (a). This includes implementation of the City-wide Best Management Practices (BMP) Program for Stormwater Pollution Control.

COMMENT

RESPONSE

To reduce water quality impacts from runoff until the BMP Program is implemented, the applicant shall be required to develop a program which would manage and control nonpoint source pollution (Mitigation Measure 4.5(a). The plan shall be developed and implemented in accordance with design criteria established by the City of San Diego. Effective practices for the reduction of water quality impacts associated with urban runoff include detention ponds, grass swales and wetland creation (Mitigation Measure 4.5 (a)). In addition, pollution control devices would be installed in each parking lot at the point where surface runoff would be discharged into the storm drain system, and the devices would be maintained and monitored by the property owner's association. Lastly, all graded, undeveloped areas would be promptly landscaped after construction to reduce erosion.

Response to Comment #21: The handling, use and storage of hazardous materials is discussed adequately in Section 4.5, page 4-38 of the EIR. Impacts related to urban runoff are addressed in Section 4.6, 4-45 and 4-46. See also Response to Comment #20.

Response to Comment #22: The existing site hydrology and the proposed drainage control plan is discussed adequately in detail in Section 4.6, page 4-42 through 4-44. In addition, a specific drainage study was completed by a registered civil engineer (Appendix C). This study contains detailed calculations of the changes in runoff and concludes that drainage facilities would be adequate.

Response to Comment #23: The environmental analysis contained in Section 4.6 of the EIR concluded that the potential impact to Los Penasquitos Lagoon would be mitigated to below significance by implementation of Mitigation Measure 4.6 (a). Therefore, additional mitigation, such as the payment of fees into the Los Penasquitos Lagoon fund, would not be required.

Response to Comment #24: The proposed SR development would not affect existing housing or create a significant demand for additional housing. Development of this property as proposed is anticipated in the Community Plan.

Response to Comment #25: Adequate public services are allocated to the University Community in the Community Plan, and the proposed project is consistent with the plan. Facilities in the University Community are adequate and available at levels consistent with City standards. The proposed project would not result in the need for new or altered services. The project would contribute to public services through FBA funding.

DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR THE PROPOSED
ELI LILLY/IVAC CAMPUS POINT
PLANNED INDUSTRIAL DEVELOPMENT

(DEP NO. 91-0360)

November, 1992

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

SUMMARY

1.0 INTRODUCTION

The following is a brief summary of the environmental impact report (EIR) for the Eli Lilly/IVAC Campus Point Planned Industrial Development (PID). It is provided as a convenience to the reader to allow for an overall understanding of the proposed Planned Industrial Development and the environmental impacts associated with its implementation. The reader is referred to the full EIR and associated appendices for more detailed discussions.

2.0 ENVIRONMENTAL SETTING

The partially developed project site is located within the Central subarea of the University Community Plan between Interstates 5 (I-5) and 805 (I-805) in the northern portion of the City of San Diego. Specifically, the site is located north of Genesee Avenue, directly north of the current terminus of Campus Point Drive. The IVAC facility, located in the northern one-third portion of the proposed site, occupies approximately 16.5 acres. The southern portion, roughly 16 acres, is presently graded and vacant. Approximately 18.7 acres of steep slopes are found on the remaining property along a canyon to the east, drainage swale to the north, and manufactured slopes abutting I-5 to the west.

Approximately 40.3 acres of the property has been graded during an earlier mass grading operation. The undeveloped portion of this area is covered by non-native vegetation. Steep slopes within the property are also covered by non-native grasses and landscaping; however, some portions (9.5 acres) exhibit native vegetation composed of Diegan coastal sage scrub.

The proposed site is located within the University Community Planning area and the area of influence of Miramar Naval Air Station (NAS Miramar). The University Community Plan designates the majority of the project site for scientific research; the remainder is designated for open space. The Community Plan also applies the Community Plan Implementation Overlay Zone (CPIOZ) "B" to the site.

As defined within the NAS Miramar Comprehensive Land Use Plan, the site lies within the Accident Potential Zone (APZ) "2", which is defined as having a minimal potential for accidents. The Navy has defined the types of land uses that are compatible with the APZ "2" Zone. Business and professional office buildings, similar to those existing or proposed on the project site, are defined as "normally acceptable".

Surrounding land uses include scientific research facilities to the south and undeveloped slopes to the east, west and north. Interstates 5 and 805 are located to the west and north, respectively.

3.0 PROJECT DESCRIPTION

The Eli Lilly/IVAC Campus Point project is a master PID proposed for a 58.2 acre site. The PID is intended to accommodate scientific research uses. Concurrent with the PID is a request for approval of a vesting tentative map which would create nine individual lots ranging in size from approximately 2.2 acres to 32.4 acres; eight of the lots would be developable, the ninth would be devoted to streets. Under the proposed PID, a total of 1,209,000 square feet (or 30,000 square feet per acre) of research development could be developed on the property. A Transportation Demand Management Plan is proposed to reduce the project generated traffic to the equivalent of a project developed at an intensity of 18,000 square feet per acre.

In order to assure the development of a high quality research park, the applicant has prepared a Master Development Plan in association with the PID application that establishes an overall theme for the development and provides guidelines for the architectural design, site planning, and landscaping for the overall site as well as for individual lots.

Implementation of the proposed project would require approval from the City of San Diego of a PID permit, a vesting tentative map (VTM), and a Transportation Demand Management (TDM) Plan. The Master PID intends that the review of development plans for each lot be administrative in nature provided that individual lot development is found to be in substantial conformance to the design and land use criteria of the PID.

4.0 ENVIRONMENTAL ANALYSIS AND EFFECTS NOT FOUND TO BE SIGNIFICANT

The EIR concludes that there would be significant and not mitigable direct and cumulative impacts. The significant direct impacts would be related to traffic and air quality while the significant cumulative impacts would be associated with traffic, land use, air quality, and noise. The significant impacts associated with Hydrology/Water Quality and Safety/Hazardous materials would be mitigated to a level less than significant. Direct impacts associated with land use, noise, biology, cultural resources, geology and soils/erosion, and visual quality would not be significant.

Three tables are provided below that summarize the environmental impacts that would result from implementation of the proposed project as well as proposed mitigation measures. Table S-1 provides a summary of Significant and Not Mitigable Environmental Impacts, Table S-2 outlines Significant but Mitigable Effects, and Table S-3 describes Environmental Effects Found Not to Be Significant. The mitigation measures are numbered in the mitigation summary as they are numbered in applicable sections of the EIR.

TABLE S-1
Significant and Not Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Traffic	
Issue: What direct traffic impacts would the project have on the community transportation network?	
The number of trips generated by the project would be essentially equivalent to the number of trips projected by the University Community Plan with the implementation of the TDM plan. However, the project would significantly affect three intersections. Two intersections (Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall) would drop from an acceptable LOS to an unacceptable LOS in one of the peak hours. A third intersection (Genesee Avenue/Campus Point Drive) is already operating at an unacceptable LOS (E) but would drop to LOS F with the project.	The impact of the project on the intersection of Genesee Avenue and Campus Point Drive would be improved to LOS D with implementation of the proposed TDM and restriping of Campus Point Drive, north of Genesee Avenue; however, this would not achieve the LOS C which is considered acceptable. Implementation of the TDM would return Campus Point Drive to an acceptable volume capacity ratio.
Two street segments would be directly impacted by the project. Regents Road, south of Genesee Avenue, already exceeds an acceptable volume capacity and project traffic would worsen congestion there. In addition, the capacity volume of Campus Point Drive (1.36) would exceed the 1.3 standard considered acceptable.	No project mitigation measures exist to retain LOS C at the intersections of Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall; nor, do measures exist to mitigate impacts to Regents Road, south of Genesee Avenue. The following mitigation measures shall be incorporated into the PID permit to reduce the project impact and should be assured to the satisfaction of the City Engineer. **Mitigation Measure 4.1(a):** Prior to issuance of building permits, a TDM Plan shall be approved by the City Council which shall assure the trip reduction goals and enforcement provision set forth in the TDM Plan contained in the Final EIR. **Mitigation Measure 4.1(b):** Prior to issuance of building permits, the westbound approach of Genesee Avenue at Campus Point Drive shall be ~~restriped~~ reconstructed to provide one right-turn lane, one optional through/right-turn lane, ~~one~~ two through lanes and ~~one~~ two left-turn lanes. In addition, the southbound approach shall be improved to provide ~~two~~ one left-turn lanes, one optional left-turn/through lane, and two right-turn lanes.

TABLE S-1
Significant and Not Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Traffic (continued)	
Issue: What cumulative traffic impacts would the project have on the community or regional transportation network?	
The analysis of the cumulative impact of the project was examined under two scenarios: short-term and future. The short-term cumulative traffic generated by the proposed project, in combination with other approved projects, would decrease the LOS at all of the studied intersections with the exception of Genesee Avenue/La Jolla Village Drive. The LOS at all of these intersections would operate at an unacceptable LOS. Thus, the project would have a significant cumulative short-term traffic impact.	Mitigation of the significant cumulative traffic impacts expected to occur in the University community is beyond the control of this project. Only the No Project alternative or offsite alternative in another community which has no significant cumulative traffic impacts associated with its buildout would avoid significant cumulative traffic impacts associated with the proposed project. However, the project would make its fair share contribution toward mitigation through payment of fees required by the University Public Facilities Financing Plan to provide the necessary funds to construct planned transportation improvements.
In the future, street segments on Genesee Avenue between North Torrey Pines Road and Regents Road as well as between Eastgate Mall and La Jolla Village Drive are expected to carry unacceptable traffic volumes. Campus Point Drive, north of Genesee Avenue, and Genesee Avenue between Regents Road and Eastgate Mall as well as south of La Jolla Village Drive would exceed a volume to capacity ratio of 1.0 but would be less than a 1.3 ratio, the maximum considered acceptable.	**Mitigation Measure 4.1(c):** Prior to issuance of building permits, Facilities Benefit Assessment fees shall be paid to assist in the financing of necessary street improvements including planned improvements at the intersection of Genesee Avenue/Regents Road and I-5/Genesee Avenue interchange.
All of the key intersections, with the exception of the northbound ramp at Genesee Avenue/I-5, would operate at LOS F, even with assumed improvements. It should be noted that the EIR prepared for the 1987 Update of the University Community Plan recognized that this situation would occur. As the project would contribute to these problems, the impact on future traffic conditions is considered cumulatively significant.	

TABLE S-1
Significant and Not Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Air Quality	
Issue: Would the proposed project affect the ability of the revised Regional Air Quality Strategy to meet the federal clean air standards?	
The proposed project, in conjunction with other development within the University Community Plan, would represent a significant direct impact to air quality. The proposed project would significantly affect local air quality by causing the level of service to drop below LOS C at the following intersections: Genesee Avenue/Campus Point Drive, Genesee Avenue/Regents Road, and Genesee Avenue/Eastgate Mall.	As no project mitigation measures exist to improve the level of service to above D at the affected intersections, the direct air quality impact would only be mitigable with the No Project or Offsite alternative.
A significant, unmitigated cumulative impact was identified in conjunction with the revision of the University Community Plan in 1987. Any development, even though consistent with the Community Plan, would have a significant impact on air quality in the San Diego Basin. As a result, the proposed project, in conjunction with other development within the University Community Plan, represents a significant cumulative impact to air quality.	Implementation of the proposed TDM Plan (Mitigation Measure 4.1(a)) would minimize both direct and cumulative air quality impacts; however, the significant cumulative effects of this development and other developments could only be avoided by the reduction in the intensity of land uses and associated traffic generation onsite and throughout the University community planning area. However, the updated community plan has increased the intensity of land uses in the planning area. Therefore, the significant cumulative impacts associated with the project as proposed cannot be mitigated to below a level of significance.
Land Use	
Issue: To what extent is the proposed project consistent with the environmental goals and objectives of the University Community Plan?	
The environmental goals of the University Community Plan call for no further degradation of the air quality, noise and water quality in the area. As the proposed project would incrementally degrade these factors, the proposed project is considered to have an unavoidable significant impact on the environmental goals and objectives of the plan.	While the design features of the project would mitigate the direct impact of the project on noise and air quality, the cumulative impacts would remain. Full mitigation would only be achieved through adoption of the No Project or Offsite alternative.

TABLE S-1
Significant and Not Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Noise	
Issue: What effect would the project's increase in traffic volume have on sensitive noise receptors in the project vicinity?	
The automobile trips associated with the project would contribute to the cumulatively significant traffic noise identified in the EIR for the update of the University Community Plan. That EIR indicates that residential land uses along roads traveled by future employees of the project area would experience noise levels in excess of 65 dB(A) CNEL.	Mitigation of the cumulative noise impacts expected to occur with the project-traffic is beyond the control of this project. Only the No Project or offsite alternative would avoid the cumulative noise impact.

TABLE S-2
Significant but Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Hydrology/Water Quality	
Los Penasquitos Lagoon has been identified as a valuable and highly sensitive coastal resource contained within the Penasquitos Hydrographic Unit. This important coastal resource has been experiencing significant degradation caused by increased sedimentation and urban runoff pollutants created by development within its watershed. Although located approximately four miles to the northeast of the lagoon, the proposed project's increase in surface runoff and associated pollutants would add to water quality degradation of the lagoon. Thus, on a cumulative basis, the proposed project in conjunction with other developments within the University Community Plan, represents a significant cumulative impact to water quality.	The project is required to prepare and implement an Urban Stormwater Management Plan that would meet Federal and State standards for Best Management Practices (BMP) plans. Implementation of the following mitigation measure would reduce the short-term impacts of urban runoff on Los Penasquitos Lagoon. Over the long-term, implementation of the City-wide BMP would mitigate the project's contribution to the direct and cumulative water quality impacts. **Mitigation Measure 4.5(a):** To reduce water quality impacts from urban runoff, the applicant shall develop a program that would manage and control nonpoint source pollution. The applicant shall identify and implement a plan in accordance with design criteria established by the City of San Diego. The most effective practices identified include detention ponds, grass swales and wetland creation. To reduce short-term water quality impacts, pollution control devices, including desilting basins shall be installed to intercept flow before discharge into the natural drainage system to the extent determined feasible by the City Engineer. During construction each graded lot shall contain temporary desilting basins which would keep sediment from the graded pads from entering the storm drain system. The collected silt shall be removed from these inlet structures after each major rainfall. Sandbagging along street and utility trenches shall be used for temporary erosion control prior to completion of final improvements. Prior to issuance of grading permits, the EAS shall review the plans to ensure the measures have been provided.

TABLE S-2
Significant but Mitigable Environmental Impacts

Environmental Impacts	Mitigation Measures
Safety/Hazardous Materials	
Issue: Would the proposed project expose future tenants to fire/safety hazards?	
Flammable vegetation exists on the eastern and western slopes of the project. The proposed PID would dedicate non-building easements on the western manufactured slopes and open space easements on the eastern and northern natural slopes. Campus Point Drive would act as a fire break between the proposed development and the eastern slopes. However, a potential fire hazard may exist for proposed structures situated next to portions of the project's western slopes.	With implementation of the proposed brush management program, no significant fire safety hazard would exist to future development on the project site. However, in order to provide adequate safety conditions along the western side of the project, the following mitigation measure shall be made a condition of the project.
To reduce the potential fire hazard on the western slope, a Brush Management Program has been prepared for the PID. The program would reduce the risks of wild fires while minimizing visual, biological, and erosion impacts to existing slope areas.	**Mitigation Measure 4.5(a).** Prior to the issuance of a certificate of occupancy for buildings within Lots 5, 6, and 7, the brush management program specified in the PID manual shall be implemented.
Issue: What hazardous materials and toxic materials would be used in the operation of the existing IVAC facilities and the ultimate development of Eli Lilly/ Campus Point?	
It is difficult to predict what hazardous materials may be associated with future development of the site as no specific tenants have been identified at the present time. However, it is known that IVAC utilizes five materials that are considered hazardous: ethylene oxide/freon, freon, isopropyl alcohol, diesel #2, and methyl ethyl ketone. Future users may have these or other hazardous materials.	Any hazardous materials user is regulated by County of San Diego, Health Services Hazardous Materials Management Division; the City of San Diego Fire and Water Utilities Departments, State of California Regional Water Quality Control Board, and the Air Pollution Control District. No significant impacts from the use of hazardous materials would be anticipated from project implementation. Therefore, no mitigation measures would be required.

TABLE S-3
Effects Found Not to be Significant

Issue	Determination
Land Use	
Issue: To what extent is the proposed project consistent with the Naval Air Station (NAS) Miramar Land Use Policies?	
The proposed site is situated within the APZ 2 and partially within the 60 dB(A) CNEL contour. The scientific research uses proposed by the project are compatible with uses permitted in APZ 2 and the proposed project would not exceed the maximum of 40 percent building coverage on a lot-by-lot basis recommended by the CLUP. SR zone uses are considered normally acceptable in areas that fall below 75 dB(A) CNEL.	Future project development would not conflict with the goals of the CLUP. Because no significant impacts have been identified, no mitigation measures are required.
Traffic	
Issue: What effect would the project have on planned improvements to the existing transportation network?	
Several future roadway or mass transit improvements may be developed in the vicinity of the proposed project. Caltrans is proposing to widen I-805 from Mira Mesa Boulevard through the I-5/I-805 merge. As a result, portions of the western boundary would be affected by this improvement. In addition, Caltrans is proposing improvements at the I-5/Genesee Avenue interchange which include widening of the off-ramp to three lanes, widening of the overcrossing, and providing a dual, left-turn lane at Genesee Avenue. These improvements would affect four separate portions of the western portion of the proposed project area. MTDB is considering several light rail transit alignments in the project area including one alignment that would run along the east side of I-5 and another that would run north of Genesee Avenue, east of Campus Point Drive.	Because the planned improvements would affect only portions of the proposed project that are in open space and are not developable, implementation of the proposed project would not result in significant impacts to planned transportation projects.

TABLE S-3
Effects Found Not to be Significant

Issue	Determination
Traffic (continued)	
Issue: How would the approved parking for the existing IVAC facility be affected by implementation of the proposed PID?	
The PID design manual states that each individual lot would have a minimum of two and up to a maximum of three spaces for each 1,000 square feet of floor area. Parking would be provided in surface lots, in structures or a combination of both. Parking structures may be above or below ground but may not exceed two stories above ground. The IVAC facility is on Lot 7 of the proposed project site; however, portions of the parking areas lie within the area of the proposed Lots 6 and 8. The PID design manual states that in the event Lots 6 and/or 8 are developed, a parking structure sized to handle the parking spaces required to serve IVAC would be constructed to the north of IVAC.	The proposed project would not result in any significant parking impacts. Adequate parking is proposed for new development and implementation of the proposed project would not adversely affect parking for the existing facility because the PID permit would require that an appropriately sized parking structure be constructed to replace parking lost due to development of Lots 6 and/or 8. Therefore, no mitigation measures are required.
Noise	
Issue: Would the proposed project expose future tenants to noise levels which exceed maximum allowable noise levels as defined in the General Plan?	
Two sources of noise would affect occupants of the future buildings within the proposed project. These include automobile and aircraft. Traffic passing through the project site would increase from the 3,030 ADT which exists today from IVAC to an estimated total of 9,670 ADT with full development of the site. An analysis of where future building would be with respect to the 60 dB(A) CNEL contour was conducted and it was determined	The proposed project would not result in significant noise impacts, therefore, no mitigation measures would be required.

TABLE S-3
Effects Found Not to be Significant

Issue	Determination
Noise (continued)	
that the future buildings would not be within the 60 dB(A) CNEL contour from automobile traffic. Consequently, interior noise levels would be expected to be less than 50 dB(A) CNEL as required by City ordinance. The 60 dB(A) CNEL noise contour established for NAS Miramar bisects the property in such a manner that the existing IVAC facility lies within the 60-65 dB(A) CNEL zone while the area of Lots 1-6 and 8 lies outside of the 60 CNEL zone. The majority of the proposed development would not be exposed to noise levels in excess of 60 dB(A) CNEL. No potential for adverse noise impacts exist when exterior noise levels are less than 60 dB(A) CNEL. In the event aircraft noise exceeds 60 dB(A) CNEL, standard building materials would be able to assure that interior noise levels do not exceed 50 dB(A) CNEL.	
Biology	
The portion of the property proposed for development has been previously graded and supports no native vegetation. Native vegetation was observed along the northern, northeastern, and eastern edges of the proposed site including Diegan Coastal Sage Scrub and California dominated scrub and non-native grassland habitat with limited biological value; however, no development is proposed to occur within native vegetation.	Implementation of the proposed project would not have a significant biological impact. Development would be limited to the already graded portions of the site. Open space easements or non-building easements are proposed over surrounding slopes including all areas of native vegetation.

TABLE S-3
Effects Found Not to be Significant

Issue	Determination
Cultural Resources	
An archaeological reconnaissance of the proposed site was conducted in January of 1991. No archaeological resources were detected during that survey.	As no archaeological resources exist on the site, the project would not result in a significant impact.
Geology and Soils/Erosion	
A Preliminary Soils and Geologic Reconnaissance conducted for the project site revealed that no soils or geologic conditions were located onsite which would preclude development of the site. All runoff of the site would be discharged into underground drainage structures and not into natural drainage courses. Interim erosion control measures would be implemented as per the PID plan. In addition, the proposed brush management plan would allow for selective thinning of vegetation to continue to hold the soil in place.	Because no geologic or soils constraints exist on the proposed site, implementation of the proposed project would result in no significant impacts to geology. Implementation of interim erosion control measures and the proposed brush management plan would avoid any impacts to erosion.
Visual Quality	
The proposed project would not have an adverse visual impact on the Campus Point area. The vacant portion of the site is the only major land area in the Campus Point area which has not yet been developed. Furthermore, the area proposed for development has already been graded. From I-5 and developed mesas to the west and east, the development would be perceived as completion of the Campus Point development.	Because the proposed project would result in minimal landform alteration, would be visually comparable with the surrounding scientific research uses, and would not significantly affect views from surrounding areas, implementation of the proposed project would not result in significant impacts to visual quality. Because no significant impacts have been identified, no mitigation measures are required.

5.0 ALTERNATIVES SUMMARY

In developing the alternatives to be addressed in this report, potential alternatives were evaluated in terms of their ability to meet the basic goals and objectives of the project and to eliminate or further reduce significant direct and cumulative environmental effects associated with the project.

Based on these two primary goals, three alternatives were considered: (a) no project, (b) reduced intensity, and (c) an offsite alternative. These alternatives are discussed briefly below.

No Project Alternative

Under the No Project alternative, development of the proposed PID would not occur and the site would remain in its present condition. This alternative would eliminate significant direct traffic and air quality impacts as well as the cumulative impacts related to noise, air quality and water quality.

Adoption of the No Project alternative, however would not meet the goals and objectives of the University Community Plan of providing scientific research uses for the proposed site. In addition, implementation of this alternative would eliminate Facilities Benefit Assessment (FBA) fees associated with the proposed project of approximately $17 million. The loss of FBA fees due to the No Project alternative would adversely affect the financing plan and ultimately, construction of needed infrastructure within the University community.

Reduced Intensity Alternatives

Two reduced intensity alternatives were evaluated as a means of reducing direct and cumulative impacts associated with the project. These include a 18,000 square feet per acre alternative and a 12,000 square feet per acre alternative. These reduced intensity alternatives are discussed below.

18,000 Square Feet Per Acre Alternative. This alternative assumes that the property would be built out to an actual intensity of 18,000 square feet per acre and would be similar to the proposed project with less square footage constructed on each lot. Buildings would likely be of a lower profile and coverage would be no greater than currently proposed due to the 40% coverage restrictions imposed by NAS Miramar.

While this alternative would reduce the intensity of development, it offers no substantial environmental benefits. The cumulative impacts of this alternative would be identical to that of the proposed project. However, this alternative would have some benefit in that it would guarantee that the trips generated would be equivalent to 18,000 square feet per acre rather than relying on the TDM plan to achieve this goal of the University Community Plan.

12,000 Square Feet Per Acre Alternative. This alternative assumes that the property would be built out to an intensity of approximately 12,000 square feet per acre. This alternative would likely be similar to the proposed project with less square footage constructed on each lot.

Adoption of this alternative would lessen the contribution to expected short-term and future impacts at various intersections along Genesee Avenue. This alternative, however, would reduce, but not avoid the direct impacts on traffic and air quality and the cumulative effects of site development on traffic, land use, noise, air quality and water quality.

Offsite Alternative

One offsite alternative was identified for consideration, primarily to reduce direct and cumulative impacts to traffic and air quality. The site, known as the Meanley property, is located within the Scripps Miramar Ranch Community Plan area and comprises over 100 acres. The land has been graded and is improved for development. Approximately 70,000 square feet of industrial space has already been constructed on the site.

This alternative is considered the environmentally superior alternative. Adoption of this alternative would avoid the cumulative impacts on the local community associated with traffic, noise, air quality, and water quality and the direct impacts on traffic and air quality. However, implementation of this alternative would not achieve the objective of the University Community Plan to promote scientific research uses in the vicinity of UCSD. The applicant would be required to purchase the Meanley property. The current Campus Point property would remain vacant and maintained by the applicant creating a major financial burden for the project applicant.

1.0 INTRODUCTION

This environmental impact report (EIR) is an informational document intended for use by the City of San Diego and the public. As such, it provides a detailed review and analysis of the potential environmental impacts that could result from implementation of the proposed Eli Lilly/IVAC Campus Point Planned Industrial Development. This EIR also presents alternatives to the proposed project. This document has been prepared in accordance with criteria, standards and procedures of the California Environmental Quality Act of 1970 (PRC 21000 et. seq.) and the State CEQA Guidelines (Administrative Code 15000 et. seq.).

The proposed project consists of a Planned Industrial Development (PID) permit and a vesting tentative map (VTM) for the development of the subject property. The project site is a 58-acre parcel located at the northern terminus of Campus Point Drive in the "Central Subarea" of the University Community Plan area.

An Initial Study determined that the proposed project may have a significant impact on the environment. Upon completion of this initial study, a scoping letter indicating those issues to be addressed in the EIR was prepared. The issues specifically addressed in this EIR are traffic, noise, land use, air quality, safety/hazardous materials, hydrology/water quality, and cumulative effects. For each of these topics a discussion is presented of the existing conditions followed by identification of specific issues, potential impacts, identification of the significance of those impacts and mitigation for the issues identified as significant.

A separate section of the EIR has been prepared which includes a brief discussion of why certain areas were not considered to be significant including biology, cultural resources, , geology/soils and erosion, and visual quality.

A discussion of alternatives to the proposed project is presented in Section 7.0.

2.0 ENVIRONMENTAL SETTING

2.1 Location

The Eli Lilly/IVAC Campus Point Planned Industrial Development is located approximately 14 miles north of downtown San Diego and approximately 1.5 miles inland from the Pacific Ocean (See Figures 2-1 and 2-2). The 58.2 acre project site is located at the terminus of Campus Point Drive within the Central Subarea of the University Community Plan. It is bounded by the Interstate 5 freeway (I-5) on the west, undeveloped slopes on the east, existing scientific research development on the south and vacant City-owned land on the north.

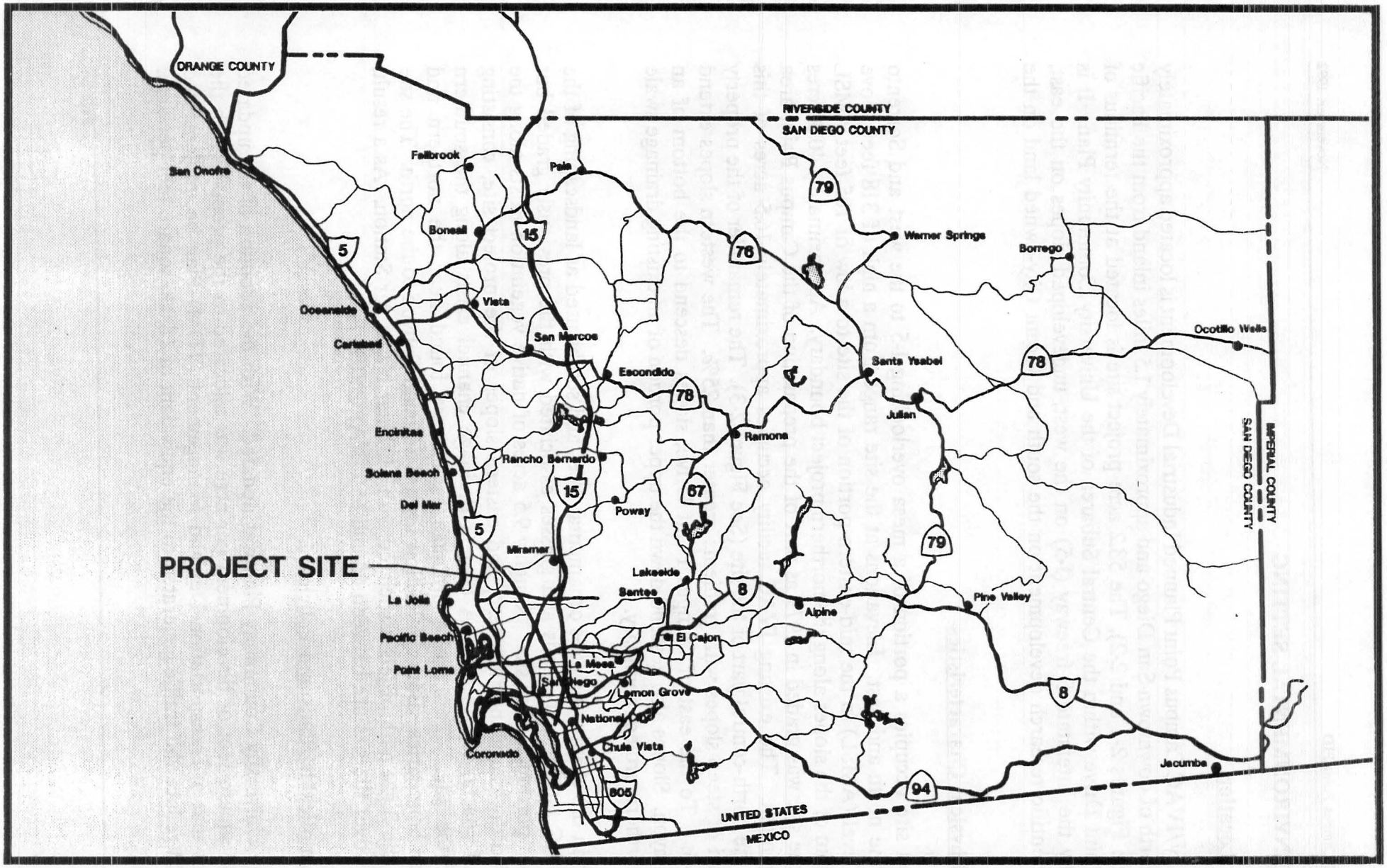
2.2 Physical Characteristics

The project site occupies a portion of a mesa overlooking I-5 to the west and Sorrento Valley to the north and east. Elevations at the site range from a high of 318 feet above mean sea level (AMSL) in the mid-eastern portion of the site to a low of 105 feet AMSL at the bottom of the slopes along the northern project boundary. Approximately 40.3 acres (70%) of the site was graded in 1979 as part of the preparation of the Campus Point area for development. The existing IVAC facility occupies approximately 16.5 acres of this portion in the north-central part of the site (See Figure 2-3). The remainder of the property is composed of steep slopes with gradients greater than 25%. The western slopes extend down to I-5. To the east of Campus Point Drive, slopes descend to the bottom of an adjacent canyon. Slopes also descend down the upper portion of an existing drainage swale near the northern project boundary.

Vegetation in the vicinity includes ornamental trees and scrubs used as landscaping of the existing IVAC facility and weeds and grasses associated with the previously graded but undeveloped portions of the site. Roughly 9.5 acres of native vegetation exists along the northern, northwestern, northeastern, and eastern slopes of the project site, consisting primarily of coastal sage scrub. A cement drainage channel exists along the southern portion of the site. Two onsite drainage swales are found near the northern and northeastern boundaries. Both swales flow toward Soledad Canyon to the north. The site lies within the flight path of jets associated with Miramar Naval Air Station. As a result, noise levels over the site are between 60 and 65 dB(A) CNEL.

2.3 Applicable Plans and Policies

In 1987, the University Community Plan was updated. With the adoption of the updated plan, 30,000 square feet of development per acre was allocated to the property with the requirement that a Transportation Demand Management (TDM) Plan be implemented which would reduce the traffic generated to the equivalent of 18,000 square feet per acre.

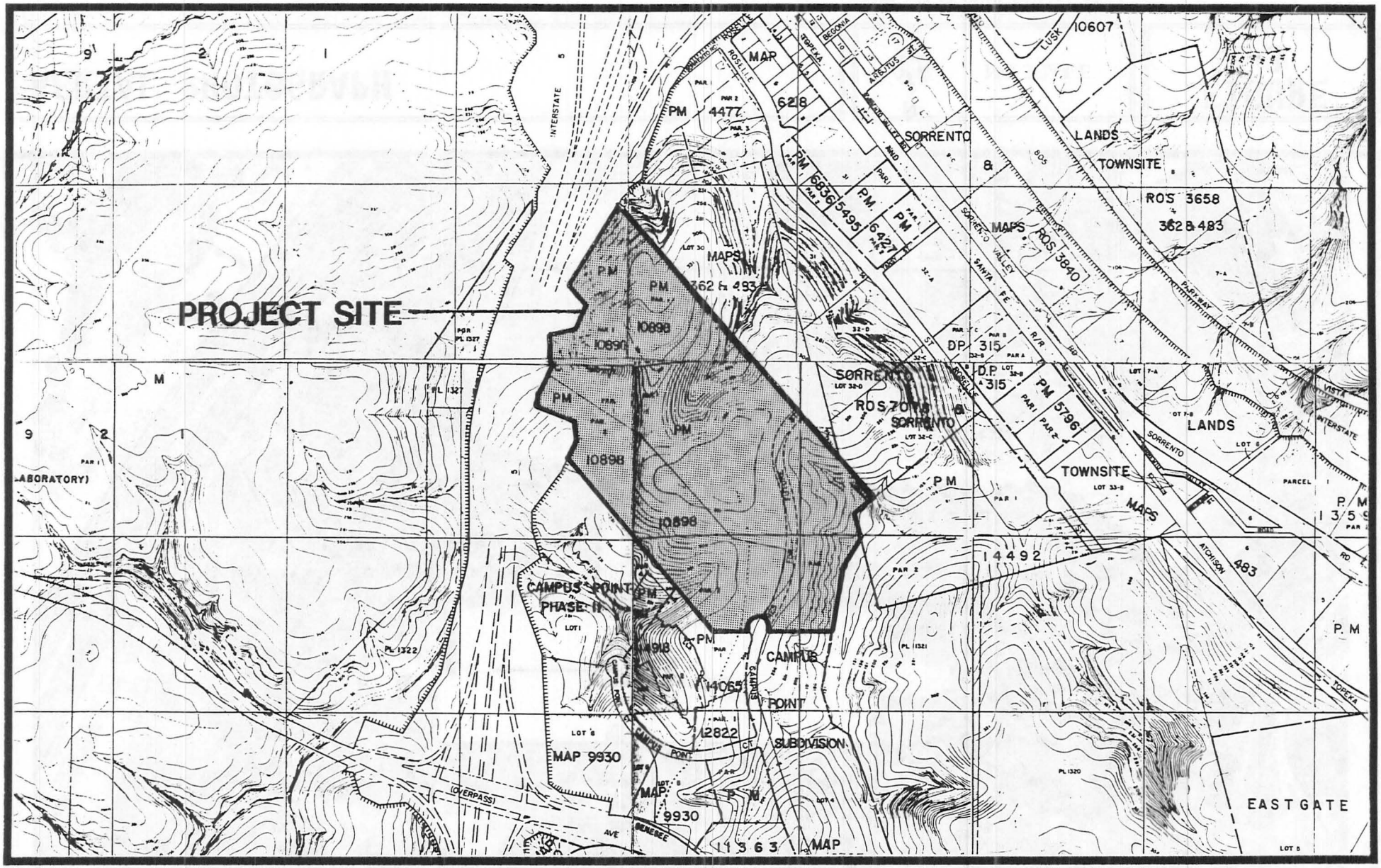


REGIONAL LOCATION MAP

N

NO SCALE

FIGURE 2-1

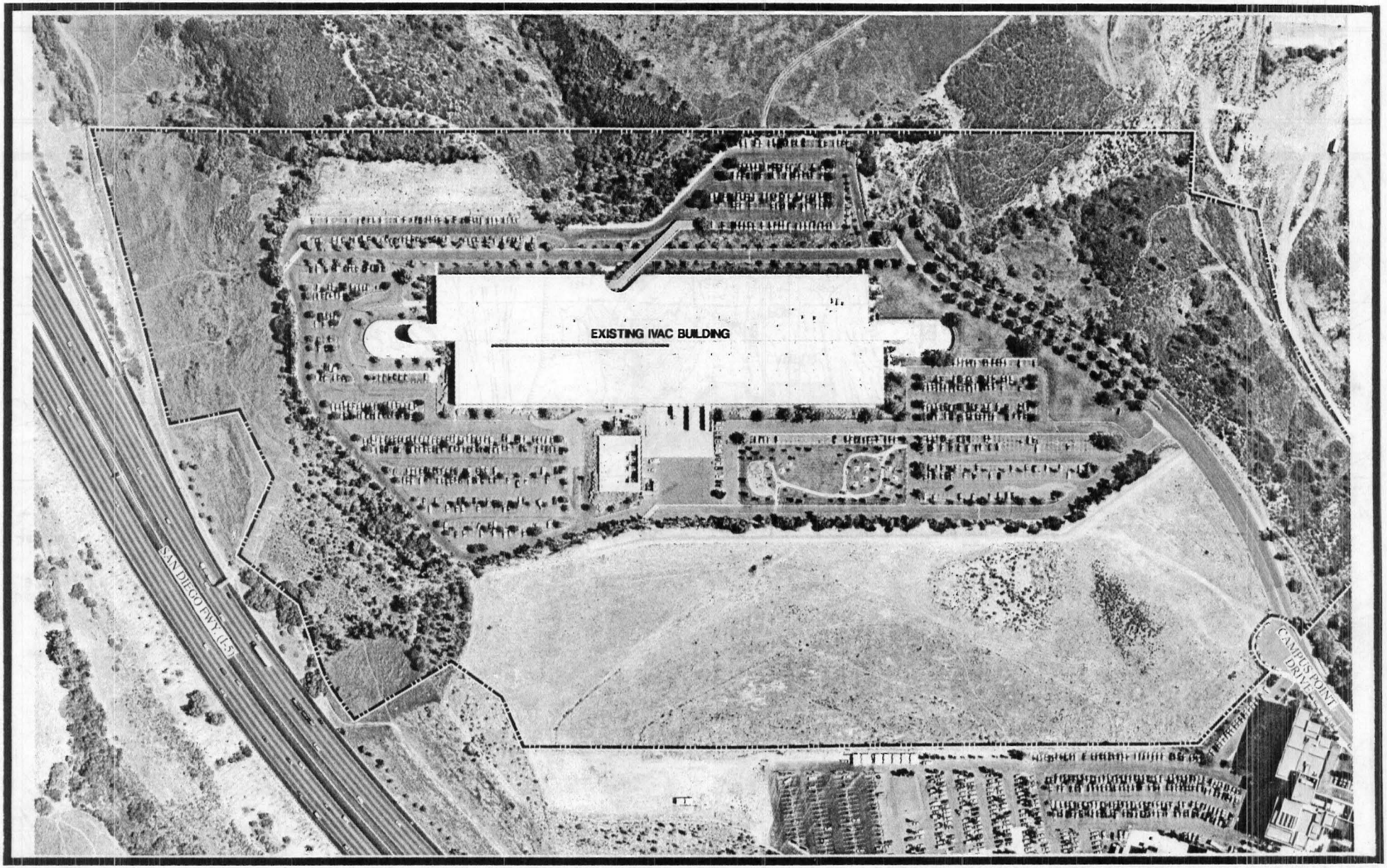


PROJECT SITE AND VICINITY MAP

N

SCALE : 1"= 800'

FIGURE 2-2



AERIAL PHOTOGRAPH

N

NO SCALE

FIGURE 2-3

Source: San-Lo Aerial Surveys, 9/24/90

Land uses onsite are governed by the University Community Plan and the Miramar Naval Air Station (NAS Miramar) Comprehensive Land Use Plan (CLUP). The project site lies outside of the Coastal Zone. The University Community Plan designates the majority of the project site for scientific research uses. The steep slopes to the east are dedicated under the existing Subdivision Map as negative open space easements. The Community Plan also applies the Community Plan Implementation Overlay Zone (CPIOZ) "B" to the site and surrounding lands as part of the Development Intensity Element. CPIOZ "B" is applied to sites which require development guidelines in addition to existing zoning regulations to ensure that new development is consistent with the goals and objectives of the community plan and surrounding development.

The NAS Miramar CLUP delineates areas that are influenced by noise generated from flying aircraft and establishes accident potential zones as defined by flight patterns at NAS Miramar. Portions of the project site lie between the 60 and 65 dB(A) CNEL noise contours produced by aircraft operations. The project site lies within Accident Potential Zone (APZ) 2, which is defined as having a minimal potential for accidents; a map illustrating this zone is shown in Figure 4.2. In general, development within APZ 2 is limited to a maximum coverage of 40% of the site. Coverage includes the footprints of proposed occupied buildings and parking structures. Surface parking areas and other non-structural outdoor uses are not included in coverage calculations. According to the University Community Plan and CLUP, new projects should be reviewed by the City to ensure land use compatibility with established Accident Potential Zones.

2.4 Surrounding Land Uses

Historically, the University of California at San Diego (UCSD), located approximately one mile to the southwest of the site, has been the focal point of the University community. Although UCSD continues to function as an important element of the community, scientific research facilities such as the Salk Institute, Scripps Clinic and scientific facilities on Campus Point have been developed in the plan area to complement the university.

As stated earlier, the subject property supports the existing IVAC facility, but much of the site is presently vacant. To the south of the proposed site are scientific research facilities including TRW, ICW, SAIC, and General Probe. Scientific research facilities are also found on Torrey Pines Mesa to the west and include General Atomics, Cytel and Nexus. Also, the Torrey Pines Science Center and La Jolla Spectrum are in the process of being developed to the west. Open space (associated with steep topography) surrounds the proposed site directly to the east, west and north. Interstates 5 and 805 are located beyond the surrounding open space to the west and north, respectively. Sorrento Valley extends eastward from the project's eastern boundary and includes numerous research and technology-based firms. With the exception of the vacant land within the subject property, virtually all of the developable land within the Campus Point area has been developed.

3.0 PROJECT DESCRIPTION

3.1 Project Goals

The proposed project is intended to provide for the development of new scientific research uses within close proximity to UCSD. This would achieve one of the major land use goals of the University Community Plan which is to encourage the development of scientific research uses supportive of the university. The site is located within the Campus Point area which already supports a number of important research and development firms. In addition to meeting the University Community Plan goal of accommodating private research facilities in proximity to UCSD, the project would also strengthen the local San Diego economy by providing suitable land for new businesses.

The PID contains guidelines which would produce a development with coherent architecture, landscape and other design elements. The plan has been designed to emphasize development of the areas which have already been graded and retain the surrounding slopes in open space.

3.2 Background

The proposed site is located within the University Community planning area and is part of the Campus Point development which is designated for industrial uses. Since 1979, the proposed site has gone through several ownership changes. In 1979, the entire Campus Point area was owned by the City of San Diego. At that time the City of San Diego and the Economic Development Corporation (EDC) were involved actively in marketing the Campus Point property to major scientific research companies. As a result of the marketing efforts, the entire 93-acre Campus Point property was sold to National Semiconductor. Subsequently, National Semiconductor sold approximately 22 net developable acres along with 20 acres of slope area to the IVAC Corporation. After the sale to IVAC, National Semiconductor was unable to develop the remaining 71 acres and the balance of the property went back to the City.

IVAC purchased an additional 16 acres of the remaining 71 acres to bring its total ownership to the current 58 acres. As a condition of the purchase, IVAC agreed to complete the grading and infrastructure for Campus Point. This grading has since been completed. In 1984, IVAC transferred the 16 acres to its parent company, Eli Lilly and Company.

3.3 Project Characteristics

The Eli Lilly/IVAC Campus Point project is intended to accommodate scientific-research uses similar to the land uses that now exist directly to the south of the proposed site. Approval of the project would divide the existing 58.2-acre parcel into a total of nine lots

ranging in size from 2.20 to 32.40 acres, and allow the construction of up to 830,000 square feet of scientific research development in addition to the 379,000 square-foot IVAC facility. Thus, the total development potential for the site would be 1,209,000 square feet. Approximately 40.3 acres of the site have been previously graded and it is within this area that all development would occur. The existing IVAC facility occupies approximately 16.5 acres or approximately 41% of this graded area.

Master Development Plan

A Master Development Plan has been prepared in association with the PID application that establishes an overall theme for the development and provides guidelines for architectural design, site planning, and landscaping for the overall site as well as individual lots. The Master Development Plan specifies building square footage of individual lots based on a total of 1,209,000 square feet or 30,000 square feet per acre. The proposed allotment for each lot is presented in Table 3-1.

The Master Development Plan is conceptual in nature and has been designed with a wide range of scientific uses in mind. These potential uses include research laboratories, supporting facilities, headquarters or administrative offices and related manufacturing activities. The Master Development Plan document includes a site plan, a transportation demand management plan, a vesting tentative map, an open space plan, a circulation plan, a drainage plan, a landscaping plan, and a brush management program. The following is a brief summary of the major components of the Master Development Plan.

Site Plan

The site plan illustrates the lot layout proposed for the PID (See Figure 3-1). Two private streets would provide direct access to the site. Three lots (Lots 6-8) would occur north of proposed Street B and five lots (1-5) would occur south of Street B. Lot 7 currently accommodates the existing IVAC facility. Lots 6 and 8 could accommodate future expansion of the IVAC facility or could be developed for other scientific research uses.

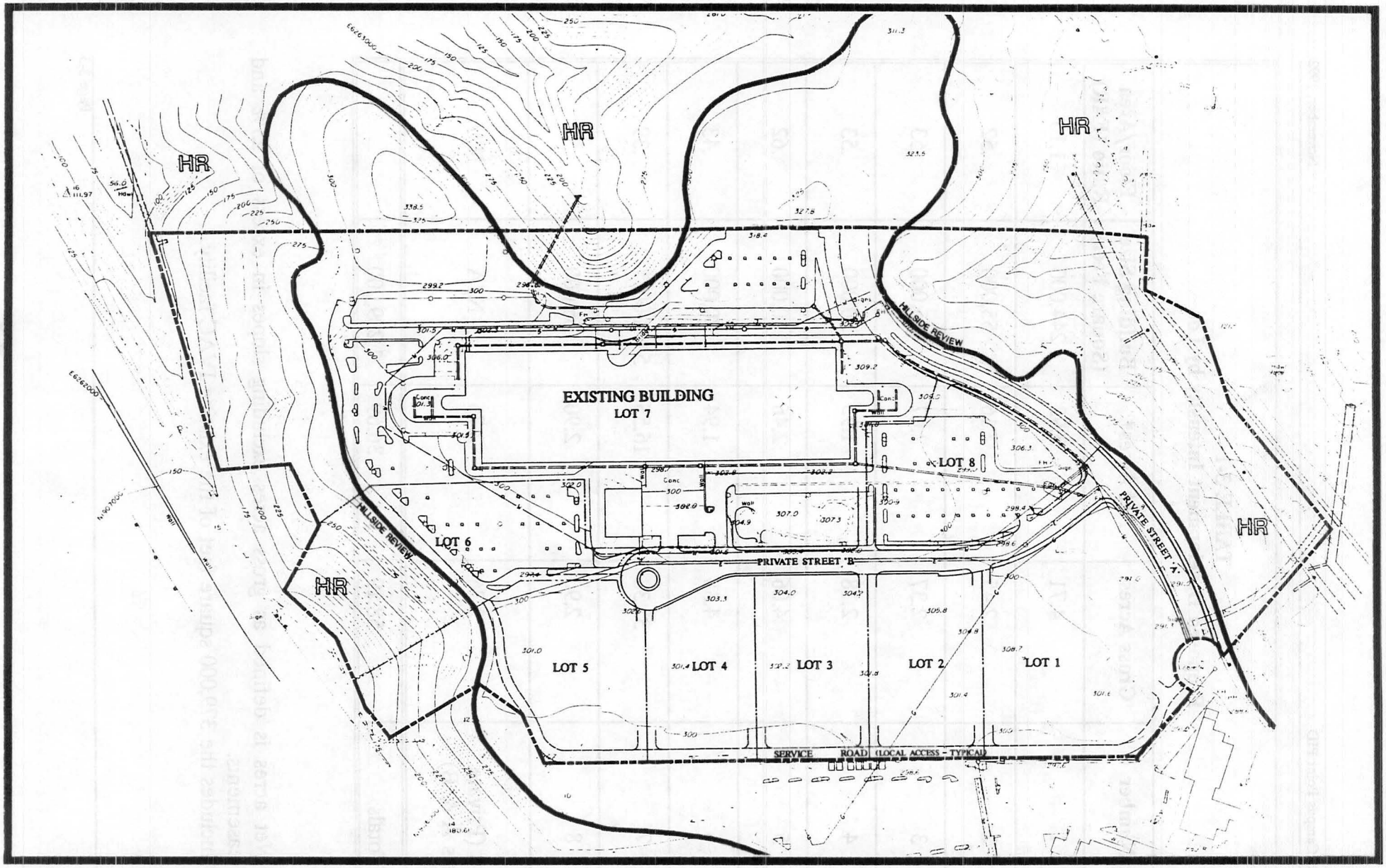
The Illustrated Site Plan (Figure 3-2) provides a conceptual site plan for the development of the proposed lots. This plan was prepared to illustrate how the lots may be developed based on the square footage allocated to each; however, the ultimate owners of the lots would have the flexibility to create their own site plans provided they remain consistent with design guidelines established in the Master Development Plan. The design guidelines include criteria for building design, building materials, parking structures, roof treatment, and walls. In addition, lot development would conform with the Master Development Plan's setback and maximum lot coverage requirements. Minimum building setbacks in the front and rear would be 25 feet. Side setbacks for buildings would be 15 feet for interior areas and 25 feet from back of curb on public streets. Maximum lot coverage would be 40% of the net usable area.

TABLE 3-1
Proposed Development Intensity by Lot

Lot Number	Gross Acres	Net Acres*	Building Size (Square Feet)	Floor/Area Ratio (FAR)
1	4.71	3.92	244,000	1.16
2	2.45	2.16	55,000	.52
3	2.37	2.07	55,000	.53
4	2.18	1.93	50,000	.53
5	4.06	2.46	110,000	.62
6	4.38	1.94	80,000	.43
7	32.38	16.55	549,000**	.39
8	2.90	2.90	66,000	.52
Lot 9 (Private Streets A & B)	2.76	2.76	N/A	N/A
Totals	58.19	36.69	1,209,000	

* Net acres is defined as gross acres excluding slopes in excess of 25% and easements.

** Includes the 379,000 square feet of the existing IVAC facility.



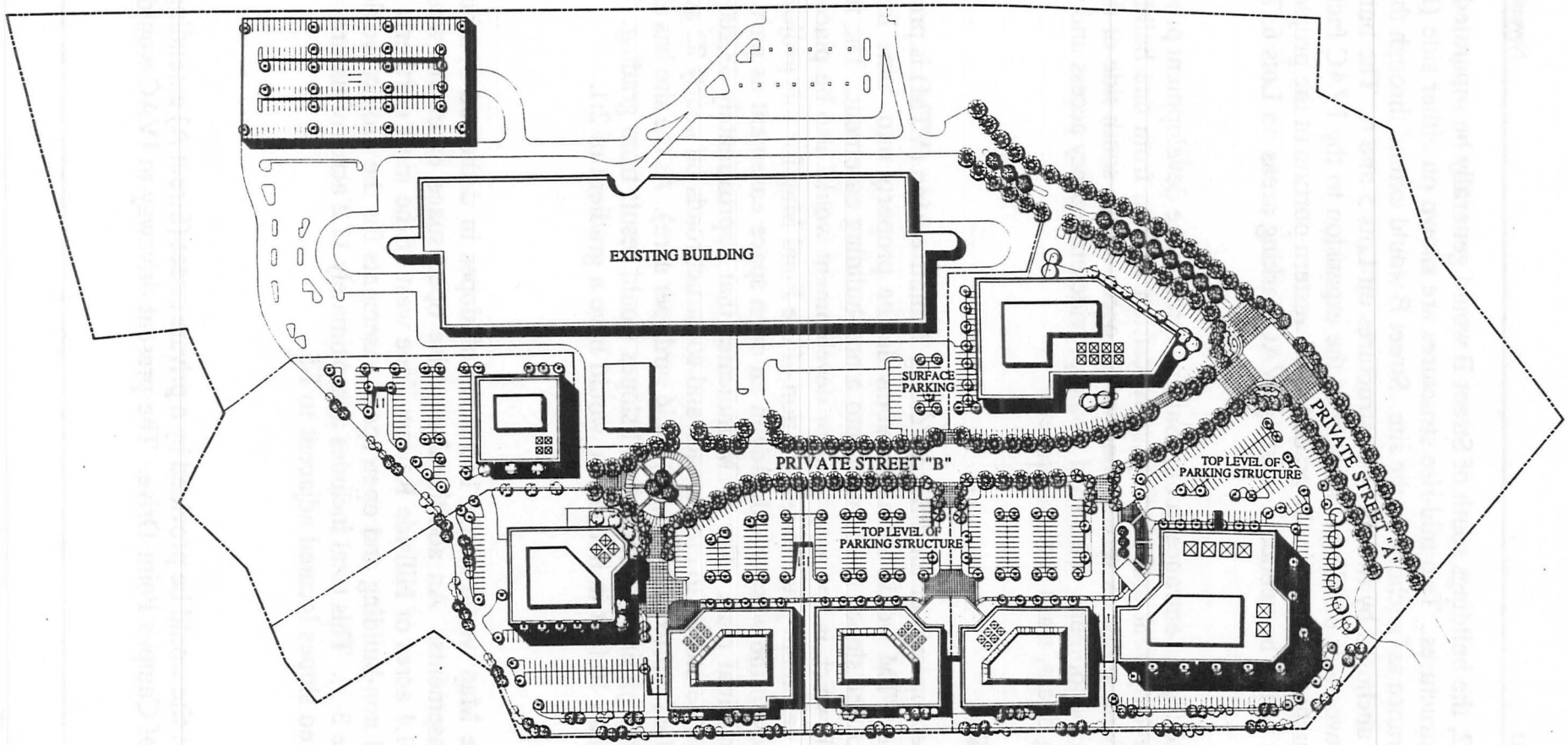
PID SITE PLAN

N

NO SCALE

FIGURE 3-1

Source: Turrini & Brink



ILLUSTRATED SITE PLAN

N

NO SCALE

FIGURE 3-2

Source: Turrini & Brink

As shown in Figure 3-2, the buildings south of Street B would generally be separated from the street by parking structures. Two mid-rise structures are shown on either side (Lots 1 and 8) of the main entrance as "anchors" to the site. Street B would extend through the site, ending in a cul-de-sac anchored by two mid-rise structures on Lots 5 and 6. The buildings on Lots 2-4 would be two-story buildings. As part of the expansion to the IVAC facility, a conceptual parking structure is shown in the graded northwestern portion of the project site. This parking structure would be needed if existing IVAC parking areas on Lots 6, 7, or 8 are developed.

Enhanced paving created at the entrance would continue through the development providing cohesiveness to the development and identifying pedestrian linkage from one building to another as well as parking areas. A service road would occur on the south side of the site adjacent to the SAIC development. This road would provide emergency access and would be an area for loading docks, trash receptacles, etc.

Vesting Tentative Map

In conjunction with the approval of the PID, a Vesting Tentative Map (VTM) is proposed (See Figure 3-3). The VTM would formally subdivide the property into nine lots. In addition, it would place the slopes to the west into a non-building easement. The natural vegetation to the north which is not proposed for development would also be placed into a negative open space easement prior to recordation of the Final Map for this project (See Figure 3-3). The slopes to the west are already in an open space easement as part of the previous Campus Point final map. The VTM indicates that approximately 33,200 cubic yards of material would be moved to create pads and construct roads on nearly 22 acres of the proposed project site (approximately 1,500 cubic yards per acre). As the site has already been rough graded, only minimal manufactured slopes would result from grading. These slopes would be less than 10 feet in height and would have a gradient of 2:1.

Open Space Plan

The Vesting Tentative Map would retain 17.3 acres of slopes in dedicated non-building and/or open space easements. An additional negative open space easement would be dedicated on roughly 1.4 acres of Hillside Review Zone west of the most northerly IVAC parking lot. Proposed non-building and open space easements for the project would now total 18.7 acres (Figure 3-3). This total includes approximately 11.2 acres of natural slopes and 7.5 of manufactured slopes located adjacent to I-5.

Circulation Plan

Access to the proposed site would be provided by a private street (Street A) extending from the present terminus of Campus Point Drive. The present driveway to IVAC would take

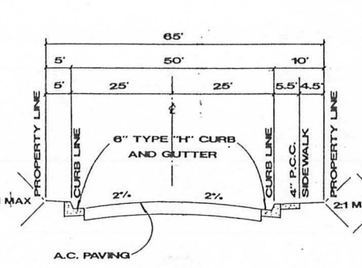
REVISED VESTING TENTATIVE MAP FOR
ELI LILLY/IVAC - CAMPUS POINT

EASEMENT DATA

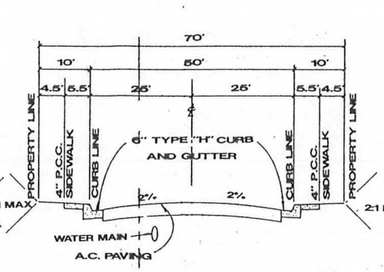
1. 12' EASEMENT TO SDG&E CO., RECORDED JANUARY 15, 1965, FILE/PAGE NO.8238, SERIES 6, BOOK 1965, OF OFFICIAL RECORDS.
2. RESERVATION FOR FUTURE STREET PER MAP NO.9303.
3. 64' WATER EASEMENT TO THE CITY OF SAN DIEGO, RECORDED MARCH 20, 1980, FILE/PAGE NO.80-096092, OF OFFICIAL RECORDS.
4. WATER EASEMENT TO THE CITY OF SAN DIEGO, RECORDED DECEMBER 17, 1982, FILE/PAGE NO.82-386774, OF OFFICIAL RECORDS.
5. 10' PRIVATE DRAINAGE EASEMENT TO IVAC CORPORATION, RECORDED OCTOBER 10, 1983, FILE/PAGE NO.83-363159, OF OFFICIAL RECORDS.
6. 15' SEWER EASEMENT TO THE CITY OF SAN DIEGO PER MAP NO.9930.
7. 15' SEWER EASEMENT TO THE CITY OF SAN DIEGO PER MAP NO.9303.
8. 20' EASEMENT TO SDG&E CO., RECORDED MARCH 10, 1972, FILE/PAGE NO.58608, BOOK 1972, OF OFFICIAL RECORDS.
9. 10' EASEMENT TO PACIFIC TELEPHONE & TELEGRAPH CO., RECORDED JUNE 8, 1971, FILE/PAGE NO.120181, BOOK 1971, OF OFFICIAL RECORDS.
10. 10' EASEMENT TO PACIFIC TELEPHONE & TELEGRAPH CO., RECORDED AUGUST 10, 1965, FILE/PAGE NO.143323, BOOK 6, SERIES 1965, OF OFFICIAL RECORDS.
11. 10' EASEMENT TO PACIFIC TELEPHONE & TELEGRAPH CO., RECORDED NOVEMBER 7, 1962, FILE/PAGE NO.191156, SERIES 3, BOOK 1962, OF OFFICIAL RECORDS.
12. 15' PUBLIC SEWER EASEMENT BY RESOLUTION NO.173601, RECORDED DECEMBER 3, 1962, FILE/PAGE NO.205680, SERIES 3, BOOK 1962, OF OFFICIAL RECORDS.
13. 10' PUBLIC SEWER MAIN
14. ~~OPEN SPACE EASEMENT PER MAP NO.9303.~~
15. 20' EASEMENT TO SDG&E CO. RECORDED AUGUST 3, 1990, FILE/PAGE NO.90-427022, OF OFFICIAL RECORDS.
16. 6' EASEMENT TO SDG&E CO. RECORDED NOVEMBER 13, 1981, FILE/PAGE NO.81-359917, OF OFFICIAL RECORDS.
17. 10' EASEMENT TO SDG&E CO. RECORDED DECEMBER 29, 1981, FILE/PAGE NO.81-404637, OF OFFICIAL RECORDS.
18. 6' EASEMENT TO SDG&E CO. RECORDED OCTOBER 17, 1979, FILE/PAGE NO.79-474981, OF OFFICIAL RECORDS, NO LOCATION SET FORTH IN DEED.
19. 6' EASEMENT TO SDG&E CO. RECORDED MARCH 11, 1980, FILE/PAGE NO.80-082874, OF OFFICIAL RECORDS, NO LOCATION SET FORTH IN DEED.
20. PRIVATE DRAINAGE AND SEWER EASEMENT TO IVAC CORPORATION, RECORDED FEBRUARY 9, 1984, FILE/PAGE NO.84-049680, OF OFFICIAL RECORDS.

LEGEND

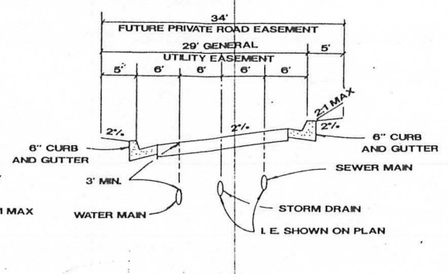
- SEWER MAIN —S—
- WATER MAIN —W—
- STORM DRAIN ═══
- GAS MAIN —G—G—
- ELECTRIC CONDUIT —E—E—
- TELCO CONDUIT —T—T—
- INDICATES ABUTTER'S RIGHTS OF ACCESS RELINQUISHED TO THE STATE OF CALIFORNIA PER DEEDS RECORDED JULY 25, 1963, F/P NO.129797, SERIES 4, BOOK 1963, AND JANUARY 28, 1964, F/P NO.16766, SERIES 5, BOOK 1964, OF OFFICIAL RECORDS.
- EASEMENT DATA (SEE TABLE LOWER LEFT) □
- UTILITY DATA (SEE TABLE LOWER RIGHT) ⬡
- PROPERTY LINE DATA (SEE TABLE AT LEFT) ○
- COMMERCIAL FIRE HYDRANTS (1 - 2-1/2" PORT, 2 - 4" PORTS)



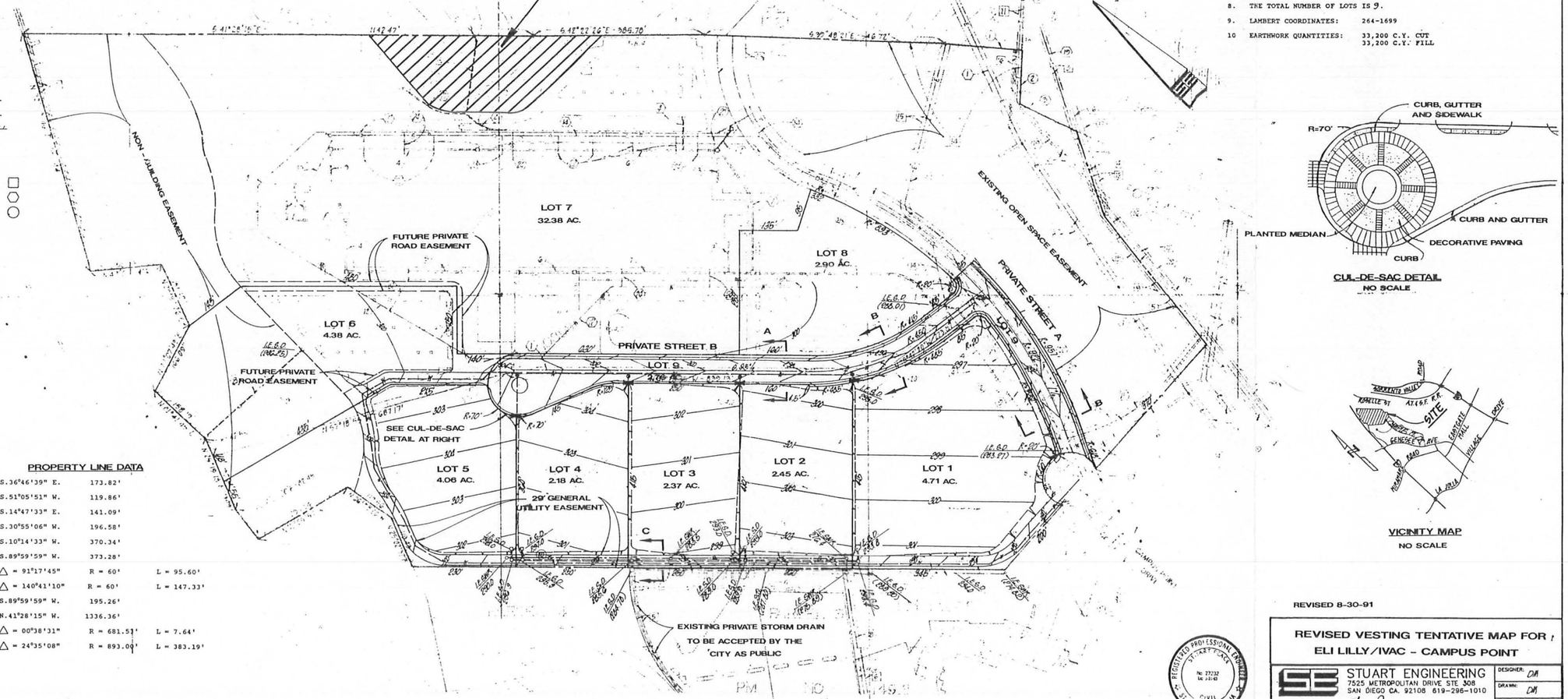
SECTION A
NO SCALE



SECTION B
NO SCALE



SECTION C
NO SCALE



UTILITY DATA

1. ELECTRIC FACILITIES
2. PRIVATE 6" STORM DRAIN
3. PRIVATE 8" STORM DRAIN
4. PRIVATE 12" STORM DRAIN
5. PRIVATE 15" STORM DRAIN
6. PRIVATE 18" STORM DRAIN
7. PRIVATE 21" STORM DRAIN
8. PRIVATE 24" STORM DRAIN
9. PRIVATE 30" STORM DRAIN
10. 36" C.A.P. STORM DRAIN
11. 42" C.A.P. STORM DRAIN
12. PRIVATE 12" A.C.P. WATER
13. 12" A.C.P. WATER
14. PRIVATE 8" SEWER
15. 10" VCP SEWER
16. 15" VCP SEWER
17. 36" SEWER FORCE MAIN
18. 12" VCP SEWER
19. TELEPHONE FACILITIES
20. 2" P.E. GAS
21. PRIVATE 10" STORM DRAIN
22. PRIVATE 4" SEWER
23. PRIVATE 6" SEWER
24. PRIVATE 8" WATER

PROPERTY LINE DATA

1	S.36°46'39" E.	173.82'	
2	S.51°05'51" W.	119.86'	
3	S.14°47'33" E.	141.09'	
4	S.30°55'06" W.	196.58'	
5	S.10°14'33" W.	370.34'	
6	S.89°59'59" W.	373.28'	
7	△ = 91°17'45"	R = 60'	L = 95.60'
8	△ = 140°41'10"	R = 60'	L = 147.33'
9	S.89°59'59" W.	195.26'	
10	N.41°28'15" W.	1336.36'	
11	△ = 00°38'31"	R = 681.51'	L = 7.64'
12	△ = 24°35'08"	R = 893.00'	L = 383.19'

VESTING TENTATIVE MAP

BEING A DIVISION OF PARCELS 1 AND 2 OF PARCEL MAP NO.10895

OWNER/APPLICANT: ELI LILLY AND COMPANY
LILLY CORPORATE CENTER
INDIANAPOLIS, IN 46285
Joseph C. Cook, Jr.
VICE PRESIDENT

OWNER: IVAC CORPORATION
10300 CAMPUS POINT DRIVE
SAN DIEGO, CA 92121
Ronald P. Lucas

REPRESENTATIVE: PETER QUINN
MIC REALTY ADVISORS
9868 SCRANTON ROAD, SUITE 400
SAN DIEGO, CA 92121

ENGINEER: STUART ENGINEERING
7525 METROPOLITAN DRIVE, SUITE 308
SAN DIEGO, CA 92108
(619) 296-1010

PREPARATION DATE: DECEMBER 1990

EXISTING ZONING: SR (SCIENTIFIC RESEARCH)

PROPOSED ZONING: SR (SCIENTIFIC RESEARCH)

ASSESSOR'S PARCEL NOS.: 343-230-13 AND 14

NOTES:

1. THE UTILITIES SHOWN HEREON ARE BASED ON A SEARCH OF AVAILABLE RECORDS AND THE LOCATIONS SHOWN ARE APPROXIMATE.
2. THE GROSS AREA WITHIN THE BOUNDARIES OF THIS MAP IS 58.79 ACRES.
3. AERIAL TOPOGRAPHY BY: SAN-LO AERIAL SURVEYS
4. THE FOLLOWING TITLE REPORT WAS USED IN THE PREPARATION OF THIS MAP:
   STEWART TITLE
   PRELIMINARY REPORT NO.101204-10,
   DATED AUGUST 17, 1990
5. GAS AND ELECTRIC SERVICE BY SAN DIEGO GAS & ELECTRIC COMPANY.
6. TELEPHONE SERVICE BY PACIFIC BELL.
7. SEWER AND WATER SERVICE BY CITY OF SAN DIEGO.
8. THE TOTAL NUMBER OF LOTS IS 9.
9. LAMBERT COORDINATES: 264-1699
10. EARTHWORK QUANTITIES: 33,200 C.Y. CUT
    33,200 C.Y. FILL

CUL-DE-SAC DETAIL
NO SCALE

VICINITY MAP
NO SCALE

REVISED 8-30-91

REVISED VESTING TENTATIVE MAP FOR:
ELI LILLY/IVAC - CAMPUS POINT

STUART ENGINEERING
7525 METROPOLITAN DRIVE STE 308
SAN DIEGO CA. 92108 619-296-1010

Stuart Peace 2-8-91
STUART PEACE R.C.E. 27232 DATE
REGISTRATION EXPIRES: 3-31-93

DESIGNED:	DM
DRAWN:	DM
CHECKED:	SP
JOB NO.	88-80-01

FIGURE 3-3

NO SCALE

VESTING TENTATIVE MAP

access from Street A. Another private street (Street B) would be extended from Street A to provide access to the created lots. Streets A and B would be developed to industrial collector standards, but remain private.

A 24-foot service road with 34-foot right-of-way would be constructed on the south side of the site adjacent to the SAIC development. This road would provide emergency access as well as access to loading dock and trash receptacle areas.

The PID would also provide for pedestrian access which would facilitate movement between buildings and parking areas. A sidewalk would be created on the north side of Street B. Pedestrian access would also be provided on the south side of Street B but the sidewalks would be proximate to the buildings rather than the road. Enhanced paving created at the entrance would continue through the development providing cohesiveness to the development and identifying pedestrian linkage from one building to another as well as parking areas.

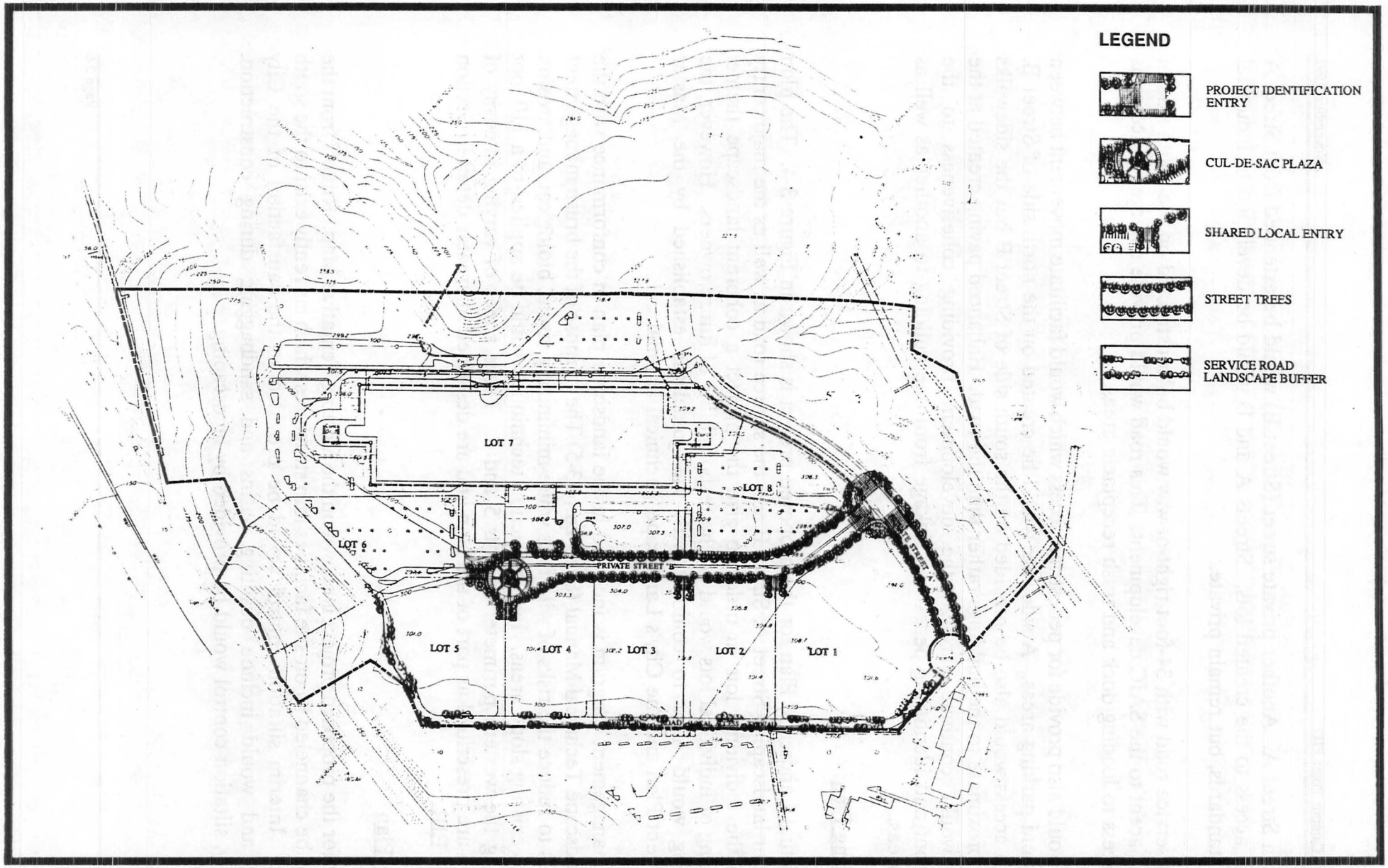
Landscaping Plan

A Conceptual Landscape Plan for the proposed project is shown in Figure 3-4. The plan provides for landscaping Street A, Street B and the service road as well as the major entry points to the individual lots in order to give the project a coherent landscape theme. Landscaping of individual lots would be the responsibility of future owners. However, the landscaping would have to conform with the guidelines established by the Master Development Plan and the City's Landscape Technical Manual.

A brush management program is included in the landscape plan in conformance with the City's Landscape Technical Manual (See Figure 3-5).The purpose of the brush management program is to reduce the risks of wild fires while minimizing visual, biological, and erosion impacts to existing slope areas. Fuel reduction techniques would be applied to a 110-foot band along the western perimeter of Lots 5 and 6. Three zones of varying intensity of vegetation are prescribed as part of the plan and are described in greater detail in Section 4.5 of this EIR.

Drainage Plan

Drainage for the proposed project is shown on the Vesting Tentative Map. Runoff from the site would be channeled by on-site facilities into structures which currently exist to the south and west. Interim siltation control would be provided to the satisfaction of the City Engineer and would include desilting basins and sandbagging during construction. Ultimately, siltation control would be provided by landscaping.



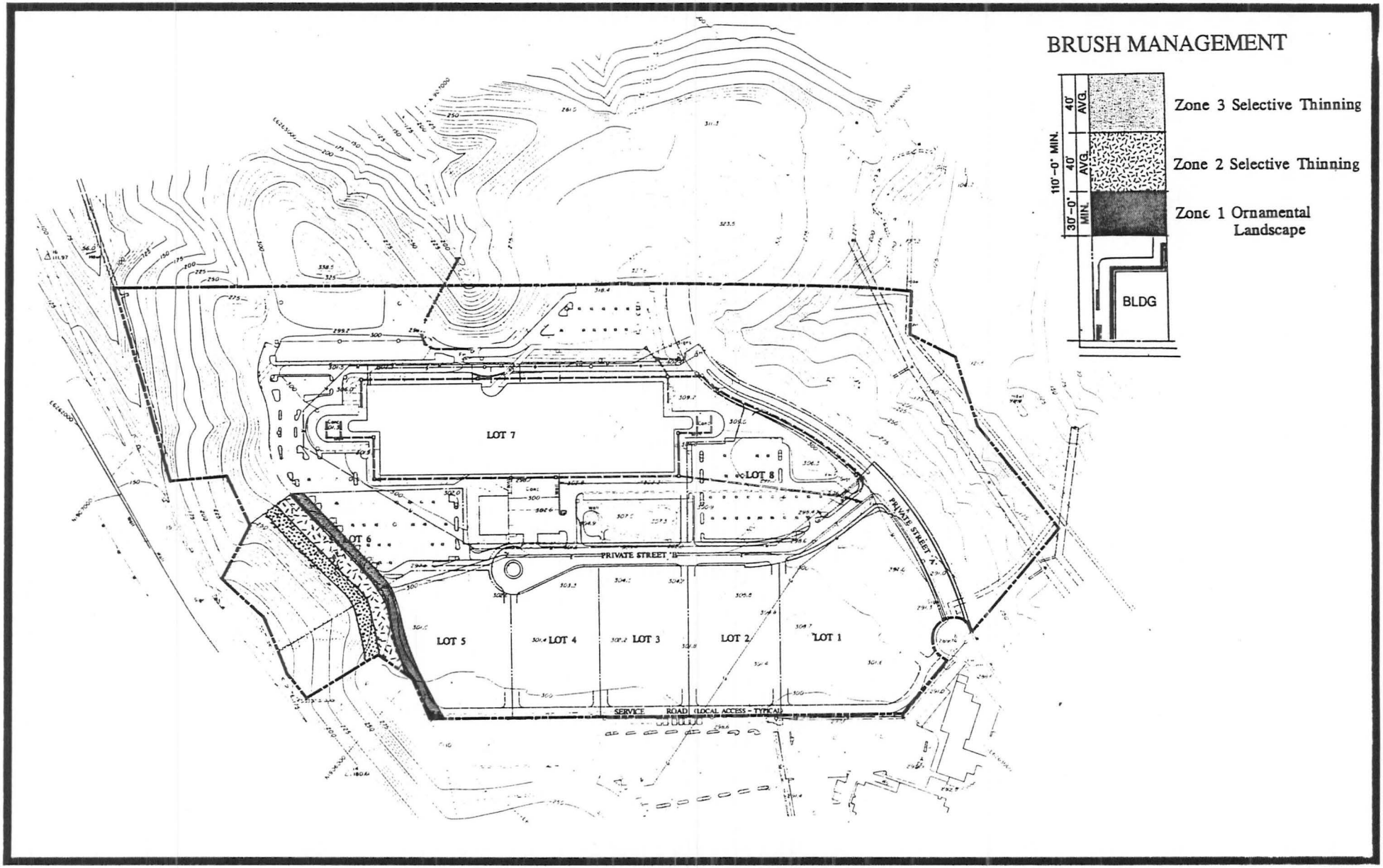
LANDSCAPE PLAN

N

NO SCALE

FIGURE 3-4

Source: Turrini & Brink



BRUSH MANAGEMENT PLAN

N

NO SCALE

FIGURE 3-5

Source: Turrini & Brink

4.0 ENVIRONMENTAL ANALYSIS

4.1 Traffic

The following information is based on a traffic study prepared for the proposed Eli Lilly/IVAC expansion by Kimley-Horn & Associates, Inc. (September 1992). Traffic impacts on the circulation system in the project vicinity were evaluated for the following conditions: existing traffic, existing plus proposed project traffic, existing plus other projects traffic, existing plus other projects and proposed project, and future (year 2005) conditions. The traffic analysis is also based on a Transportation Demand Management (TDM) Plan prepared by North City San Diego Transportation Management Association. The complete traffic report and TDM plan are contained in Appendix A and B, respectively, of this EIR.

4.1.1 Existing Conditions

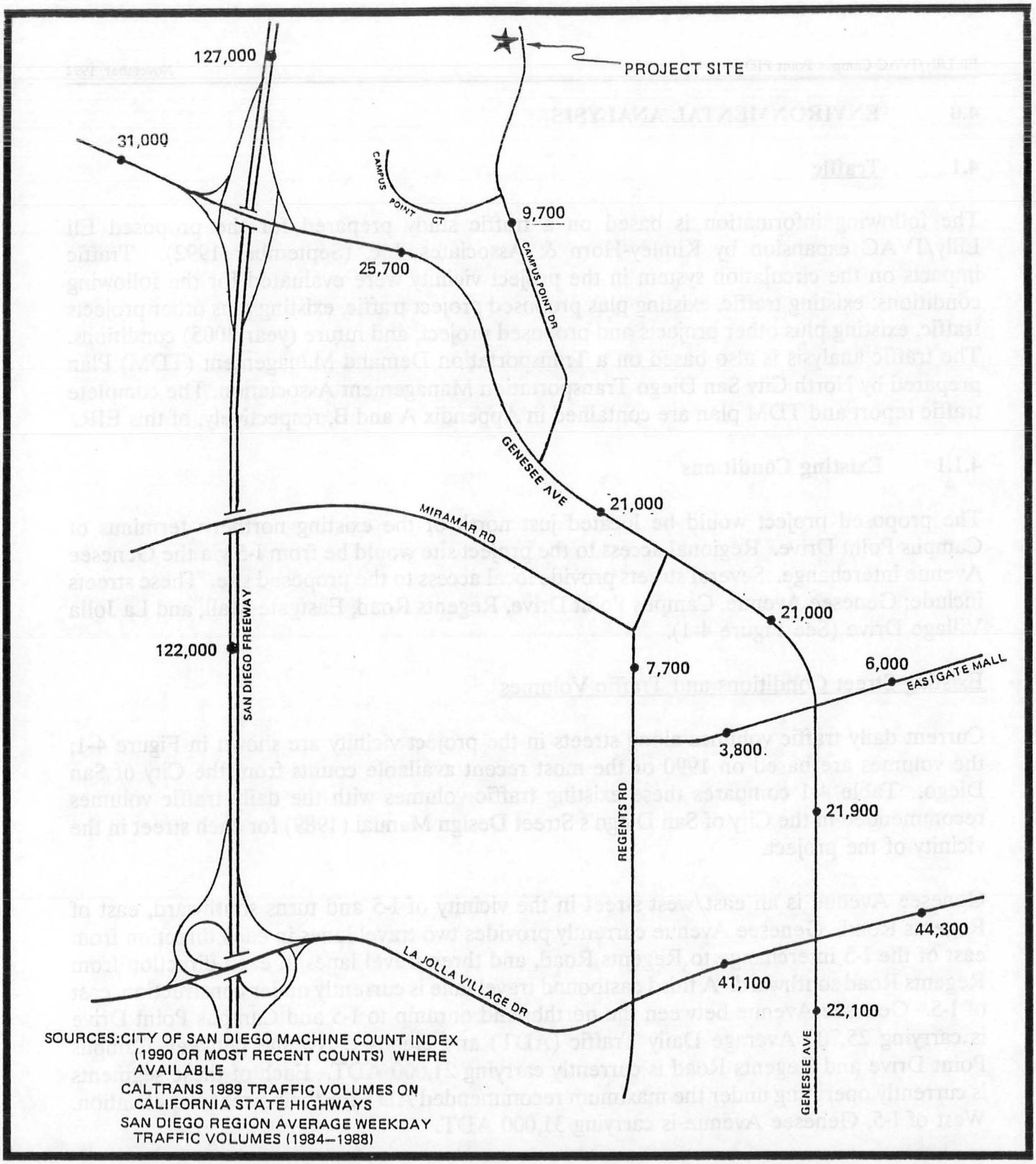
The proposed project would be located just north of the existing northern terminus of Campus Point Drive. Regional access to the project site would be from I-5 via the Genesee Avenue interchange. Several streets provide local access to the proposed site. These streets include: Genesee Avenue, Campus Point Drive, Regents Road, Eastgate Mall, and La Jolla Village Drive (See Figure 4-1).

Existing Street Conditions and Traffic Volumes

Current daily traffic volumes along streets in the project vicinity are shown in Figure 4-1; the volumes are based on 1990 or the most recent available counts from the City of San Diego. Table 4-1 compares these existing traffic volumes with the daily traffic volumes recommended in the City of San Diego's Street Design Manual (1989) for each street in the vicinity of the project.

Genesee Avenue is an east/west street in the vicinity of I-5 and turns southward, east of Regents Road. Genesee Avenue currently provides two travel lanes in each direction from east of the I-5 interchange to Regents Road, and three travel lanes in each direction from Regents Road southward. A third eastbound travel lane is currently under construction, east of I-5. Genesee Avenue between the northbound onramp to I-5 and Campus Point Drive is carrying 25,700 Average Daily Traffic (ADT) and Genesee Avenue between Campus Point Drive and Regents Road is currently carrying 21,000 ADT. Each of these segments is currently operating under the maximum recommended ADT for their street classification. West of I-5, Genesee Avenue is carrying 31,000 ADT.

Campus Point Drive is a north/south three-lane collector street extending from Genesee Avenue northward for approximately one-half mile where it ends in a cul-de-sac. Campus Point Drive provides one travel lane in the northbound direction and two travel lanes in the southbound direction, with a two-way, left-turn lane in the median. It is currently carrying



LOCAL ROADWAY AND EXISTING DAILY TRAFFIC VOLUMES

N

NO SCALE

FIGURE 4-1

Source: Kimley-Horn & Associates, 9/92

TABLE 4-1
Comparison of Existing Daily Traffic Volumes with City Standards

STREET SEGMENT	STREET CLASSIFICATION[1]	DAILY VOLUME[2]	RECOMMENDED VOLUME (MAXIMUM)[3]	EXISTING/ RECOMMENDED RATIO
GENESEE AVENUE:				
West of Interstate 5	4M	31,000	30,000	1.03
Interstate 5 to Campus Point Drive	4M	25,700	30,000	0.86
Campus Point Dr. to Regents Road	4M	21,000	30,000	0.70
Regents Road to Eastgate Mall	6M	21,000	40,000	0.53
Eastgate Mall to La Jolla Village Drive	6M	21,900	40,000	0.55
South of La Jolla Village Drive	4M	22,100	30,000	0.74
CAMPUS POINT DRIVE:				
North of Genesee Ave.	3C[4]	9,700	12,000[4]	0.81
REGENTS ROAD:				
South of Genesee Ave.	2C	7,700	5,000	1.54
EASTGATE MALL:				
East of Genesee Ave.	4M	6,000	30,000	0.20
West of Genesee Ave.	4C	3,800	15,000	0.25
LA JOLLA VILLAGE DRIVE:				
East of Genesee Ave.	6P	44,300	50,000	0.89
West of Genesee Ave.	6P	41,100	50,000	0.82

1 Classification based on existing lanes:
- Denotes number of lanes
M - Major Street
C - Collector Street
P - Primary Arterial

2 From City of San Diego Machine Count Index, where available. 1990 or most recent counts.

3 From City of San Diego's Street Design Manual (Appendix A).

4 Roadway striped as a three-lane collector. Not included in the City of San Diego Design Standards, a three-lane collector has been estimated to carry a recommended maximum daily traffic volume of 12,000 vehicles.

9,700 ADT. The City's Street Design manual calls for a recommended maximum daily traffic volume of 12,000 vehicles for a three-lane collector.

Regents Road is a north/south two-lane collector street extending southerly from Genesee Avenue to State Route 52 (Soledad Freeway) where it becomes Clairemont Mesa Boulevard. Regents Road currently provides one travel lane in each direction in the vicinity of the project. This street has an existing ADT of 7,700 south of Genesee Avenue. The City of San Diego Street Design Manual recommends a maximum daily traffic volume of 5,000 ADT for two-lane collectors. At present, this segment is currently operating approximately 2,700 ADT over the recommended ADT.

Eastgate Mall is an east/west street extending from Regents Road easterly to a terminus at Miramar Road. In the project study area, Eastgate Mall currently provides two travel lanes in each direction. Eastgate Mall is classified as a four-lane major street, east of Genesee Avenue, and as a four-lane collector street west of Genesee Avenue. Current traffic volumes east of Genesee Avenue, are 6,000 ADT and 3,800 ADT, west of Genesee Avenue. These volumes are below the recommended volumes of 30,000 and 15,000 ADT for four-lane major street and a four-lane collector street, respectively.

La Jolla Village Drive is an east/west six-lane primary arterial street extending from North Torrey Pines Road, west of I-5, easterly to I-805; at this point La Jolla Village Drive becomes Miramar Road. La Jolla Village Drive currently provides three travel lanes in each direction. Existing ADTs along the segment east of Genesee Avenue are 44,300 and 41,100, west of Genesee Avenue. These volumes are below the recommended maximum daily traffic volumes of 50,000 ADT for six-lane primary arterials.

Interstate 5 is currently an eight-lane freeway and is carrying 127,000 ADT, north of Genesee Avenue, and 122,000 ADT, south of Genesee Avenue. At these volumes, the freeway in the vicinity of Genesee Avenue is operating at a Level of Service C. By the year 2010, I-5 in the vicinity of Genesee Avenue is predicted to be operating at LOS F (Kim Sturmer, pers. comm., 1992).

Key Intersections

The ability of intersections and/or street segments to accommodate traffic is discussed as level of service (LOS). LOS is derived from a volume-to-capacity ratio. Levels of service range from A to F, with A being the best and F being the worst.

The Engineering and Development Department considers LOS D to be an acceptable operational level in urban areas. Consequently, the traffic study prepared for this report utilized LOS D as an acceptable level. A LOS below C is considered to be a significant environmental impact due to substantial delays which result in, and contribute to, the

degradation of the local and regional air quality. Air quality impacts are discussed in Section 4.4 of this report.

The traffic study evaluated six major intersections along Genesee Avenue: Campus Point Drive/Genesee Avenue, Regents Road/Genesee Avenue, Eastgate Mall/Genesee Avenue, La Jolla Village Drive/Genesee Avenue and the northbound and southbound ramps at the I-5/Genesee Avenue interchange. As shown in Table 4-2, all but one of the six intersections operate at acceptable LOS (LOS C or better) during the AM peak hour. The intersection of Genesee Avenue/Campus Point Drive currently operates at LOS E during the AM peak hour. All but the intersection of Genesee Avenue/Eastgate Mall operate at an acceptable LOS during the PM peak hour; the Genesee Avenue/Eastgate Mall operates at LOS E in the PM peak hour.

Public Transportation/Bicycle Access

At present, no bus routes or light rail service are available to the proposed project area. San Diego Transit Corporation (SDTC) Routes 30 and 41 (Veterans Hospital/Scripps Hospital service) and North County Transit's (NCTD) Route 301 (University Towne Centre service) are the closest routes to the proposed site. A Class II bikeway currently exists along Genesee Avenue south of Campus Point Drive.

On-site Parking Conditions

At present, surface parking accommodates the parking needs of the existing IVAC facility. There are a total of 3,627 parking spaces on-site which represents a ratio of three spaces per thousand square feet of floor area.

4.1.2 Impacts

Issue 1: What direct traffic impacts would the project have on the community transportation network?

Impact

The project would increase the total square footage to 1,209,000 square feet of scientific research uses, of which approximately 379,000 square feet already exist within the present IVAC facility. At a traffic generation rate of eight trips per 1,000 square feet, the 1,209,000 square feet of development would generate a total of 9,670 ADT, of which 3,030 ADT would be attributed to the existing IVAC facility. Thus, the net increase in trips which would result from the proposed project would be 6,640 ADT.

TABLE 4-2
Levels of Service at Key Intersections

Intersection	Existing LOS (AM/PM)	Existing LOS Plus Project (AM/PM)	Short-Term[1] Cumulative LOS (AM/PM)	Future LOS (AM/PM)
Genesee Ave/I-5 (northbound ramp)	B/B	C/B	F/F[2]	D/A
Genesee Ave/I-5 (southbound ramp)	C/C	C/C	F/F[2]	F/A
Genesee Ave/ Campus Point Dr.	E/B	F[3]/C	F[4]/E	F/F
Genesee Ave/ Regents Road	B/C	B/D	F[5]/F[5]	F/F
Genesee Ave/ Eastgate Mall	C/E	D/E	E/F	F/F
Genesee Ave/La Jolla Village Dr.	B/C	B/C	C/C	F/F

1 Short-term Cumulative = Existing + Proposed Project + Other Projects

2 Improves to LOS B with proposed improvements to I-5/Genesee interchange.

3 Improves to LOS D with restriping westbound approach on Genesee Avenue to provide one right-turn, one optional through/right-turn lane and one through lane.

4 Improves to LOS E with second westbound right-turn lane on Genesee Avenue.

5 Improves to LOS C with additional northbound shared right-turn/left-turn lane and additional third eastbound through lane on Genesee Avenue.

With full implementation of the TDM, the peak hour volumes would be less than would otherwise be expected. One of the goals of the TDM is to redistribute project trips to non-peak hour time periods. Typically, a daily volume of 6,640 trips would produce 1,062 trips in the morning peak hour and 930 trips in the evening peak hour. With the TDM, the peak hour volumes would be expected to be reduced to 433 trips in the morning and 388 trips in the evening peak hour.

Transportation Demand Management Plan

As stated earlier, a primary goal of the TDM plan is to develop and implement a plan which would achieve desired peak period traffic reduction objectives of the community plan. Therefore, the plan contains measures designed to reduce the traffic peak hour contribution to the equivalent of 18,000 square feet per acre. The TDM Plan is described in more detail in Appendix B.

To achieve this goal, it is estimated that about 6% of future employees would need to commute to work via transit, 50% by ridesharing, 6% by telecommuting, and 3% by biking or walking.

The total number of employees using alternative modes of transportation would equal 65%. The overall goal is a 55% Employee Drive Alone Rate (EDAR). Reducing the drive-alone rate to 55% translates into a reduction of approximately 1,632 solo drivers, or a minimum of 3,264 daily trips.

To assure the success of the TDM Plan, the plan includes comprehensive enforcement provisions. Annual monitoring reports must be submitted to the City to document the effectiveness of the TDM plan. Failure to submit monitoring reports would result in a $1,000 fine if not filed within 30 days of the due date. Failure to submit the report within 60 days would result in additional fines of $1,000 per day.

Should the monitoring reports find that the TDM goals are not being met, a series of requirements shall be imposed upon the project. These requirements are as follows:

- If, based on the annual report and quarterly updates, the City projects that the average AM peak hour trips will exceed 922 with any addition of facilities, then there will be a 6-month period allowed for the Owners Association to meet the required maximum ADTs. If after that time sufficient improvement has not been made, then no further building permits shall be issued.
- If the average AM peak hour trips exceed 922, a $20 fine per trip per day over the AM peak hour limit shall be imposed.

- If after one year the AM peak hour trips continue to exceed 922, then at least one of the following alternatives shall be implemented:

  Eliminate a sufficient portion of parking;
  Vacate building area beyond the level of 18,000 square feet per acre; or
  Convert sufficient building area to lesser traffic generating uses to match the level of traffic generation of the original land use at a density of 18,000 square feet per acre.

- The enforcement actions shall remain in effect until the AM peak hour trips are reduced to less than 922 on a sustained basis to the satisfaction of the TDM Administrator.

Project Traffic Effects

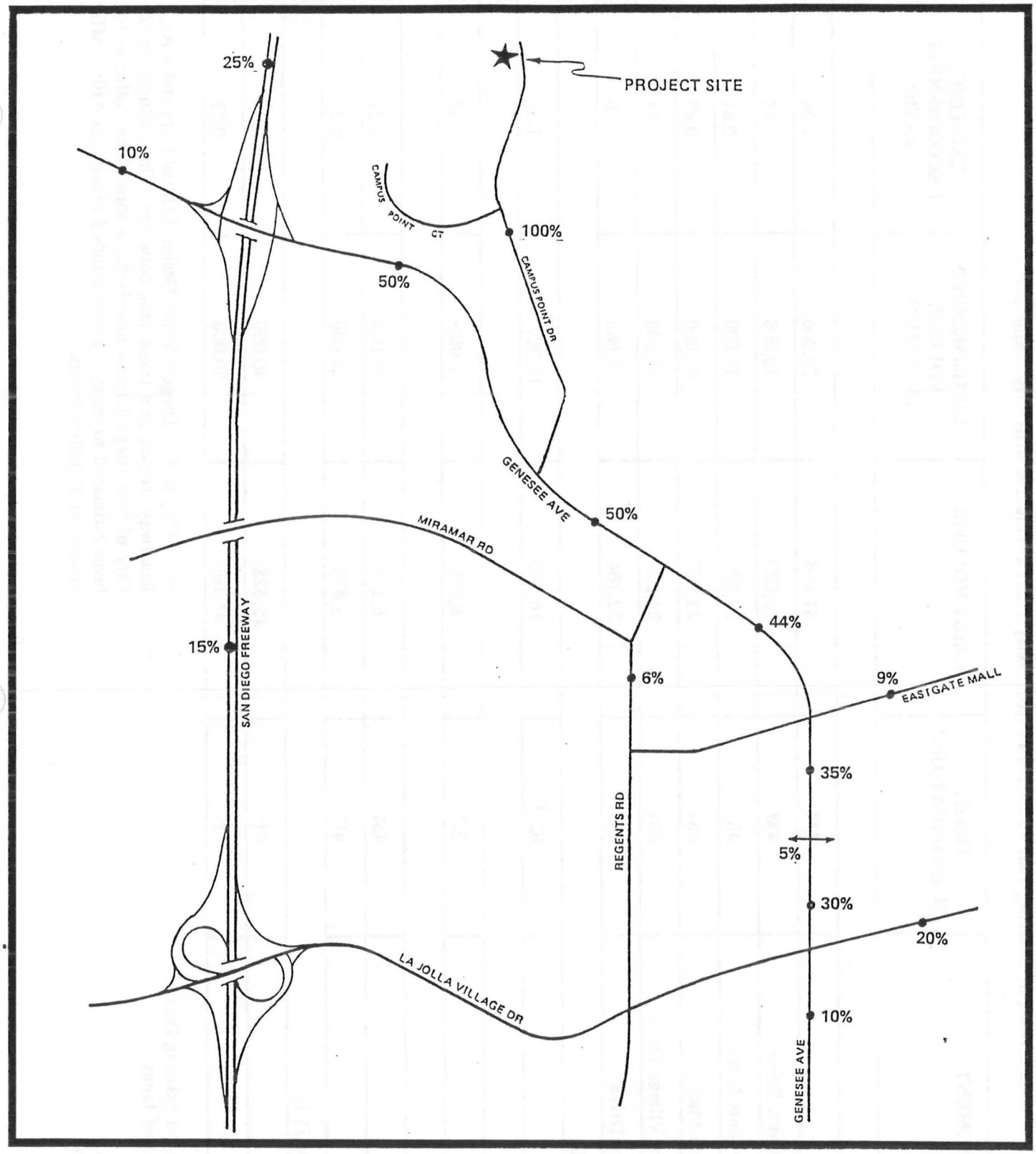
The direct impact of the proposed project on the streets and intersections were analyzed by adding expected new project traffic (6,640 ADT) to the existing traffic. The traffic currently being generated by the IVAC facility was not included because it is already part of the existing traffic. In addition, the peak hour project trips were adjusted to account for the reduction which would occur with implementation of the proposed TDM.

Project-related traffic would enter and exit the property via Campus Point Drive located at the southeast corner of the site. At Genesee Avenue, 50% of the project traffic would travel west and 50% would travel east on Genesee Avenue. The distribution of project trips on Genesee Avenue and other local roads is illustrated in Figure 4-2.

Street Capacity

A comparison of existing plus proposed project daily traffic volumes and the City's recommended maximum daily traffic volumes for streets in the vicinity of the project is presented in Table 4-3. As this table shows, the greatest impact of project-related traffic would be on Campus Point Drive, north of Genesee Avenue and on Regents Road, south of Genesee Avenue.

For existing plus proposed project conditions on Campus Point Drive, north of Genesee Avenue, the estimated daily traffic volume would be 16,340. This traffic volume would exceed the recommended maximum traffic volume for a three-lane collector. The City of San Diego Engineering and Department considers a ratio of up to 1.3 to be an acceptable level. The ratio on Campus Point Drive with the project would be 1.36 which would be unacceptable. Without the proposed project, this segment of Campus Point is operating at a ratio of 0.81 which is acceptable.



PROJECT TRIP DISTRIBUTION

N

NO SCALE

FIGURE 4-2

Source: Kimley-Horn & Associates, 9/92

TABLE 4-3
Comparison of Existing Plus Proposed Project Daily Traffic Volumes with City Standards

STREET SEGMENT	STREET CLASSIFICATION[1]	DAILY VOLUME	RECOMMENDED VOLUME (MAXIMUM)[2]	EXISTING/ RECOMMENDED RATIO
GENESEE AVENUE:				
West of Interstate 5	4M	31,664	30,000	1.06
Interstate 5 to Campus Point Drive	4M	29,020	30,000	0.97
Campus Point Dr. to Regents Road	4M	24,320	30,000	0.81
Regents Road to Eastgate Mall	6M	23,922	40,000	0.60
Eastgate Mall to La Jolla Village Drive	6M	24,224	40,000	0.61
South of La Jolla Village Drive	4M	22,764	30,000	0.76
CAMPUS POINT DRIVE:				
North of Genesee Ave.	3C [3]	16,340	12,000 [3]	1.36
REGENTS ROAD:				
South of Genesee Ave.	2C	8,098	5,000	1.62
EASTGATE MALL:				
East of Genesee Ave.	4M	6,598	30,000	0.22
West of Genesee Ave.	4C	3,800	15,000	0.25
LA JOLLA VILLAGE DRIVE:				
East of Genesee Ave.	6P	45,628/	50,000	0.91
West of Genesee Ave.	6P	41,100	50,000	0.82

[1] Classification based on existing lanes:
- Denotes number of lanes
M - Major Street
C - Collector Street
P - Primary Arterial

[2] From City of San Diego's Street Design Manual (Appendix A).

[3] Roadway striped as a three-lane collector. Not included in the City of San Diego Design Standards, a three-lane collector has been estimated to carry a recommended maximum daily traffic volume of 12,000 vehicles.

However, implementation of the TDM is expected to ensure that Campus Point Drive would continue to operate within acceptable levels with the addition of the proposed project traffic. According to the traffic study, to achieve a ratio of 1.3, a reduction of approximately 5% in the daily traffic level would be necessary. With the proposed TDM in place, it is estimated that peak hourly traffic reductions would be on the order of 60%. Although 24-hour volumes on segments would not likely experience a 60 percent reduction, it is assumed that the daily traffic volumes reduction would be greater than the 5 percent needed to reduce the ratio to 1.3.

Table 4-3 also indicates that Regents Road, south of Genesee Avenue, would carry 8,098 ADT which would exceed the recommended maximum of 5,000 ADT. The volume capacity ratio would be 1.62 under the existing plus proposed project, which would exceed the 1.3 volume to capacity ratio considered acceptable by the City. As shown on Table 4-1, however, this road segment is currently operating at a ratio of 1.52 which exceeds its design capacity. The traffic volume to be added by the proposed project at this location is 398 ADT. This additional traffic would incrementally increase the unacceptable traffic volume on Regents Road.

All other streets within the project area would operate at acceptable levels of service with the project. Genesee Avenue, west of I-5, would be over its design capacity but would not exceed the desired volume by a ratio greater than 1.3.

Intersection Capacity

The trips generated by the project would also affect the peak-hour level of service (LOS) at several intersections. The analyses of the AM and PM peak hour LOS at the key intersections under the existing plus proposed project conditions are presented in Table 4-2. With full buildout of the proposed project, the LOS at the intersection of Genesee Avenue at Campus Point Drive would degrade from LOS E to F in the AM peak hour. The level of service at the Genesee Avenue/Regents Road intersection would degrade from LOS C to D in the PM peak hour. The LOS at Genesee Avenue/Eastgate Mall would decrease from LOS C to D in the AM peak hour. During the PM the LOS at this intersection would remain at the current LOS E.

Significance of Impact

The number of trips generated by the project would be essentially equivalent to the number of trips projected by the University Community Plan with the implementation of the TDM plan. The 472 additional ADT which would result from the actual yield of the property (1,209,000 square feet or 9,672 ADT) when compared to the yield assumed in the Community Plan (1,150,000 or 9,200 ADT) would incrementally increase the significant impact identified with excessive traffic volumes on the local street network.

The additional trips which would be generated by the project, when added to the existing traffic volumes, would lower the level of service on two street segments to unacceptable levels. Regents Road, south of Genesee Avenue, already exceeds an acceptable capacity volume and the project traffic would worsen congestion there. In addition, the capacity volume of 1.36 on Campus Point Drive associated with project implementation would exceed the acceptable capacity volume of 1.3. As a consequence, the impact of the project on Regents Road and Campus Point Drive is considered significant.

The project would significantly affect three intersections. Genesee Avenue/Regents Road would drop to LOS D in the PM peak hour. Genesee Avenue/Eastgate Mall would drop to LOS D in the AM peak hour and would remain at LOS E in the PM peak hour. The third intersection (Genesee Avenue/Campus Point Drive) is already operating at an unacceptable LOS (E) in the AM peak hours but would drop to LOS F with the project.

Mitigation, Monitoring, and Reporting

Implementation of the proposed TDM program would reduce the volume capacity impact on Campus Point Drive street segment to below a significant level. The incremental impact on the Regents Road segment would remain significant and unmitigated.

The impact of the project on the intersection of Genesee Avenue and Campus Point Drive would be improved to LOS D with implementation of the proposed TDM and restriping of Campus Point Drive, north of Genesee Avenue; however, this would not achieve the LOS C which is considered acceptable.

No project mitigation measures exist to lower volume capacity on the Regents Road segment to an acceptable 1.3 ratio or better, nor to retain LOS C at the intersections of Genesee Avenue/Regents Road or Genesee Avenue/Eastgate Mall. Addition of a second southbound left-turn lane at the intersection of Genesee Avenue/Eastgate Mall would improve the PM peak hour to B but the AM peak hour would remain at D. Only the "No Project" alternative would fully mitigate the street segment and intersection impacts.

The following mitigation measures shall be incorporated into the VTM and PID permit to reduce the project impact.

Mitigation Measure 4.1(a): Prior to issuance of building permits, a TDM Plan shall be approved by the City Council which shall assure the trip reduction goals and enforcement provision set forth in the TDM Plan contained in the Final EIR.

Mitigation Measure 4.1(b): Prior to issuance of building permits, the westbound approach of Genesee Avenue at Campus Point Drive shall be ~~restriped~~ reconstructed to provide one right-turn lane, one optional through/right-turn lane, ~~one~~ two through lanes and ~~one~~ two

left-turn lanes. In addition, the southbound approach shall be improved to provide ~~two~~ one left-turn lanes, one optional left-turn/through lane, and two right-turn lanes.

Issue 2: What effect would the project have on planned improvements to the existing transportation network?

Impact

During the scoping process for the EIR, the Metropolitan Transit Board (MTDB) and the California Department of Transportation (Caltrans) indicated that several future roadway or mass transit improvements may be developed in the vicinity of the proposed project.

Caltrans is proposing widening of I-805 from Mira Mesa Boulevard through the I-5/I-805 merge. As a result, portions of the western boundary of the proposed project would be affected by this improvement. In addition, Caltrans is also proposing improvements at the I-5/Genesee Avenue interchange. Improvements proposed for this locality would include widening of the off-ramp to three lanes, widening of the overcrossing, and providing dual left-turn lanes and a free-turn at Genesee Avenue. It has been determined that these improvements would affect four separate portions of the western portion of the proposed project area.

At present, MTDB is considering several light rail transit alignments in the project area, including one alignment that would run along the east side of I-5 and another that would run along the north side of Genesee Avenue, east of Campus Point Drive, down the hill into Sorrento Valley. This option is currently being considered to avoid conflicts that could arise from proposed Genesee Avenue/I-5 interchange improvements. MTDB has determined that they would need right-of-way beyond that required for I-5/I-805 improvements.

As a result of both the proposed Caltrans freeway improvements and the light rail transit line, several portions of the proposed project area would be affected. However, because the areas planned for the improvements are proposed to be retained in open space and undevelopable, the proposed project would not conflict with planned improvements of the transportation network. An agreement would have to be reached between Caltrans, MTDB, and the project applicant for the reservation and/or dedication of land and transportation easements established for those portions of the project area to be affected.

Significance of Impact

Implementation of the proposed project would not result in significant impacts to planned transportation projects.

Mitigation, Monitoring, and Reporting

No mitigation measures are required.

Issue 3: What cumulative traffic impacts would the project have on the community or regional transportation network?

Impact

The analysis of the cumulative impact of the project was examined under two scenarios: (1) Short-term Cumulative and (2) Future. The future scenario examines the impact of the proposed project in combination with traffic volumes projected for the year 2005. As with the analysis of existing plus project, the cumulative analysis assumed a reduced project peak hour traffic resulting from the proposed TDM. The short-term cumulative conditions assesses the impact of the proposed project along with the 12 other projects when added to existing traffic. The location of these projects and the trips generated by each is illustrated in Figure 4-3 and Table 4-4. Both scenarios, assume that Genesee Avenue, Regents Road and Eastgate Mall are improved to their community plan designations.

Short-term Cumulative

The short-term cumulative impacts of the proposed project on the streets and intersections within the study area were analyzed by adding the existing traffic, the traffic expected to be generated by the proposed project, and the traffic expected to be generated by other potential projects in the area. The analyses considered street segment capacity as well as intersection level of service.

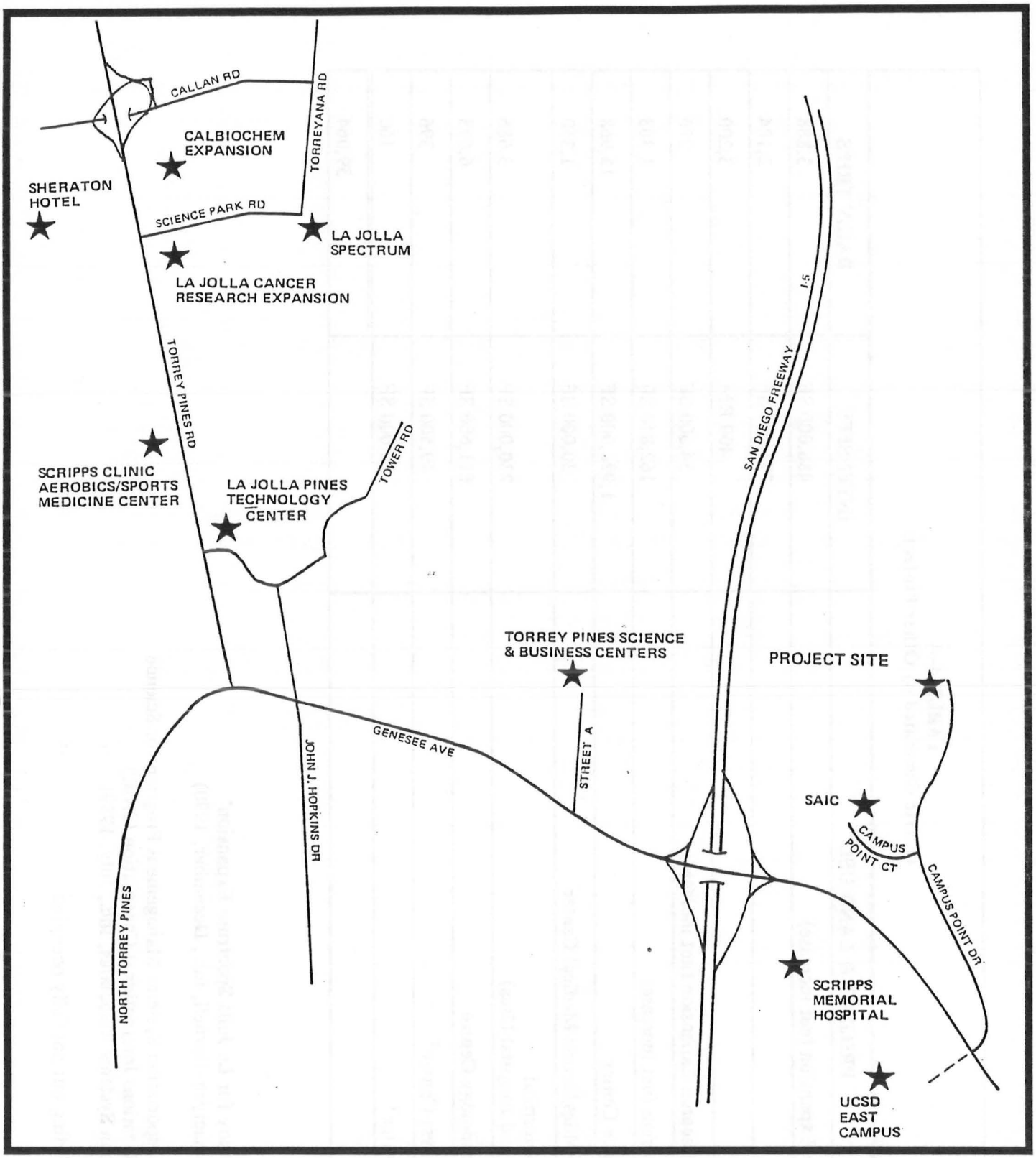
Street Capacity

A comparison of the daily traffic volumes and the City's recommended daily volumes according to their classification is illustrated in Table 4-5. As indicated in Table 4-5, all street segments would operate within acceptable levels (less than 1.3).

Intersection Capacity

Table 4-2 summarizes the results of the intersection analysis under short-term cumulative traffic conditions. Table 4-2 shows that all of the key intersections (with the exception of Genesee Avenue/La Jolla Village Drive) would be expected to operate below acceptable levels of service.

The improvements in LOS which would result from planned improvements is illustrated on Table 4-2. Completion of proposed improvements to the Genesee Avenue/I-5 interchange would improve the pm peak hour LOS from F to B; however, the am peak hour would



LOCATION OF OTHER PROJECTS

N

NO SCALE

FIGURE 4-3

Source: Kimley-Horn & Associates, 9/92

TABLE 4-4
Traffic Generated by Other Projects

PROJECT & LAND USE	INTENSITY	DAILY TRIPS
La Jolla Spectrum Expansion (net increase)	486,000 SF	3,888
SAIC Expansion	273,000 SF	2,184
Sheraton Hotel	400 RM	3,200
La Jolla Cancer Research Expansion (net increase)	34,500 SF	276
Calbiochem Expansion (net increase)	162,816 SF	1,303
Torrey Pines Science Center	1,996,000 SF	15,968
Scripps Clinic Aerobics/Sports Medical Center	30,000 SF	1,350
Scripps Memorial Hospital (Medical Office and Hospital Uses)	230,000 SF	3,686
La Jolla Pines Technology Centre	831,600 SF	6,653
Torrey Pines Business Center[1]	49,500 SF	396
Torrey Science Center[1]	20,000 SF	160
TOTAL		39,064

RM = Room (s)
SF = Square Feet

Sources: "Traffic Study for La Jolla Spectrum Expansion"
(Basmaciyan-Darnell, Inc., December, 1990)

"Transportation Systems Management Program for Science Applications International Corporation (SAIC)
(Urban Systems Associates, Inc., July, 1989)

[1] Existing building but not fully occupied.

TABLE 4-5
Comparison of Short-Term Cumulative Daily Traffic with City Standards

STREET SEGMENT	STREET CLASSIFICATION[1]	DAILY VOLUME	RECOMMENDED VOLUME (MAXIMUM)[2]	CUMULATIVE RECOMMENDED RATIO
GENESEE AVENUE:				
West of Interstate 5	6P [3]	57,612	50,000	1.15
Interstate 5 to Campus Point Drive	6P [3]	38,362	50,000	0.77
Campus Point Dr. to Regents Road	6P [3]	32,925	50,000	0.66
Regents Road to Eastgate Mall	6M	30,882	40,000	0.77
Eastgate Mall to La Jolla Village Drive	6M	29,488	40,000	0.74
South of La Jolla Village Drive	6M [3]	24,483	40,000	0.61
CAMPUS POINT DRIVE:				
North of Genesee Ave.	4C [3]	18,524	15,000	1.23
REGENTS ROAD:				
South of Genesee Ave.	4M [3]	9,730	30,000	0.32
EASTGATE MALL:				
East of Genesee Ave.	4M	8,296	30,000	0.28
West of Genesee Ave.	4C	3,800	15,000	0.25
LA JOLLA VILLAGE DRIVE:				
East of Genesee Ave.	6P	47,566	50,000	0.95
West of Genesee Ave.	6P	41,100	50,000	0.82

[1] Classification based on existing lanes:
- Denotes number of lanes
M - Major Street
C - Collector Street
P - Primary Arterial

[2] From City of San Diego's Street Design Manual (Appendix A).

[3] Facility classifications changed from existing conditions to reflect Community Plan designations

remain LOS F. Addition of a second westbound right turn lane on Genesee Avenue would improve the LOS at the Genesee Avenue/Campus Point Drive intersection from LOS F to E in the am peak hour. The proposed Public Facilities Financing Plan calls for the addition of an additional northbound shared left and right-turn lanes and a third eastbound through lane. Completion of these planned improvements would improve the LOS in the AM and PM peak hour to LOS C. No improvements are planned which would improve the LOS at the Genesee Avenue/Eastgate Mall intersection, although the traffic study indicates that a second southbound left-turn lane and a second westbound right-turn lane could improve the LOS to C in both the AM and PM peak hour.

Future

The daily traffic volumes from the adopted Community Plan Year 2005 Forecast computer model were used to analyze the future traffic conditions in the vicinity of the project. In addition, a number of assumptions were made as to the street improvements which would be completed by the year 2005 as well as incorporating new information produced by recent traffic studies completed for recently approved projects in the area. These assumptions are described in detail in the appended traffic report. The increase in traffic from the proposed project represents less than seven percent of the year 2005 rounded daily traffic volumes within the study area, with the exception of Campus Point Drive. Total project traffic would comprise 42 percent of the traffic on Campus Point Drive.

Table 4-6 provides a comparison of Year 2005 projected daily traffic volumes to the City's recommended maximum daily volumes for each roadway segment according to their Community Plan classification.

A review of Table 4-6, shows that segments studied on Genesee Avenue between North Torrey Pines Road and Regents Road as well as between Eastgate Mall and La Jolla Village Drive are expected to carry unacceptable traffic volumes. Campus Point Drive, north of Genesee Avenue, and Genesee Avenue between Regents Road and Eastgate Mall as well as south of La Jolla Village Drive would exceed a volume to capacity ratio of 1.0 but would be less than the 1.3 ratio maximum considered acceptable.

As discussed earlier, I-5 in the vicinity of the Genesee Avenue interchange is expected to operate at LOS F in the future (2010) based on its current configuration and the addition of an HOV lane by the year 2010. The project would have an incremental impact on this condition by contributing about one-half of one percent of the total future traffic volume of I-5.

As shown in Table 4-2, all of the key intersections, with the exception of the northbound ramp at Genesee Avenue/I-5, would operate at LOS F, even with assumed improvements. It should be noted that the EIR prepared for the 1987 Update of the University Community Plan recognized that this situation would occur.

TABLE 4-6
Comparison of Future Daily Traffic Volumes with City Standards

STREET SEGMENT	STREET CLASSIFICATION[1]	DAILY VOLUME	RECOMMENDED VOLUME (MAXIMUM)[2]	FUTURE RECOMMENDED RATIO
GENESEE AVENUE:				
West of Interstate 5	6P	65,000	50,000	1.30
Interstate 5 to Campus Point Drive	6P	75,000	50,000	1.50
Campus Point Dr. to Regents Road	6P	70,000	50,000	1.40
Regents Road to Eastgate Mall	6M	45,000	40,000	1.13
Eastgate Mall to La Jolla Village Drive	6M	55,000	40,000	1.38
South of La Jolla Village Drive	6M	50,000	40,000	1.25
CAMPUS POINT DRIVE:				
North of Genesee Ave.	4C	16,000	15,000	1.07
REGENTS ROAD:				
South of Genesee Ave.	4M	25,000	30,000	0.83
EASTGATE MALL:				
East of Genesee Ave.	4M	20,000	30,000	0.67
West of Genesee Ave.	4C	12,000	15,000	0.80
LA JOLLA VILLAGE DRIVE:				
East of Genesee Ave.	6P	60,000	50,000	1.20
West of Genesee Ave.	6P	65,000	50,000	1.30

[1] Classification based on existing lanes:
- Denotes number of lanes
M - Major Street
C - Collector Street
P - Primary Arterial

[2] From City of San Diego's Street Design Manual (Appendix A).

Significance of Impact

The short-term cumulative traffic generated by the proposed project, in combination with other approved projects, would decrease the LOS at all of the studied intersections with the exception of Genesee Avenue/La Jolla Village Drive. The LOS at all of these intersections would operate at an unacceptable LOS. Thus, the project would have a significant cumulative short-term traffic impact.

The proposed project would contribute to the significant cumulative traffic impacts in the future as which were forecast in the 1987 EIR for the update of the University Community Plan. Thus, the project would also contribute to significant cumulative future traffic impacts in the community.

Mitigation, Monitoring, and Reporting

Mitigation to a level less than significant of the cumulative traffic impacts expected to occur in the University community is beyond the control of this project. Only the No Project alternative or an alternative site in another community which has no significant cumulative traffic impacts associated with its buildout would avoid significant cumulative traffic impacts associated with the proposed project. However, the project would make its fair share contribution toward mitigation through payment of fees required by the University Public Facilities Financing Plan to provide the necessary funds to construct planned transportation improvements.

Mitigation Measure 4.1(c): Prior to issuance of building permits, Facilities Benefit Assessment fees shall be paid to assist in the financing of necessary street improvements including planned improvements at the intersection of Genesee Avenue/Regents Road to provide a third eastbound through lane and I-5/Genesee Avenue interchange.

Issue 4: How would the approved parking for the existing IVAC facility be affected by implementation of the proposed PID?

Impact

The PID design manual states that each individual lot would have a minimum of two and a maximum of three spaces for each 1,000 square feet of floor area. Parking may occur in one, or a combination of the following ways; surface parking provided at surface level or structured parking. Parking structures may be above or below ground but may not exceed two stories above ground.

As mentioned earlier, the IVAC facility currently exists on Lot 7 of the proposed project site; however, portions of its parking areas lie within the area of the proposed Lots 6 and 8. The PID design manual addresses the issue that in the event Lots 6 and/or 8 are

developed, a parking structure sized to handle the parking spaces required to serve IVAC would be constructed to the north of IVAC (See Figure 3-2).

Significance of Impact

Implementation of the proposed project would not adversely impact parking for the existing IVAC facility because the PID permit would require that an appropriately sized parking structure must be constructed to replace parking lost due to development of Lots 6 and/or 8.

Mitigation, Monitoring, and Reporting

The proposed project would not result in any significant parking impacts. Therefore, no mitigation measures are required.

4.2 Land Use

4.2.1 Existing Conditions

Present Uses

The site is located at the north end of a scientific research development known generally as Campus Point. Numerous technology-based industries and research facilities are situated to the south within the Campus Point area (Refer to Figure 2-3). Major complexes to the south include: SAIC, ICW, TRW and General Probe. The project site represents the only vacant developable land remaining in Campus Point with the exception of a small area of City land immediately north of the site.

Scientific research and other industrial-type uses predominate in the area around the project site. To the east and north, below the steeply sloping project hillsides, lies the industrial development within Sorrento Valley along I-805. To the west, overlooking Interstate 5 are a number of other scientific uses including General Atomics, Cytel and Nexus.

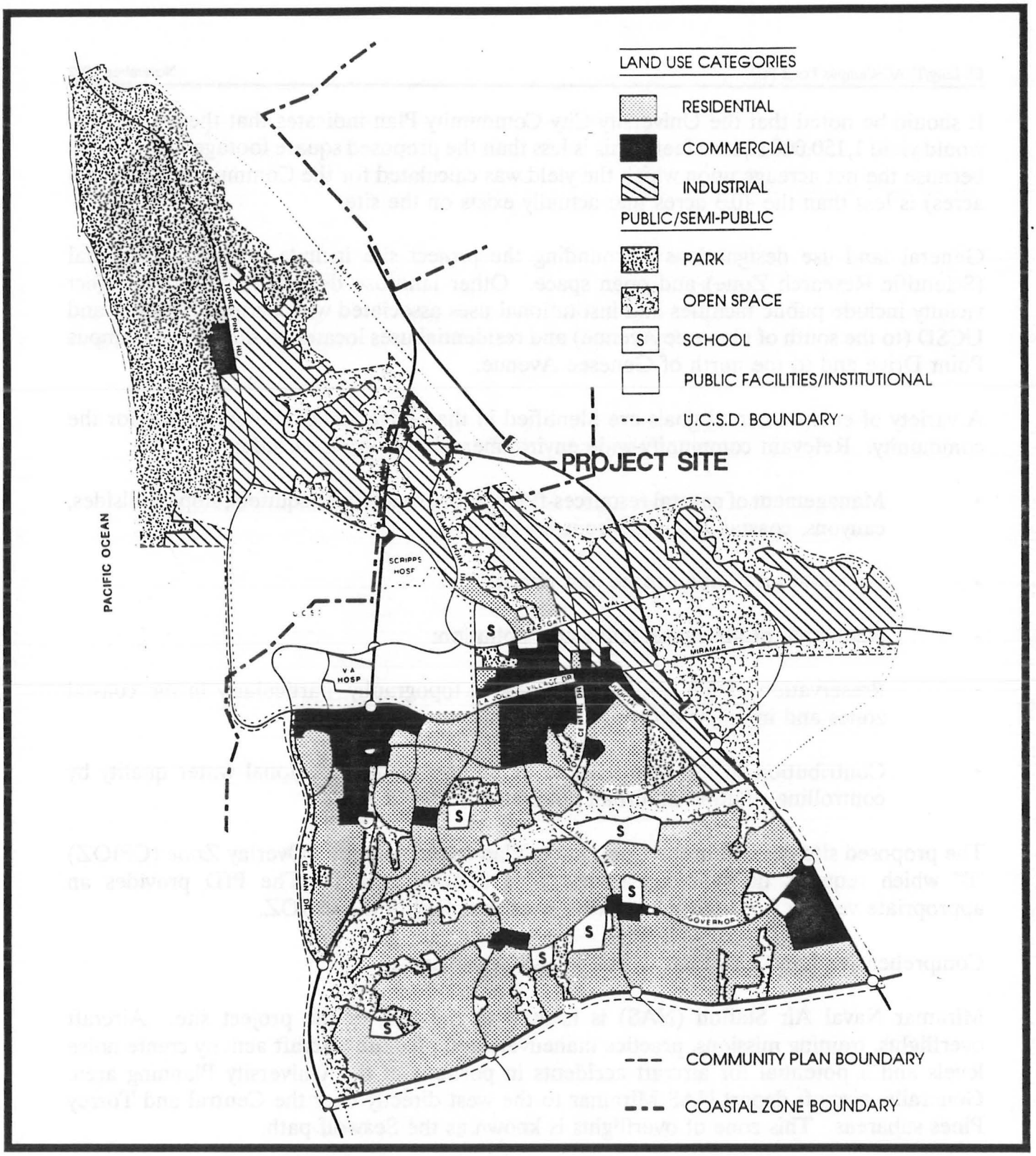
As mentioned earlier, portions of the proposed site are presently developed. The IVAC facility currently exists on proposed Lot 7. It occupies one building of approximately 379,000 square feet. Associated with the facility are several parking lots, a private street providing access to the parking locations, common areas for picnicking and a walking trail which runs along the southern and western periphery of the IVAC facility. Approximately six acres to the south of IVAC have been graded as part of the mass grading for Campus Point. The remainder is comprised of steep slopes to the west and east.

Present Land Use Policies

University Community Plan

The University Community Plan designates four subareas within its boundaries. Each subarea clearly defines the land uses and specific design criteria for future developments. The proposed site is located within the Central subarea which is a diverse, mixed use area of relatively intense development. Most of the Central subarea is developed or has received approval for development.

The proposed site is designated primarily as Industrial by the City's General Plan (See Figure 4-4). The steep slopes in the western, northern and eastern portions of the site are designated as open space. The proposed project is within the SR (scientific research) zone. In addition, the steep slope portions of the proposed site fall within the City's Hillside Review Overlay Zone (Refer to Figure 3-1). The uses contemplated within the scientific research designation include research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations and related manufacturing activities.



LAND USE DESIGNATIONS

N

NO SCALE

FIGURE 4-4

Source: City of San Diego University Community Plan

It should be noted that the University City Community Plan indicates that the project site would yield 1,150,000 square feet. This is less than the proposed square footage of 1,209,000 because the net acreage upon which the yield was calculated for the Community Plan (38.3 acres) is less than the 40.3 acres that actually exists on the site.

General land use designations surrounding the project site include primarily industrial (Scientific Research Zone) and open space. Other land use designations in the project vicinity include public facilities and institutional uses associated with Scripps Hospital and UCSD (to the south of Genesee Avenue) and residential uses located to the east of Campus Point Drive and to the north of Genesee Avenue.

A variety of environmental goals are identified in the University Community Plan for the community. Relevant community-wide environmental plan goals include:

- Management of natural resources-floodplains, vegetation, aquifers, slopes hillsides, canyons, coastal and waterfront areas;
- Preservation of open space and vistas;
- Reduction of air, noise, and water pollution;
- Preservation of the community's natural topography, particularly in the coastal zones and in major canyon systems; and
- Contribution to the maintenance or improvement of regional water quality by controlling siltation an urban pollutants in runoff.

The proposed site lies within the Community Plan Implementation Overlay Zone (CPIOZ) "B" which requires discretionary review of site development. The PID provides an appropriate vehicle for discretionary review as specified in the CPIOZ.

Comprehensive Land Use Plan (CLUP)-NAS Miramar

Miramar Naval Air Station (NAS) is located to the east of the project site. Aircraft overflights, training missions, practice maneuvers and offshore aircraft activity create noise levels and a potential for aircraft accidents in portions of the University Planning area. Generally, aircraft depart NAS Miramar to the west directly over the Central and Torrey Pines subareas. This zone of overflights is known as the Seawolf path.

The Miramar Comprehensive Land Use Plan (CLUP) has identified noise levels for NAS Miramar and the surrounding areas. As illustrated in Figure 4-5, the 60 db(A) CNEL contour bisects the project site from east to west. The southern portion of the project site

falls below the boundaries of the 60 db(A) CNEL contour. The northern portion falls between the boundaries of the 60 and 65 CNEL contours.

The CLUP has also identified three zones of accident potential based on proximity to the air station and average flight paths approaching and departing the airfield (Refer to Figure 4-5). The Clear Zone (CZ) includes the Miramar landing strips and immediate approach paths and represents those areas at the highest risk. APZ 1 includes the Miramar "buffer zone" areas, outlying approach paths and sections of Interstate 15 adjacent to the air station. APZ 2 includes areas in the flight path where aircraft are at a higher elevation at their approaches and departures. Minimal risk is associated with this zone but is reduced due to the ability of the pilot to guide a disabled aircraft to an unpopulated area. The project site lies entirely within APZ 2.

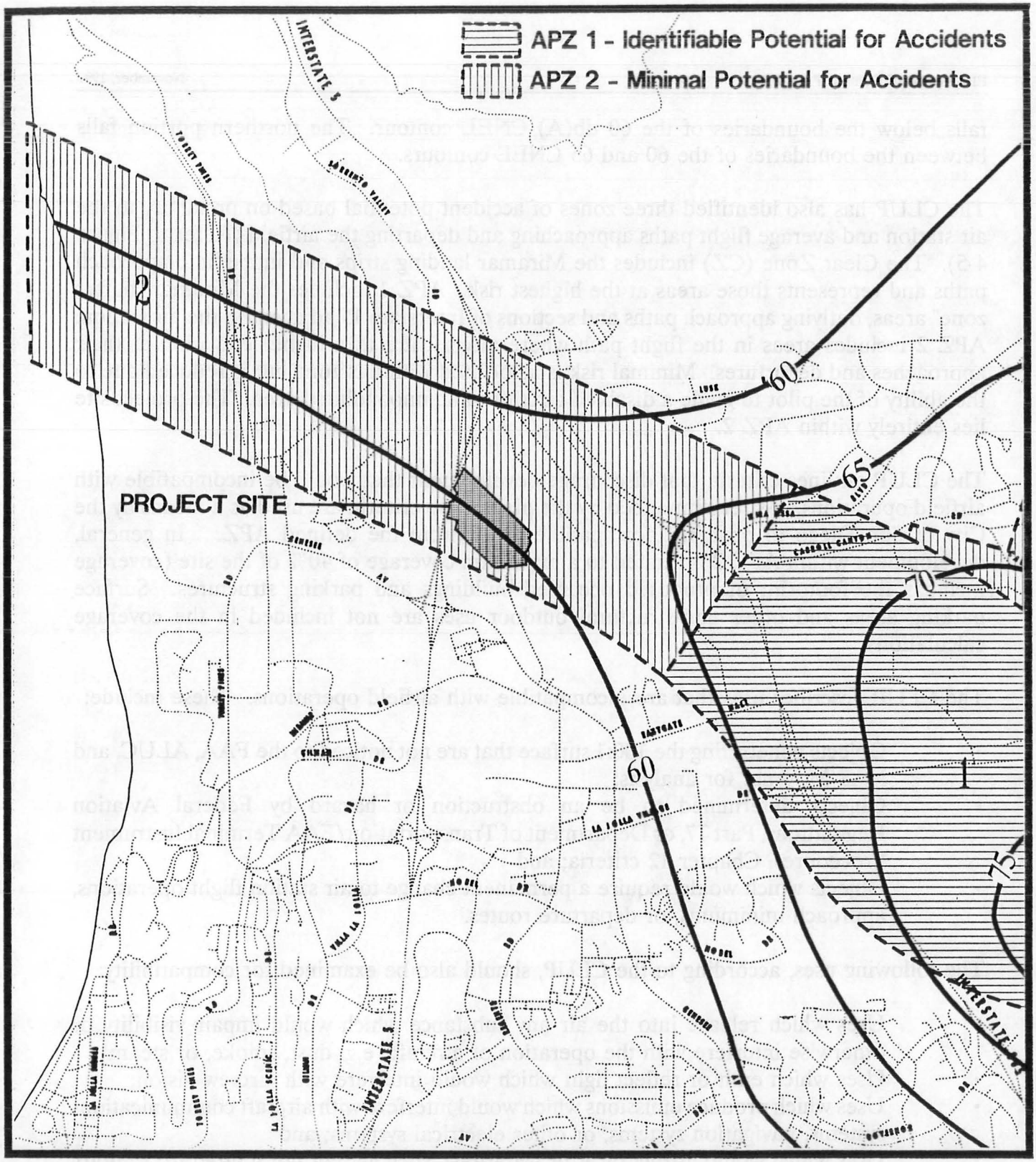
The CLUP outlines criteria that discourage development that would be incompatible with airfield operations. As recommended by the plan, these criteria are used as a means by the City of San Diego to prohibit incompatible uses within the defined APZ. In general, development within APZ 2 is limited to a maximum coverage of 40% of the site (coverage includes the footprint of proposed occupied buildings and parking structures. Surface parking areas and other non-structural outdoor uses are not included in the coverage calculation).

The CLUP describes uses that are incompatible with airfield operations. These include:

- Objects penetrating the 100:1 surface that are not noticed to the FAA, ALUC, and NAS Miramar for analysis;
- Objects determined to be an obstruction or hazard by Federal Aviation Regulations, Part 77, or Department of Transportation/FAA Terminal Instrument Procedures, Chapter 12 criteria; and
- Objects which would require a permanent change to air station flight operations, approach minimums, or departure routes.

The following uses, according to the CLUP, should also be examined for compatibility:

- Uses which release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft (e.g. dust, smoke, or steam);
- Uses which emit or reflect light which would interfere with aircrew vision;
- Uses which produce emissions which would interfere with aircraft communications systems, navigation systems, or other electrical systems; and
- Uses which would attract birds or waterfowl, such as (but not limited to) sanitary landfills, maintenance of feed stations, growing certain types of vegetation, etc.



NAS MIRAMAR NOISE CONTOURS AND ACCIDENT PROTECTION ZONE

N

NO SCALE

FIGURE 4-5

Source: NAS Miramar Comprehensive Land Use Plan, 1990

4.2.2 Impacts

Issue 1: To what extent is the proposed project consistent with the environmental goals and objectives of the University Community Plan?

Impact

The project would preserve the natural slopes that surround the property and would not disturb any significant biological resources. Development would be limited to that portion of the site which has already been prepared for development as part of the earlier grading for Campus Point. The remainder of the site, approximately 18 acres composed of steep slopes, would be retained in open space easements. Thus, no significant landform alteration would occur with the project.

The project would affect air quality by contributing 6,640 new daily automobile trips to the local roadways. In conjunction with other development in the area, the project represents a significant cumulative impact to traffic and air quality as discussed in Section 4.7 of this report.

The community plan goal of reducing noise would be affected by project automobile trips. The 1987 EIR for the community plan indicates that residential land uses along local roadways will experience noise levels in excess of 65 CNEL. Therefore, the proposed project would have a significant cumulative impact on noise as discussed in Section 4.7.

Significance of Impact

Implementation of the proposed project would not conflict with the goals related to landform, nor would it have a significant direct impact on air, noise or water. However, the effects of the project, in combination with existing and proposed development in the community plan area, would have a cumulatively significant impact on air, noise and traffic and therefore would result in a significant land use impact.

Mitigation, Monitoring, and Reporting

While the design features of the project would mitigate the direct impact of the project on noise, traffic and air quality, the cumulative impacts would remain. Therefore, these mitigation measures would not reduce the impact of the project on the environmental goals of the community plan to a level less than significant. The significant cumulative impact of the proposal and other developments could only be avoided by the reduction in land use intensity and associated traffic generation onsite and throughout the University Community Planning area. Full mitigation would be beyond the scope of this project. Mitigation of the project's cumulative impacts could be avoided by the No Project alternative or the Offsite alternative.

Issue 2: To what extent is the proposed project consistent with the Naval Air Station (NAS) Miramar land use policies?

Impact

The project site lies within the NAS Miramar area of influence and is therefore covered by the NAS Miramar Comprehensive Land Use Plan. Two issues arise with regard to the proximity of the project to NAS Miramar being subject to the CLUP guidelines: the potential for crash hazard potential and adverse noise levels. As discussed earlier, the proposed project site is situated within the APZ 2 and partially within the 60 to 65 dB(A) CNEL contour.

The scientific research uses proposed by the project are compatible with uses permitted in APZ 2; however, the CLUP recommends a maximum of 40 percent building coverage on a lot-by-lot basis because of the potentially severe consequences of unrestricted site coverage. In response to this restriction, the PID design manual requires that building coverage of each lot not exceed 40%. Therefore, the proposal would adhere to the building coverage restrictions associated with the Accident Potential Zone 2.

As mentioned earlier, portions of the proposed site are located within the 60 to 65 dB(A) CNEL range for aircraft noise from NAS Miramar. According to the Land Use Compatibility matrix in the University Community Plan and the NAS Miramar Land Use Plan, scientific research uses are compatible with noise levels up to 75 dB(A) CNEL.

The proposed project would also comply with development criteria included in the CLUP. According to the plan, incompatible uses are those that exceed maximum height standards; permanently change airfield operations; or emit light, reflections or substances into the air that impair visibility. Other prohibited uses include those that produce electrical emissions that interfere with aircraft communications, or attract birds and waterfowl. Development of the project would not result in any of these incompatible uses.

Significance of Impact

The proposed project would be consistent with the NAS Miramar CLUP. The location and design of the PID would ensure development of uses that are compatible with CLUP noise levels and development criteria. Therefore, project impacts to the NAS Miramar CLUP and airfield operations would be below a level of significance.

Mitigation, Monitoring, and Reporting

Mitigation measures are not required since the project would be consistent with the NAS Miramar CLUP.

4.3 Noise

The following section addresses potential noise impacts associated with the proposed project. Noise impacts are based on calculations made by San Diego Acoustics using traffic volumes from the traffic study contained in Appendix A of this report.

4.3.1 Existing Conditions

The subject property is exposed to noise from two principal sources: automobile and aircraft. The State of California and City of San Diego have established guidelines that limit the amount of noise to which future occupants of the proposed project may be exposed.

Several rating scales have been developed for measuring community noise. The rating scale now in use by the City of San Diego for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale is based on the A-weighted decibel dB(A), which is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear.

CNEL is a 24-hour, time-weighted average noise level. Time weighing involves the addition of 5 dB to average noise levels occurring between 7:00 p.m. and 10 p.m. and an addition of 10 dB to average noise levels occurring between 10:00 p.m. and 7:00 a.m. These time periods are weighted to reflect human sensitivities to noise as a function of activity.

The City of San Diego General Plan includes a table of "Land Use Compatibility With Annual Community Noise Equivalent Levels". This table identifies exterior compatible noise levels for various types of land uses. Commercial and industrial land uses are considered compatible with external noise levels up to 75 dB(A) CNEL. Interior noise level standards for commercial and industrial have been established at 50 dB(A) CNEL by the City of San Diego.

Automobile Noise

Traffic in the vicinity of the project is not sufficient to generate exterior noise levels which would exceed 75 dB(A) CNEL. The only traffic passing through the site currently is associated with the existing IVAC facility. According the to the traffic study completed for the project, IVAC generates approximately 3,030 average daily trips (ADT). Noise generated by this volume of traffic would not exceed 60 dB(A) CNEL and clearly would not exceed the 75 dB(A) CNEL standard set by the City's General Plan.

The topographic separation of the property from I-5 and I-805 would serve to minimize the impact of freeway noise on the site. The site lies more than 150 feet above the freeways and traffic noise is not generally audible unless a person has a direct line of sight to the freeway. Thus, I-5 or I-805 are not major noise sources.

Aircraft

As discussed in Section 4.2, the property lies within the Seawolf departure zone of the Miramar Naval Air Station (NAS). The Seawolf departure zone is used by a variety of military jet aircraft associated with operations at NAS Miramar.

The Comprehensive Land Use Plan (CLUP) for NAS Miramar identifies noise contours associated with the Seawolf departure zone (See Figure 4.5). The CLUP also contains a matrix that identifies land uses that are compatible with various noise levels. The office building category which includes scientific research uses is considered to be compatible with noise levels of 70 dB(A) CNEL or less. Office buildings located within noise levels which would range between 65 - 70 dB(A) CNEL are considered conditionally compatible and must achieve interior noise levels of 50 dB(A) CNEL. No interior noise level requirements exist for buildings located in areas exposed to less than 65 dB(A) CNEL. Achievement of the 50 dB(A) CNEL interior noise level standard is required to be demonstrated to the lead agency at the time building permit requests are made.

4.3.2 Impacts

Issue 1: Would the proposed project expose future tenants to noise levels that exceed maximum allowable noise levels as defined in the General Plan?

Impact

As discussed earlier, there are two sources of noise which would affect tenants occupying the future buildings within the proposed project: automobile and aircraft. Each source is discussed below.

Automobile

Development of the proposed project would create additional traffic in the vicinity of the project. Traffic passing through the project site would increase from the 3,030 ADT that exists today from IVAC to an estimated total of 9,670 ADT at buildout. Noise generated by the anticipated volume of 9,670 ADT would not adversely affect future occupants of the project.

Acoustical calculations of the location of the 60 dB(A) CNEL contour were made assuming that the number of trips which would occur with the proposed TDM (9,670 ADT). This calculation also assumed a worst-case condition that all of the trips would occur on one street; in reality this would not occur until the traffic converges at the present terminus of Campus Point Drive.

The calculations found that the exterior 60 dB(A) CNEL contour would be located at approximately 50 feet from the centerline of the nearest lane. A review of the illustrated site plan indicates that the parking areas would be the primary use within this zone. Regardless of the ultimate placement of buildings, setbacks of 15 and 25 feet would be required for buildings from the back of curb on Street A and B, respectively; this, combined with the fact that the centerline of the streets would be 12.5 feet from the curb, assures a minimum building setback of between 27.5 and 37.5 feet. Thus, all, but possibly a small portion, of future buildings would not be within the 60 dB(A) CNEL contour generated by automobile traffic. As stated earlier, office buildings are considered compatible with external noise levels of up to 75 dB(A) CNEL, provided interior noise levels of 50 dB(A) CNEL are achieved.

Interior noise levels would be expected to be less than 50 dB(A) CNEL. Since standard building materials can achieve a 15 dB(A) reduction without special design requirements. Thus, even those small areas of future buildings which lie within the 60 dB(A) CNEL contour would readily achieve the 50 dB(A) CNEL standard.

Aircraft

A review of the relationship of the project to the noise contours of NAS Miramar (See Figure 4.2), indicates that the 60 dB(A) CNEL contour bisects the property in such a manner that the existing IVAC facility lies within the 60 - 65 dB(A) CNEL zone while the area of Lots 1 - 6 and 8 lies outside of the 60 dB(A) CNEL zone. Although the contour mapping may not be as precise, Figure 4.2 demonstrates that the majority of the proposed development would not be exposed to noise levels in excess of 60 dB(A) CNEL. No potential for adverse noise impacts exist when exterior noise levels are less than 60 dB(A) CNEL.

As noted above, the CLUP indicates that the proposed uses would be fully compatible with the noise levels expected to occur on the site. In no case would aircraft noise levels exceed 65 dB(A) CNEL; therefore, no interior noise studies are considered necessary to demonstrate that interior noise levels would not exceed the mandatory 50 dB(A) CNEL.

Significance of Impact

Future occupants of the proposed project would not be exposed to significant noise impacts. Proposed buildings are not expected to be exposed to noise levels that would exceed 60 dB(A) CNEL from either automobile or aircraft activities in the immediate vicinity of the project site.

Mitigation, Monitoring, and Reporting

No mitigation measures are required.

Issue 2: What effect would the project's increased traffic volumes have on sensitive noise receptors in the project vicinity?

Impact

The additional traffic added by the project would have a cumulative traffic noise impact on the noise levels on community and regional roadways. Thus, the project would contribute to the adverse cumulative impact of traffic noise on the community identified in the EIR for the 1987 Update of the University Community Plan.

Significance of Impact

The proposed project would have a cumulative traffic noise impact on existing residential development in the University community.

Mitigation, Monitoring, and Reporting

No mitigation measures are available to address cumulative noise impacts to the residential areas of the University community. Only the adoption of the No Project alternative or the Offsite Project alternative, outside of the University community, would avoid cumulative noise impacts.

4.4 Air Quality

4.4.1 Existing Conditions

Air Quality in coastal San Diego is influenced by three factors: the generation of pollutants, meteorologic conditions and topography. Air pollution is generated by a variety of sources with the automobile being the primary source. Other major sources include power plants, combustion of natural gas, industrial chemical use and construction activities.

Meteorologic conditions such as wind and temperature inversions affect air pollution. The prevailing on-shore winds disperse pollution to the east. However, during Santa Ana conditions the wind pattern is carried to San Diego's coastline. Temperature inversions also can affect the vertical dispersion of air. A marine inversion occurs when cool marine air flows under warmer layers with the boundary between the two acting as a barrier to the vertical dispersion of air. Radiation inversions occur when air near the ground cools by heat radiation and forms an inversion layer with the warmer air aloft. This type of inversion is most critical in areas of heavy vehicular use such as major intersections and congested freeways where emissions trapped in the inversion layer create carbon monoxide and nitrogen dioxide "hot spots".

The major topographical feature in San Diego affecting air quality is the mountain ranges in the east county. This range acts as a barrier to the eastern transport of air and contributes to the build-up of pollution in the basin.

The proposed project lies within the San Diego Air Basin (SDAB) which covers approximately 4,225 square miles of San Diego County. Air Quality is monitored by the Air Pollution Control District (APCD) at eight locations in the SDAB. The closest APCD air quality station operating in the vicinity of the project area is the monitoring station located in the City of Del Mar, approximately 3.5 miles northwest of the project site.

State and federal standards have been established to improve air quality. Federal standards, called the National Ambient Air Quality Standards (NAAQS), were established by the Environmental Protection Agency (EPA). To enforce NAAQS, federal policy requires that each state prepare and implement an air quality management plan to achieve the NAAQS by certain dates.

In California, the Air Resources Board (ARB) is the agency that prepares and implements the Air Quality Management Plan. The ARB has compiled the State Implementation Plan (SIP) that outlines air quality conditions in each of California's 14 air basins and details measures to achieve the NAAQS. In addition, the ARB has established stricter standards for some pollutants due to special circumstances in the state. The SDAB is in compliance with all air quality standards except those for ozone, particulate matter, and occasionally carbon monoxide.

The SIP is compiled from "revisions" prepared for each air basin. In the SDAB, APCD is responsible for preparing the basin's revisions as in the 1982 SIP Revisions (APCD 1982). The basic premise of the 1982 SIP revisions is if emissions are reduced and if growth follows that projected by SANDAG, then air quality in the basin would improve and state standards would be achieved. To that end, the San Diego County APCD developed a plan to control emissions in the basin. This plan, known as the Regional Air Quality Strategies (RAQS), is composed of a number of pollution control methods (tactics) to be implemented by public agencies as well as private interests.

Development should be consistent with SANDAG growth forecasts in order to keep pollution emissions low and meet the applicable air quality standards. For the proposed Eli Lilly/IVAC PID, SANDAG Series 7 did project that growth would occur onsite and these projections were used in the development of the air quality standards.

It should be noted that a significant, unmitigated air quality impact was identified in the EIR associated with the revision of the University Community Plan in 1987. Thus, any development, even though consistent with the revised Community Plan, would have a significant cumulative impact on air quality in the San Diego Air Basin.

4.4.2 Impacts

Issue 1: Would the proposed project affect the ability of the revised Regional Air Quality Strategy to meet the federal clean air standards?

Regional Impact

With implementation of the TDM plan, the effects of the proposed project would not restrict the ability of the RAQS to meet air quality standards. Most measures included in the TDM plan are similar in scope to a number of RAQS transportation tactics. The goal of the TDM plan is to contain traffic levels associated with the 30,000 square feet per net acre intensity to levels corresponding to 18,000 square feet per net acre. This limitation, as required in the University Community Plan, would amount to reducing total project ADT (IVAC trips included) from 9,670 trips to 5,800 trips. In addition, it would lessen total vehicle miles traveled by reducing the Employee Drive Alone Rate from 85% to 55% at project build-out. Air quality impacts would therefore be reduced over those which would occur without a TDM plan.

The individual RAQS tactics, as listed in the 1982 SIP (County of San Diego 1982), contain a total of 38 tactics to be applied to stationary sources, motor vehicle controls, and transportation. Most of these are intended to be implemented on a regional planning level by organizations such as the Metropolitan Transit Development Board (MTDB), APCD, and SANDAG. The following lists those tactics to which a contribution by the proposed project is possible through implementation of the Eli Lilly/IVAC Campus Point TDM plan.

Tactic T-1 improves air quality by increasing the amount of ridesharing, such as carpooling and vanpooling. The fundamental element of the project's TDM plan is ridesharing. The plan will target a tenant employee mode split in which 20% carpool and 10% vanpool. These targets will be accomplished through implementation of various marketing strategies, such as informational and educational programs, promotional tactics, and development of employee incentives. As marketing strategies are implemented, ridesharing targets will be further realized through establishment of immediate carpool and vanpool matching information, an annual transportation survey, vanpool organization meetings, and personalized assistance by each company's Employee Transportation Coordinator (ETC).

Tactic T-2 encourages maximum use of public transit by enhancing the ability of the public transit system to attract trips from the automobile, thereby improving air quality. The TDM plan complements this tactic through development of the Campus Point Shuttle, designed to provide a link between the companies on Campus Point Drive and the transit center at University Towne Centre. The Campus Point Shuttle will be a crucial link in connecting the project with mass transit since no public transit operates along Campus Point Drive. The shuttle will operate during the peak hours and take employees to and from the UTC Transit Center and/or the nearby commuter rail and MTDB Trolley station planned for the intersection of Sorrento Valley Road and Sorrento Valley Boulevard. This TDM strategy will target 6% of tenant employees to utilize public transit.

Bicycling is recommended in Tactic T-3 as another means to improve air quality. The TDM plan forecasts a 3% mode split of employees (109 bicyclists) who will ride their bicycles to work. To achieve this target, the TDM proposes installation of bicycle racks at common areas of each lot and provision for showers and lockers for cyclists. Commuting information and events will be provided to promote bicycling as a commute alternative. Bicycle lanes of the University Community Plan will complement these facilities, including the Class II bicycle lanes on Genesee Avenue. At this time, bikeways on Campus Point Drive are not proposed by the community plan nor recommended by the City's Bicycle Coordinator (Michael Jackson, 1991).

Tactic T-12 is associated with parking management. Preferential parking is included as one of the strategies of this tactic. The TDM plan will incorporate preferential parking as a rideshare incentive to employees, and will be available to all vehicles carrying more than one person. As targeted, 700-725 preferential carpool and 24 preferential vanpool parking spaces will be divided among the various lots and situated closest to building entrances and/or pedestrian common areas.

Variable work hours are encouraged by Tactic T-13. This strategy's objective is to obtain a more even distribution of traffic in morning and afternoon peak periods. In turn, severe congestion which occurs during the "peak" of peak periods is lessened. The TDM plan recommends implementation of flex-time and staggered shift work-hour programs while encouraging carefully monitored ridesharing. Even though flex-time and staggered work

hours do not reduce trips, they do reduce critical massing that is important in creating ridesharing opportunities.

Tenant amenities provided onsite would also reduce impacts on air quality. Given the sufficient employee density which would occur within the project, the TDM plan recommends small retail outlets such as a deli, dry cleaners, automated teller machines, postal services, and small vending carts. The TDM plan recommends that such services be provided by future tenants in order to reduce dependency on automobiles for extraneous trips. Provision of these support retail services onsite (as determined appropriate under the SR zone) would reduce the number of midday trips, thus contributing to the reduction of projected trips outside the morning and afternoon peak hour.

Localized Impacts

Direct air quality impacts are associated with level of service (LOS) conditions at traffic intersections. Intersections that operate at less than LOS C could potentially cause carbon monoxide hot spots that would result in localized air pollution hazards. Consequently, the LOS at intersections affected by the proposed project were analyzed for potential air quality impacts.

The project traffic study evaluated LOS at six key intersections. The intersections were evaluated for existing, existing plus proposed project, existing plus other projects, short-term cumulative plus project, and future conditions (Section 4.1). The conclusions drawn in the analysis for the existing traffic plus project traffic condition were that the project traffic would cause the following intersection to drop below LOS C: Genesee Avenue/Campus Point Drive, Genesee Avenue/Regents Road, and Genesee Avenue/Eastgate Mall.

Significance of Impact

The proposed project, in conjunction with other development within the University Community Plan, represents a significant cumulative impact to air quality. With respect to direct impacts on air quality, the proposed project would significantly impact local air quality by causing three intersections to drop below LOS C. No mitigation measures are available to maintain LOS C or better at these impacted intersections.

The proposed TDM Plan would implement many of the goals of the RAQS and would serve to reduce the both direct and cumulative impacts associated with the proposed project but not to below a level of significance.

Mitigation, Monitoring, and Reporting

As no project mitigation measures exist to improve the level of service to above D at the affected intersections, the direct air quality impact would only be mitigable with the No Project or Offsite alternatives.

The significant cumulative effects of this development and other developments could only be avoided by the reduction in the intensity of land uses and associated traffic generation onsite and throughout the University community planning area. However, the updated community plan has increased the intensity of land uses in the planning area. Therefore, the significant cumulative impacts associated with the project as proposed cannot be mitigated below a level of significance. The project's contribution to the cumulative impact to air quality can be eliminated only through the adoption of the No Project, or Offsite alternative.

Mitigation Measure 4.1(b) would improve the LOS at the intersection of Genesee Avenue and Campus Point Drive to "D"; however, no mitigation measures are available to achieve LOS C at this or the other two impacted intersections.

Implementation of the proposed TDM Plan (Mitigation Measure 4.1(a)) would minimize both direct and cumulative air quality impacts by accomplishing the following:

- Establishment of carpool and vanpool ridesharing programs;
- Encouragement of maximum use of public transit through development of the Campus Point shuttle;
- Installation of bicycle racks at common areas and provisions for showers and lockers for cyclists;
- Incorporation of preferential parking for ridesharing employees;
- Establishment of variable work hours; and
- Provision of on-site support retail uses (as appropriate under the SR zone).

4.5 Safety/Hazardous Materials

Due to the environmental setting of the project site and the nature of both existing and proposed scientific research uses, potential impacts to public safety may exist. These risks are associated with the brush fire potential that surrounds the site, the existing use of hazardous materials onsite, and the potential use of hazardous materials at the proposed development. The following discussion addresses these issues and the potential impacts associated with each.

4.5.1 Existing Conditions

Fire Safety

Given the topography, climate, minimal rainfall, and frequent winds found at the project site, the eastern and western slopes may be subject to brush fires due to existing flammable vegetation. Although cleared firebreaks, usually required by the San Diego Fire Department, greatly reduce the fire hazard, clearing of brush can result in the loss of sensitive plant species or wildlife habitat and increase the potential for soil erosion. For these reasons, the City of San Diego adopted the Landscape Ordinance and Landscape Technical Manual in November, 1989.

The Landscape Manual establishes guidelines for both public and private projects. This technical manual includes a brush management program to help reduce the risk of fire hazard (while retaining habitat values) in developed areas next to native vegetation. The brush management program uses three criteria in the California Wildland Fire Danger Rating System (fuel loading, slope, and critical fire weather frequency) to identify areas of high, moderate, and low fire hazard severity and the associated need for brush management. The brush management program delineates three management zones to be applied to the area surrounding existing and proposed structures. The width of each zone varies for a particular setting, depending on the associated fire hazard severity area. In combination, these management zones provide for a transitional buffer between structures and undisturbed native vegetation.

Hazardous Materials

A variety of scientific uses at the project site would be permitted by the Industrial Element of the University Community Plan, the City of San Diego Planning and Zoning Regulations, and the Uniform Building Code. These uses would likely involve the use and storage of materials that are considered hazardous under State and local regulations. In fact, as discussed later, the existing IVAC facility utilizes several materials that are considered hazardous.

Regulation of the hazardous materials is the responsibility of the City of San Diego Fire Department, San Diego County APCD, Regional Water Quality Control Board (RWQCB), City Water Utilities Department, and the County Hazardous Materials Management Division (HMMD). These agencies oversee emergency planning and response; ensure safe transport, storage, and handling of controlled substances; and impose facilities design and operational restrictions to limit discharges to air or water.

The City's Fire Department operates under and enforces the 1982 Uniform Fire Code for the storage and use of hazardous, combustible, and flammable materials. The type of use and the associated types and quantities of hazardous, combustible, or flammable materials used and stored allowed on a property determine the types of permits required by the Fire Department. These factors also determine structural characteristics required, such as sprinkler systems and protected storage areas. In addition, the Fire Department conducts a mandatory inspection each year to ensure permit compliance. Since the type of permits required is dependent on the exact use, each owner/tenant contacts the Fire Department before occupancy, and ideally before construction, to determine the appropriate permits and structural requirements necessary for compliance with the Uniform Fire Code. Compliance with applicable regulations is the responsibility of the owner/tenant.

The County HMMD is responsible for determination of hazardous materials permits and enforcement of state, federal, and county hazardous materials used, generated, or disposed of would determine regulatory compliance. Each user contacts the County HMMD for a determination of permits required and other regulatory compliance procedures to be followed. Again, compliance with the applicable regulations is the responsibility of the owner/tenant.

Discharges of industrial wastes to the sewers would be regulated under the Industrial Waste Pre-treatment Program by the Metropolitan Sewer System and to surface or groundwater by the RWQCB. Stationary-source air emissions would be regulated by APCD.

California law requires that businesses which handle hazardous waste must prepare and maintain a "Hazardous Materials Business Plan." This Business Plan is enforced through the State Department of Health Services and consists of three components: inventory, emergency response plan, and employee training. The main purpose of the Business Plan is to prepare both onsite and offsite emergency response personnel for managing emergencies that could occur at the site.

4.5.2 Impacts

Issue 1: Would the proposed project expose future occupants to fire/safety hazards?

Impact

Flammable vegetation exists on the eastern, northern and western slopes of the project. Campus Point Drive would act as a fire break between the proposed development and the eastern slopes. The minimum of 85 feet between the future structures and the proposed negative open space easement to the north serves as an adequate fire buffer. However, a potential brush fire hazard may exist for proposed structures situated next to portions of the project's western slopes.

To reduce the potential brush fire hazard on the western slope, a Brush Management Program has been prepared for the PID (Refer to Figure 3-5). The program would be instituted in conformance with Section 6 of the City of San Diego Landscape Technical Manual and "Appendix II A" of the Uniform Fire Code. The program would reduce the risks of wild fires while minimizing visual, biological, and erosion impacts to existing slope areas.

In accordance with the City's Landscape Technical Manual, fuel reduction techniques would be applied to the western perimeter slope. Because this slope is predominantly vegetated in non-native ground cover, the hazard for fire is substantially reduced. As shown in Figure 3-5, the brush management program for the project would entail a zonal approach to fuel reduction within a 110-foot area. Within this area, three brush management zones would occur:

Zone 1: This area encompasses approximately 30 feet and would be located entirely within the graded pad. Fuel loads in this zone would be controlled with the construction of parking lots and the service road in this area. Landscaping would be limited to fire retardant vegetation.

Zone 2: This zone would be approximately 40 feet in width and would occur along the top portion of the western slope. Vegetation in this area would be routinely thinned and pruned to continue the current low fuel loads; and

Zone 3: This zone would also implement a 40-foot width of thinning and pruning, although to a lesser degree than Zone 2. Zone 3 would control growth of woody and highly flammable plant materials.

Significance of Impact

With implementation of the proposed brush management program, no significant fire safety hazard would exist to future development on the project site.

Mitigation, Monitoring, and Reporting

In order to provide adequate fire safety conditions along the western side of the project, the following mitigation measure shall be made a condition of the project:

Mitigation Measure 4.5(a): Prior to issuance of a building permit for buildings within lots 5, 6 and 7, the brush management program specified in the PID manual shall be implemented.

Issue 2: What hazardous materials and toxic materials would be used in the operation of the existing IVAC facilities and the ultimate development of Eli-Lilly/Campus Point?

Impact

As no specific users have been identified at the present time, it is impossible to predict what hazardous materials may be associated with future development of the site. However, it is known that IVAC utilizes five materials that are considered hazardous: Ethylene Oxide/Freon, Freon, Isopropyl Alcohol, Diesel #2, and Methyl Ethyl Ketone.

While the inappropriate use of hazardous materials on the subject property would represent a public safety risk, future tenants would be required to meet the State and local regulations discussed earlier. These regulations are very strict and are actively enforced.

IVAC currently has a Hazardous Materials Business Plan which has been approved by the County HMMD. Basic information on the type, location, quantity, and health risks of these materials are described in the Business Plan. Other future users would be required to have similar Business Plans approved and implemented.

Significance of Impact

No significant impacts from the use of hazardous materials would be anticipated from project implementation. Due to regulations and requirements of various agencies, a significant impact from the use, storage, or manufacture of hazardous materials onsite is not anticipated provided each use obtains and implements a Hazardous Materials Business Plan.

Mitigation, Monitoring, and Reporting

The use of hazardous materials by future tenants would be regulated by the City of San Diego Fire Department, County HMMD, County APCD, RWQCB, and City Water Utilities Department. Therefore, mitigation measures are not required.

4.6 Hydrology/Water Quality

Existing Conditions

Onsite Hydrology

Currently, runoff from the existing IVAC facility enters a storm drain that has an inlet located along the western boundary. The storm drain runs down the western slope to connect with drainage improvements along I-5. Runoff from the undeveloped portion of the property, south of IVAC and west of Campus Point Drive, either drains down the slopes to the west or into the improved storm drain system to the south. That portion, east of Campus Point Drive, drains into Soledad Valley. Essentially, all surface runoff from the subject property eventually drains into the Los Penasquitos Lagoon.

Los Penasquitos Lagoon

The project site is located within the Los Penasquitos Lagoon watershed area. The lagoon is located approximately four miles to the northwest of the project site and the project site represents less than 0.1% of the total watershed of the lagoon.

Los Penasquitos Lagoon is one of the few remaining coastal wetlands in San Diego. It is an important biological resource because it includes a large area of relatively undisturbed salt marsh vegetation. The 95 square-mile watershed of the lagoon is rapidly urbanizing and, without intervention to enhance the lagoon's natural processes, its biological resources will continue to degrade. The quality of water in Los Penasquitos Lagoon has been degraded over the past few years as a result of increased sedimentation and levels of urban pollutants as a result of run-off from development in the lagoon watershed.

The vigor of the flora and fauna of the lagoon is largely dependent upon continuous tidal action. An open connection between the ocean and the lagoon is important as it allows for tidal flushing which is essential to a healthy lagoon. Unfortunately, the mouth of the Los Penasquitos Lagoon is frequently closed and no tidal flow can enter. As a result, substantial sedimentation buildup has occurred within the lagoon system due primarily to the amount of development which is occurring in the lagoon's watershed. Between 1968 and 1985, sediment from Carmel Valley raised the elevation of the northeast corner of the lagoon by an estimated 6 feet, altering the wetlands and converting 25 acres of salt marsh vegetation into riparian and cattail marsh.

In addition to sediment problems, the Los Penasquitos Lagoon is also experiencing impacts related to water quality degradation caused by urban runoff. With urbanization, certain pollutants associated with developed areas and impervious surfaces are introduced into the surface and ground waters. Urban runoff water carries a relatively high quantity of

suspended solids, such as oils, fertilizers, pesticides, and heavy metals that adversely affect wildlife using the lagoons.

Impacts

Issue 1: How would the natural drainage system be altered and what drainage facilities would be required to control runoff?

Impact

The increase in impermeable surface area brought about by development would increase the quantity of runoff generated by the site. Landscape irrigation would further increase the volume of water running off the site. The proposed development includes a storm drain system designed to handle this increased runoff. In general, runoff from future development would be collected by an onsite storm drain system that would transport the water to existing discharge points adjacent to the site.

A preliminary drainage study (see Appendix C) has been conducted for the proposed project based on the grading design prepared for the proposed vesting tentative map. The study identifies three subbasins that would contribute drainage to the existing drainage surrounding the proposed site. Impacts of the proposed project are discussed below.

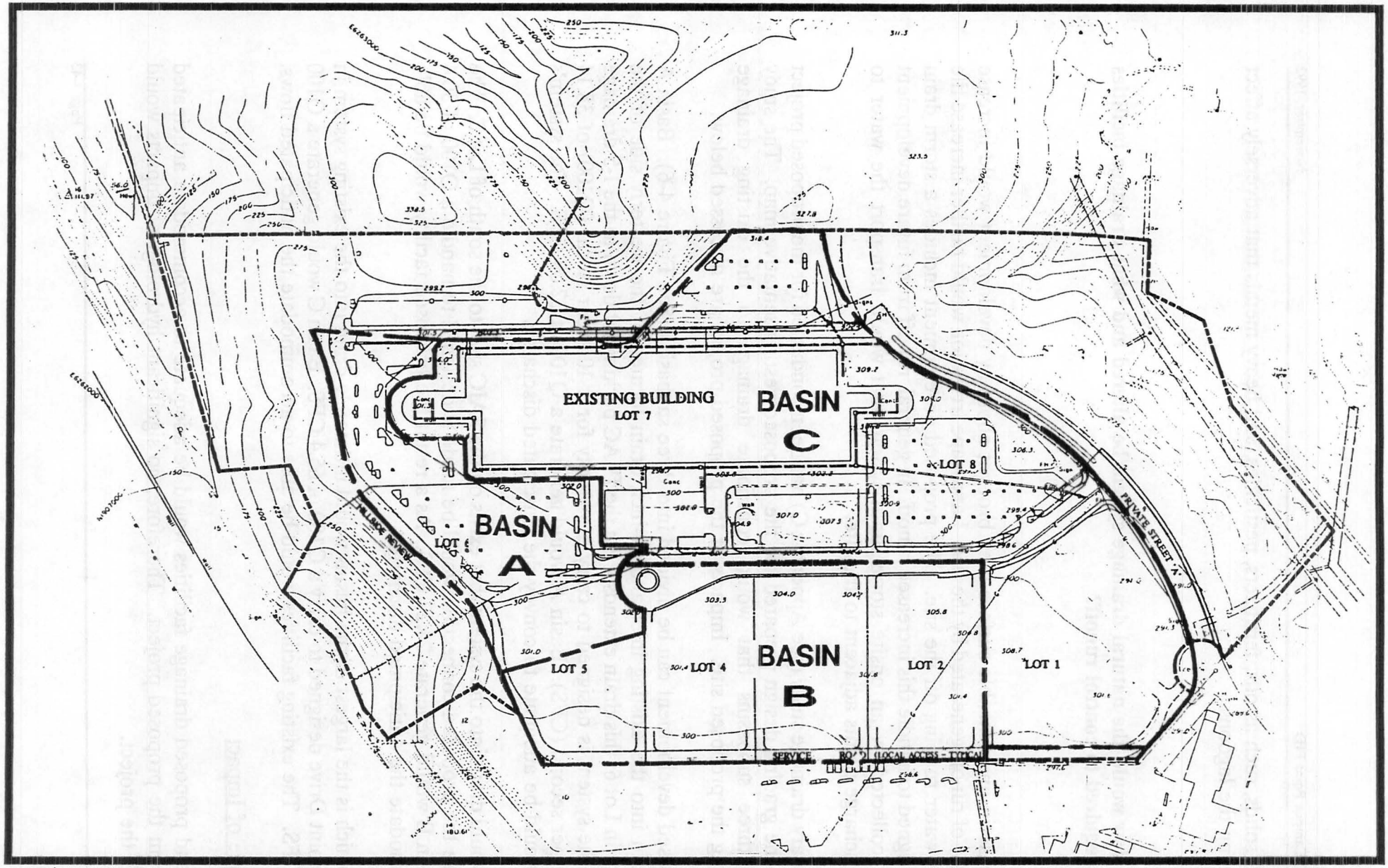
The proposed development can be divided into three subbasins (See Figure 4-6). Basin A would drain into the existing inlet and 24-inch drain located at the westerly side of the parking lot in Lot 6; this drain extends from the IVAC parking lot down to the I-5 drainage system. The system is designed to carry a quantity for a 100-year storm (Q100) of 38.14 cubic feet per second (CFS). Basin A would generate a Q100 of 22.09 CFS. The system's capacity would be adequate to convey the anticipated discharge.

Basin B would drain into the system that exists on the SAIC site, to the south of Lot 3. The inlet where the proposed connection would be made is designed to handle a Q100 of 30.4 CFS. Basin B would generate 24.27 CFS. As a result the proposed facility would be able to accommodate the anticipated discharge.

Basin C which is the largest of the basins would ultimately drain into the existing system in Campus Point Drive designed to carry a Q100 of 65.4 CFS. Basin C would generate a Q100 of 47.95 CFS. The existing facilities would be able to accommodate the anticipated flows.

Significance of Impact

Existing and proposed drainage facilities would be adequate to accommodate anticipated run-off from the proposed project. Therefore, no significant hydrological impacts would occur with the project.



DRAINAGE BASINS

N

NO SCALE

FIGURE 4-6

Source: Stuart Engineering

Mitigation, Monitoring, and Reporting

No mitigation measures are required.

Issue 2: To what extent would development of the project affect amounts or concentrations of urban pollutants and ultimately the quality of water in Los Penasquitos Lagoon?

Impact

Development of the project would result in an increase in the amounts of urban pollutants. The greatest potential for cumulative short-term water quality impacts to Los Penasquitos Lagoon would be expected during the grading and construction phases of the proposed project when cleared and graded areas would be exposed to rain and surface run-off. Improperly controlled runoff would result in erosion and transport of sediment to the lagoon compounding sedimentation problems that already exist.

The long-term impacts would be related to urban runoff. The project would increase the amount of runoff by creating extensive impervious surface areas. The run-off from future streets and parking areas could carry quantities of harmful materials such as oil, rubber, metals (including lead), pathogens, trash and other solid wastes. Fertilizers and pesticides applied to landscaping may also be carried to the lagoon in runoff. These pollutants would adversely affect the water quality in the Lagoon and would contribute incrementally to a cumulative increase in the amount and concentrations of urban pollutants entering Los Penasquitos Lagoon.

Significance of Impact

Urban runoff from the future uses of the site would have an adverse impact on the water quality of the Los Penasquitos Lagoon.

Mitigation, Monitoring, and Reporting

The City of San Diego has developed standards for Urban Stormwater Management Plans that comply with the 1987 amendments to the Federal Clean Water Act, administered by the Environmental Protection Agency (EPA). These standards require applicants to identify and implement Best Management Practices (BMP's) to address urban runoff pollution impacts.

Municipalities in the San Diego region, including the City of San Diego, must also comply with the California State Water Resources Control Board (CSWRCB) NPDES Permit No. CA 01085757 which consists of wastewater discharge requirements for storm water and urban runoff. To comply with Permit No. CA 0108757, the City of San Diego must

complete a BMP Program for Stormwater Pollution Control. The BMP will detail water quality control measures to be implemented on a City-wide basis.

The following mitigation measure shall be incorporated as a condition of the VTM and PID permit:

Mitigation Measure 4.5(a): To reduce water quality impacts from urban runoff, the applicant shall develop a program that would manage and control nonpoint source pollution. The applicant shall identify and implement a plan in accordance with design criteria established by the City of San Diego. The most effective practices identified include detention ponds, grass swales and wetland creation.

To reduce short-term water quality impacts, pollution control devices, including desilting basins shall be installed to intercept flow before discharge into the natural drainage system to the extent determined feasible by the City Engineer.

During construction each graded lot shall contain temporary desilting basins which would keep sediment from the graded pads from entering the storm drain system. The collected silt shall be removed from these inlet structures after each major rainfall. Sandbagging along street and utility trenches, and landscaping shall be used for temporary erosion control prior to completion of final improvements. Prior to issuance of grading permits, the EAS shall review the plans to ensure the measures have been provided.

Implementation of this measure would reduce the short-term impacts of urban runoff on Los Penasquitos Lagoon. Over the long-term, implementation of the City-wide BMP would mitigate the project's contribution to the direct and cumulative water quality impacts.

4.7 Cumulative Effects

Several significant cumulative effects have been identified in the analysis of the major environmental issues addressed in this EIR. These cumulative effects are associated with development of the proposed project in conjunction with other surrounding projects in the University Community Plan. These include the Sheraton Hotel, Calbiochem-Balit U.S. Holding Expansion, La Jolla Spectrum, La Jolla Cancer Research Expansion, Scripps Clinic Aerobics/Sports Medicine Center, La Jolla Pines Technology Centre, Torrey Pines Science & Business Centers, UCSD East Campus, Scripps Memorial Hospital, and SAIC. The location of these projects is shown in Figure 4.3. A brief discussion of each of the cumulative impacts is provided below.

4.7.1 Traffic Circulation

As discussed in Section 4.1, the short-term cumulative and future impacts of the proposed project were analyzed. The proposed project plus twelve other projects in the project vicinity were included in the short-term cumulative analysis while expected development by the year 2005 was included in the future condition.

When the comparison of the project short-term daily traffic volumes and the City's recommended daily volumes was conducted, it was determined that all street segments would be within acceptable levels.

The addition of the proposed project and the other 12 projects would decrease the level of service in the short-term cumulative condition at the intersections of Genesee Avenue/Campus Point Drive, Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall. When the proposed project is combined with the other projects, Genesee Avenue/Campus Point Drive would decrease from a level of service B to E in the AM peak hour. Genesee Avenue/Regents Road would decrease from B to E in the AM peak hour and C to F in the PM peak hour. Genesee Avenue/Eastgate Mall would decrease from C to F in the AM peak hour and E to F in the PM peak hour.

When looking at year 2005 conditions, the following segments studied on Genesee Avenue are expected to carry traffic volumes in excess of the City's recommended maximum: West of I-5 to Regents Road and Eastgate Mall to La Jolla Village Square. In addition, all of the key intersections would operate at LOS F even with assumed improvements. It should be noted that the EIR prepared for the 1987 Update of the University Community Plan recognized that this situation would occur.

In summary, the short-term cumulative traffic generated by the proposed project would contribute to the congestion which would occur as the twelve other projects develop. In addition, project traffic would contribute to short-term cumulative impacts at the following

intersections: Genesee Avenue/Campus Point Drive, Genesee Avenue/Regents Road, and Genesee Avenue/Eastgate Mall.

4.7.2 Noise

As discussed in Section 4.3, the automobile trips associated with the project would contribute to the traffic noise identified in the 1987 EIR for the update of the University Community Plan. The 1987 EIR indicates that existing residential land uses along streets traveled by future employees of the project area will experience noise levels in excess of 65 dB(A) CNEL. The proposed project would have a cumulatively significant noise impact; however, noise impacts would occur with or without approval of the proposed project.

4.7.3 Air Quality

On a cumulative basis, the proposed project in conjunction with other development within the University Community Plan, represents a significant cumulative impact to air quality. However, the proposed TDM Plan would implement many of the goals of the RAQS and would serve to minimize the impact associated with the proposed project. The significant cumulative effect of this development and other developments could only be avoided by the reduction in the intensity of land uses and associated traffic generation onsite and throughout the University Community Planning area. The project's contribution to the cumulative impact to air quality can be eliminated only through the adoption of the No Project alternative or Offsite alternative.

4.7.4 Water Quality

Los Penasquitos Lagoon has been identified as a valuable and highly sensitive coastal resource contained within the Penasquitos Hydrographic Unit. This important coastal resource has been experiencing significant degradation caused by increased sedimentation and urban runoff pollutants created by development within its watershed.

Although located approximately four miles to the northeast of the lagoon, the proposed project's increase in surface runoff and associated pollutants would further degrade the water quality of the lagoon. While the project includes measures that would reduce significant direct impacts of the project on water quality in the Los Penasquitos Lagoon, such as desiltation basins and landscape erosion control, the cumulative impact of the project in conjunction with other developments within the University community represents a significant cumulative impact to water quality. Over the long term, implementation of City-Wide Urban Stormwater Best Management Plan would mitigate the project's contribution to hydrology/water quality impacts.

5.0 EFFECTS NOT FOUND TO BE SIGNIFICANT

Based on the preliminary environmental review of the proposed project, the City of San Diego determined that the proposed project would require the preparation of an Environmental Impact Report. The issues addressed in this EIR are those identified during the scoping process to be potentially significant. Concerning issues that are deemed not to be significant, Section 15128 of the CEQA Guidelines state that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of the project were determined not to be significant and were not discussed in detail in the EIR." The following issues were determined not to be significant and the reasons for insignificance are discussed briefly below.

5.1 Biology

A biological investigation was undertaken for the proposed project by Vincent Scheidt in January of 1991. The results of that survey are contained in Appendix D and are summarized below.

As previously mentioned, the existing IVAC building and associated parking lots occupy the northeastern portion of the proposed site. Ornamental trees and scrubs have been used in the landscape design of this area. This area was determined to be of little biological value and no further development is anticipated in that area. As a result, no biological impacts would occur in this portion of the proposed site.

The southwestern, relatively flat areas of the site were also determined to be of little biological value. Several pads were created in this area in anticipation of future development. Vegetation surveyed included weeds and grasses with dominant species including common tarweed, horseweed, red-stemmed filaree and various other invasive plants. Representative birds and mammals detected in this area included California Ground Squirrel, Valley Pocket Gopher, Desert Cottontail, the Morning Dove and the House Finch.

Native vegetation was observed along the northern, northeastern and eastern edges of the proposed site. Diegan Coastal Sage Scrub, a sensitive plant community forms the habitat in these areas. The area was considered to be in generally good condition, but some acacia and eucalyptus trees have diminished its value in places. A fill slope at the northwestern corner of the proposed project area supports a California Sunflower-dominated scrub established by hydroseeding. Many container-stock scrubs and small trees are also present in this reestablished scrub community. All other slope areas surrounding the project site support non-native grassland habitat with limited biological value.

Implementation of the proposed project would not have a significant biological impact. Development would be limited to the already graded portions of the site. Open space easements or non-building easements are shown on the Vesting Tentative Map over

surrounding slopes including all areas of native vegetation with the exception of a small patch immediately north of IVAC. This area would be included in a negative open space easement as a condition of the vesting tentative map (Refer to Figure 3-3). In addition, any potential habitat value on the western manufactured slopes would be retained through implementation of the proposed Brush Management Plan.

5.2 Cultural Resources

An archaeological reconnaissance of the proposed project site was conducted by Roth and Associates in January of 1991. A summary of the survey completed by Roth and Associates is contained in Appendix E. No archaeological resources were detected during that survey. However, record searches revealed that one site, SDi-5613/W-1668 locus A, was recorded within the project boundaries. This site was discovered in 1978 by RECON during a survey of the larger 194-acre Campus Point survey. The site consisted of a surface scatter of flakes and shell; a scraper and a chopper were noted on the surface.

In 1978, prior to the construction of the IVAC facility, RECON conducted a survey, testing and salvage program of SDi-5613/W-1668. Subsequent to the salvage, the site was graded and the remnants of the site were eliminated.

As no archaeological resources exist on the site, the project would not have a significant impact.

5.3 Geology and Soils/Erosion

A Preliminary Soil and Geologic Reconnaissance was conducted for the project site in October of 1990 (See Appendix F). The report concluded that no soil or geologic conditions were located onsite that would preclude development of the site. In addition, there are no known active faults onsite and no areas where groundwater surfacing was observed. As a result, implementation of the proposed project would result in no significant impacts to geology.

The project site that would be developed is presently flat and consists of fill soils placed there during previous grading operations. All runoff from the site would be discharged into underground drainage structures and not into natural drainage courses. The PID plan calls for interim erosion control measures to be implemented during grading, including temporary desilting basins and sand bagging. In addition, the proposed brush management plan would provide for selective thinning of vegetation to allow the natural vegetation to continue to hold the soil in place. As a result, the proposed project would not result in significant erosion impacts.

5.4 Visual Quality

Implementation of the proposed project would not significantly affect the visual quality of the area. The proposed use of the site for scientific research uses would be consistent with the land uses already existing on Campus Point.

The area proposed for development has been mass-graded; however, additional grading would be required for building pads and roadways. Grading volumes for the proposed site are estimated at approximately 33,200 cubic yards of balanced cut and fill. Manufactured slopes would be less than ten feet high and would have a 2:1 slope gradient. No grading of the natural slopes is proposed as these slopes would be in negative open space or non-building area easements.

Onsite development would be visible from distant mesas to the west and east, as well as distant segments of Interstate 5 and Genesee Avenue to the west. The abutting segment of Interstate 5 is recommended for designation as an official state scenic highway. However, the line-of-sight views from this portion of the freeway would not be significantly affected by the project. The buildings in these lots would not exceed three stories. In addition, the proposed parking structure northwest of the existing IVAC building, would be visible from I-5. However, it would not likely exceed two parking levels. Since the freeway segment's existing grade is roughly 125 feet below the project's proposed grade, passing traffic would briefly view only the western-most development of Lots 5 and 6 and, possibly the parking structure. In addition, proposed landscaping would buffer views from the abutting freeway traffic as well as distant views from Interstate 5, Genesee Avenue, and the western and eastern mesas.

6.0 GROWTH INDUCEMENT

Factors contributing to growth inducement are the extension of public services and road access to areas where they were previously unavailable. Other factors pertain to the planned intensity and density of the site in relationship to the surrounding area. In light of these growth-inducing factors, the proposed project would not have a significant growth inducement effect.

Development of the site would complete the Campus Point area and would essentially represent an "infill" development. Land immediately adjacent to the south and onsite to the north is currently developed with scientific research uses. Extension of development to the east and west is topographically restricted due to the steep slopes and non-building and open space easements.

Adequate infrastructure exists to serve the property. Access to the proposed site would be available via Genesee Avenue to Campus Point Drive. Campus Point Drive is already serving traffic to the existing IVAC facility. The cul-de-sac street constructed to future lots would not provide access to any other developable land. Public services, streets, and utilities are currently in place. Adequate capacity exists to serve the property.

With respect to the proposed project, growth inducement is not considered to be a significant issue. The Campus Point area, except for a small area of City-owned land to the north, is already developed. Additional access roads and public services would not extend beyond the limits of the project site. Project density is also consistent with the area's planned development intensities contained in the University Community Plan.

7.0 ALTERNATIVES

CEQA requires that alternatives to a proposed project be considered in an EIR. Section 15126 (d) of the CEQA Guidelines state that the EIR shall "describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

In developing the alternatives to be addressed in this EIR, the potential alternatives were evaluated in terms of their ability to meet the basic objectives of the project. As discussed briefly in Section 3.0, the proposed project is proposed to provide for the development of scientific research uses as per goals and objectives of the University Community Plan.

Alternatives addressed in this EIR include: (a) the No Project, (b) reduced intensity, and (c) alternative site.

7.1 No Project

Under the No Project alternative, development of the proposed PID would not occur. Instead, the site would remain in its present condition. The site would retain the 379,000-square-foot IVAC facility, and the environmental characteristics would remain substantially the same.

This alternative would eliminate the direct impact on traffic and air quality as well as the cumulative impacts to traffic, land use, noise, air quality and water quality.

Although the No Project alternative would avoid the environmental impacts associated with the project, it would have some negative effects as well. Adoption of this alternative would not meet the goals and objectives of the University Community Plan of encouraging the development of scientific research uses.

7.2 Reduced Intensity #1: 18,000 Square Feet Per Acre

This alternative assumes that the property would be built out to an actual intensity of 18,000 square feet per acre. No specific site plans have been prepared for this alternative but it has been assumed that the development layout would likely be similar to the proposed project with less square footage constructed on each lot. Buildings would likely be composed of fewer stories. The building coverage would be no greater than currently proposed due to the 40% coverage restrictions imposed by NAS Miramar.

As discussed earlier, the proposed project would result in direct impacts to traffic and air quality as well as cumulative impacts related to traffic, land use, noise, air quality and water quality. The traffic, land use, noise, air quality and water quality benefits of the 18,000 square feet alternative are not significant if it is assumed that the project's proposed TDM Plan is successful. By definition, the impacts of this alternative would be identical to that of the proposed project. However, this alternative would have some benefit in that it would guarantee that the trips generated would be equivalent to 18,000 square feet per acre rather than relying on a TDM plan.

Reducing the development intensity would not have any substantial environmental benefits. A reduction in intensity to 18,000 square feet per acre would result in smaller buildings but the visual impacts of the proposed project are not considered significant. Similarly, the land use impacts would not be affected by the decrease in square footage.

In conclusion, while the reductions in the development intensity would reduce the intensity of development, this alterative offers no substantial environmental benefits and is not considered to be an environmentally superior alterative in accordance with Section 15126 (d) of the CEQA Guidelines. The identified cumulative impacts would remain significant.

7.3 Reduced Intensity #2: 12,000 Square Feet Per Acre

This alternative assumes that the property would be built out to an intensity of 12,000 square feet per acre. Again, no specific site plans have been prepared for this alternative but it has been assumed that the development layout would be similar to the proposed project with less square footage constructed on each lot.

This alternative would help reduce traffic impacts to intersections on Genesee Avenue; however, as with the 18,000 square-foot per acre alternative, it would not fully avoid direct and the cumulative effects of site development on traffic, noise, land use, air quality and water quality.

By reducing the density to 12,000 square feet per acre, the AM peak hour would be improved from LOS F to E at the intersection of Campus Point Drive/Genesee Avenue in the project plus other projects condition. However, it should be noted that with mitigation, the AM peak hour LOS with the proposed project would be "D". In addition, this reduction in project traffic would lessen the contribution of the project to expected short-term and future cumulative impacts at various intersections along Genesee Avenue. While the impacts would be lessened, the identified cumulative impacts would remain significant.

7.4 Offsite Alternative

The objective of considering an offsite alternative is to provide for a reduction in the significant direct and cumulative effects associated with traffic, noise, land use, and air quality.

Criteria taken into account in considering offsite alternatives included the suitability of the zoning and the ability of the site to reduce cumulative impacts to below a level of significance. Potential sites were considered if they were zoned for industrial uses. No sites were considered in the University Community Plan area because, as stated earlier, any development within this area would have significant cumulative traffic, land use, noise, air quality and water quality impacts.

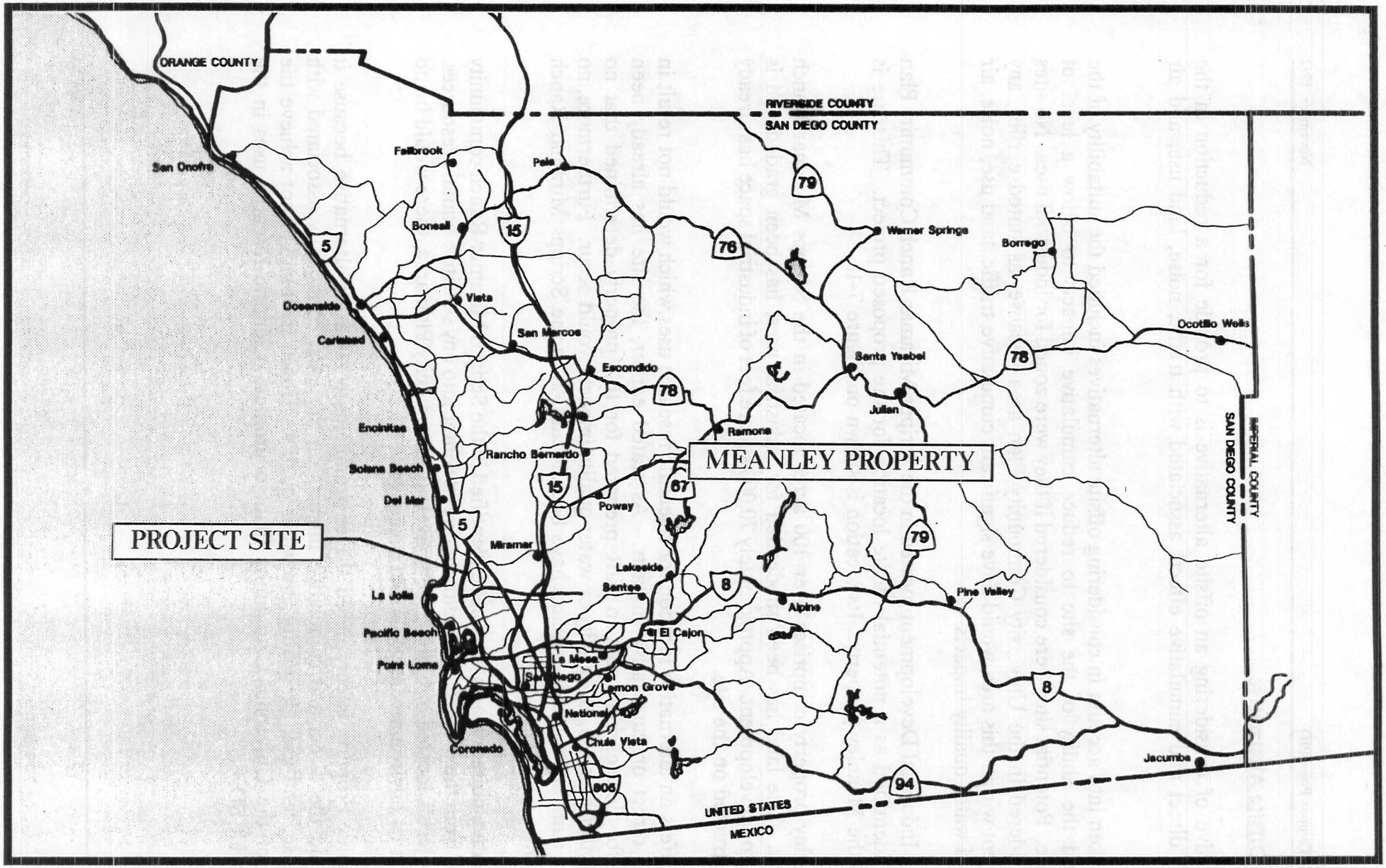
A Planned Industrial Development located in the Scripps Miramar Ranch Community Plan area was identified as a potential offsite location for the proposed project. This site is known as the Meanley property. Its location is shown on Figure 7-1.

The Meanley property comprises over 100 acres located in the Scripps Miramar Ranch community. The land has been subdivided for industrial uses, has been graded and is improved for development. Approximately 70,000 square feet of industrial space has already been constructed on the site.

The site offers an alternative location for scientific research uses which would not result in significant direct or cumulative impacts. As stated earlier, the site has already been prepared for development and an EIR prepared for this property determined that no significant traffic, noise, air quality or water quality impacts would occur. Furthermore, no significant cumulative traffic impacts have been identified in the Scripps Miramar Ranch community.

No cumulative noise impacts have been identified in the Scripps Miramar Ranch community and runoff from the project site would not directly enter into any sensitive aquatic resources. As the project is located outside of the University Community Plan area, there would be no impacts on its environmental goals and objectives.

The Meanley Property is considered the environmentally superior alternative because it would avoid the direct and cumulative impacts on the local community associated with traffic, noise, land use, air quality and water quality. However, it would not achieve the objective of the University Community Plan to promote scientific research uses in the vicinity of UCSD.



ALTERNATIVE SITE LOCATION

N

NO SCALE

FIGURE 7-1

8.0 REFERENCES

California Department of Transportation (CALTRANS), 1991.
Letter from Bill Dillon, Chief Planning Studies Branch, to Glen Gargas, City of San Diego, June 11.

City of San Diego, 1978. Scripp's Miramar Ranch Community Plan, August.

City of San Diego, 1979.
Progress Guide and General Plan, February.

City of San Diego, 1987.
Final Environmental Impact Report for the University Community Plan Update. May 12..

City of San Diego, 1989.
Rancho Bernardo Community Plan, November.

City of San Diego, 1991.
Significance Determination Guidelines, January.

City of San Diego, 1990.
University Community Plan, January.

City of San Diego, 1991, Draft North University City Public Facilities Financing Plan and Facilities Benefit Assessment, June.

City of San Diego, 1989, Landscape Technical Manual, November.

Jackson, Michael, City of San Diego Bicycle Coordinator. 1991. Personal Communication with Scott Vurbeff, October 10.

Lettieri-McIntyre and Associates, 1989.
Final Environmental Impact Report for La Jolla Pines Technology Centre, January 28.

Metropolitan Transit Development Board (MTDB), 1991.
Letter from Dennis Wahl, MTDB Senior Transportation Planner to Glen Gargas, City of San Diego, June 12.

RECON, 1978.
Environmental Impact Analysis of the Campus Point Property, September.

San Diego Association of Governments (SANDAG), 1982.
Analysis of Transportation Tactics/1982 Regional Air Quality Strategy Update.

San Diego Association of Governments (SANDAG), 1990.
Comprehensive Land Use Plan, NAS Miramar. October.

Schumacher, Dave, MTDB Transportation Planner. 1991.
Personal Communication with Scott Vurbeff, October 16.

T & B Planning Consultants, 1991.
Eli Lilly/IVAC Campus Point Planned Industrial Development Design Manual, August 7.

9.0 PERSONS AND ORGANIZATIONS CONSULTED

California, Department of Transportation, System Planning Branch

Kim Sturmer, Associate Transportation Planner

City of San Diego

Frank Hafner, Housing and Code Enforcement, Abatement Supervisor
Michael Jackson, Engineering & Development, Bicycle Coordinator
Charles Studen, Long Range Planning, Senior Planner
Mike Westlake, Long Range Planning, Senior Planner

IVAC Corporation

Marie Hellen, Safety Administrator

Kimley-Horn & Associates

Herman Basmaciyan, Vice President
Susan Rosner, Traffic Engineer

Marcus-Millichap

Rick Manalo, Commercial Broker

NAS Miramar

Fred Pierson, AICUZ Manager

San Diego Acoustics

Ed Kamps, President

San Diego Association of Governments

Jack Koerper, Special Projects Director

Vince Scheidt, Project Biologist

Stuart Engineering

Stuart Pearce, President

T & B Consultants

Doug Boyd, Principal
Karen Ruggels, Senior Project Manager

10.0 CERTIFICATION PAGE

This Environmental Impact Report was prepared by the City of San Diego Planning Department, Environmental Analysis Section, located at 202 "C" Street, San Diego, California 92101. The following professional staff participated in its preparation.

CITY OF SAN DIEGO, PLANNING DEPARTMENT, ENVIRONMENTAL ANALYSIS SECTION

Mary Ladiana, Senior Planner

Doug McHenry, Associate Planner

Judy Surber, Associate Planner

Cathy Winterrowd, Senior Planner

LETTIERI-MCINTYRE AND ASSOCIATES

Corky DeVerell, Word Processor

Bruce McIntyre, Principal

Joey Rosen, Graphic Artist

Scott Vurbeff, Assistant Planner

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof unless such public agency makes one or more of the following findings:

(1) Changes or alterations have been required in, or incorporated into, such project which mitigate or avoid the significant environmental effects thereof as identified in the completed environmental impact report.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

(Sec. 21081 of the California Environmental Quality Act)

CEQA further requires that, where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record (Sec. 15093 of the CEQA Guidelines).

The following Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate findings to be made by the decisionmaking body. The Environmental Analysis Section does not recommend that the discretionary body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review the applicant's position on this matter.

FINDINGS
FOR THE
ELI LILLY/IVAC CAMPUS POINT PROJECT

DEP No. 91-0360 **February 24, 1993**

The following findings address the Master Planned Industrial Development (PID) permit for the Eli Lilly/IVAC Campus Point project. The PID permit would allow up to 1,209,000 square feet of scientific research uses on 58.2 acres within the University Community Plan area, north of Genesee Drive and east of Interstate 5. A portion of the site is occupied by the current IVAC facility (379,000 square feet) resulting in the potential for 830,000 square feet of new scientific research development. Approximately 32% of the site (18.7 acres) would be protected in open space. A Vesting Tentative Map (VTM) is being processed concurrently with the PID permit to create a total of nine lots. Approval of a Transportation Demand Management Plan is also required to achieve the full development potential.

Having considered the Final Environmental Impact Report (EIR) for Eli Lilly/IVAC Campus Point Project and the record, the decisionmaker has made the following findings pursuant to Sections 15091 and 15093 of Title 14 of the California Administrative Code.

A. The decisionmaker finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impacts as identified in the Final Environmental Impact Report relative to Traffic, Air Quality, Hydrology/Water Quality and Safety/Hazardous Materials.

1) Traffic

Impact. The project would have direct significant impacts on three intersections: Genesee Avenue/Regents Road, Genesee Avenue/Eastgate Mall and Genesee Avenue/Campus Point Drive. The impact of the project on the intersection of Genesee Avenue and Campus Point Drive would be improved to LOS D with implementation of the proposed Transportation Demand Management (TDM) Plan and restriping of Campus Point Drive, north of Genesee Avenue; however, this would not achieve the LOS C which is considered acceptable. No project mitigation measures are proposed for the intersections of Genesee Avenue/Regents Road or Genesee Avenue/Eastgate Mall. Two street segments would be directly impacted by the project: Regents Road, south of Genesee Avenue, and Campus Point Drive, north of Genesee Avenue. Implementation of the TDM would return Campus Point Drive to an acceptable volume capacity ratio. No mitigation measure is proposed for Regents Road, south of Genesee Avenue.

The analysis of the cumulative impact of the project was examined under two scenarios: short-term and future. The short-term cumulative traffic generated by the proposed project, in combination with other approved projects, would decrease the LOS at all of the studied intersections with the exception of Genesee Avenue/La Jolla Village

Drive. The LOS at all of these intersections would operate at an unacceptable LOS. Thus, the project would have a significant cumulative short-term traffic impact.

In the future, street segments on Genesee Avenue between North Torrey Pines Road and Regents Road as well as between Eastgate Mall and La Jolla Village Drive are expected to carry unacceptable traffic volumes. All of the key intersections, with the exception of the northbound ramp at Genesee Avenue/I-5, would operate at LOS F, even with assumed improvements. As the project would contribute to these problems, the impact on future traffic conditions is considered cumulatively significant.

Finding. Implementation of the proposed TDM Plan and restriping would reduce the overall traffic impact of the project but not to below a level of significance. The impact of the project on the intersection of Genesee Avenue and Campus Point Drive would be improved to LOS D with implementation of the proposed TDM and restriping of Campus Point Drive, north of Genesee Avenue; however, this would not achieve the LOS C which is considered acceptable. No project mitigation measures exist to retain LOS C at the intersections of Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall. With respect to impacted road segments, implementation of the TDM would return Campus Point Drive to an acceptable volume capacity ratio; however, no measures exist to mitigate impacts to Regents Road, south of Genesee Avenue.

The following mitigation measures shall be implemented to partially mitigate direct traffic impacts:

Prior to issuance of building permits for any development which would cause the overall development intensity of the project site to exceed 18,000 square feet per acre, a TDM Plan shall be approved by the City Council which shall assure the trip reduction goals and enforcement provision set forth in the TDM Plan contained in the Final EIR.

Prior to issuance of building permits, the westbound approach of Genesee Avenue at Campus Point Drive shall be reconstructed to provide one right-turn lane, one optional through/right-turn lane, two through lanes and two left-turn lanes. In addition, the southbound approach shall be improved to provide one left-turn lane, one optional left-turn/through lane, and two right-turn lanes.

Mitigation of the significant cumulative traffic impacts expected to occur in the University community is beyond the control of this project. As discussed in Section C of these findings, only the no project and offsite alternatives would mitigate the cumulative traffic impacts.

2) Air Quality

Impact. The proposed project would have a significant direct impact on air quality. The proposed project would significantly affect local air quality by causing the level of service to drop below LOS C at the following intersections: Genesee Avenue/Campus Point Drive, Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall.

A significant, unmitigated cumulative impact was identified in conjunction with the revision of the University Community Plan in 1987. Any development, even though consistent with the Community Plan, would have a significant impact on air quality in the San Diego Basin. As a result, the proposed project, in conjunction with other development within the University Community Plan, represents a significant cumulative impact to air quality.

Finding. Implementation of the proposed TDM Plan would reduce both direct and cumulative air quality impacts but not to below a level of significance. No measures are available to mitigate the unacceptable level of service at the intersections of Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall. The significant cumulative effects of this development and other developments could only be avoided by the reduction in the intensity of land uses and associated traffic generation onsite and throughout the University community planning area. However, the updated community plan has increased the intensity of land uses in the planning area. Therefore, the significant cumulative impacts associated with the project as proposed cannot be mitigated to below a level of significance.

Mitigation of the significant direct and cumulative air quality impacts expected to occur in the University community is beyond the control of this project. As discussed in Section C of these findings, only the no project and offsite alternatives would mitigate these impacts.

3) Hydrology/Water Quality

Impact. The runoff from parking lots associated with future development would collect pollutants such as motor oil and debris which would carried in surface runoff to the Los Penasquitos Lagoon. The Los Penasquitos Lagoon has been identified as a valuable and highly sensitive coastal resource. This important coastal resource has been experiencing significant degradation caused by increased sedimentation and urban runoff pollutants created by development within its watershed.

Although located approximately four miles to the northeast of the lagoon, the proposed project's increase in surface runoff and associated pollutants would add to water

quality degradation of the lagoon. Thus, on a cumulative basis, the proposed project in conjunction with other developments within the University Community Plan, represents a significant cumulative impact to water quality.

Finding. The project is required to prepare and implement an Urban Stormwater Management Plan that would meet Federal and State standards for Best Management Practices (BMP) plans. Implementation of the following mitigation measure would reduce the short-term impacts of urban runoff on Los Penasquitos Lagoon to below a level of significance. Over the long-term, implementation of the City-wide BMP would mitigate the project's contribution to the direct and cumulative water quality impacts to below a level of significance as well.

To reduce water quality impacts from urban runoff, the applicant shall develop a program that would manage and control non-point source pollution. The applicant shall identify and implement a plan in accordance with design criteria established by the City of San Diego. The most effective practices identified include detention ponds, grass swales and wetland creation.

To reduce short-term water quality impacts, pollution control devices, including desilting basins shall be installed to intercept flow before discharge into the natural drainage system to the extent determined feasible by the City Engineer.

During construction each graded lot shall contain temporary desilting basins which would keep sediment from the graded pads from entering the storm drain system. The collected silt shall be removed from these inlet structures after each major rainfall. Sandbagging along street and utility trenches shall be used for temporary erosion control prior to completion of final improvements. Prior to issuance of grading permits, the EAS shall review the plans to ensure the measures have been provided.

4) Safety/Hazardous Materials

Impact. Future development of the site would be exposed to significant public safety hazards related to brush fires and hazardous materials. A potential fire hazard exists for future structures on Lots 5 and 6. Flammable vegetation exists on the slopes on the west side of these two lots and buildings adjacent to these areas would be impacted by a brush fire in this area.

With respect to hazardous materials, the presence of hazardous materials associated with future scientific research activities could pose a health safety risk to future workers if these materials are not properly handled. It is difficult to predict what hazardous materials may be associated with future development of the site as no specific tenants have been

identified at the present time. However, it is known that IVAC utilizes five materials that are considered hazardous: ethylene oxide/freon, freon, isopropyl alcohol, diesel #2, and methyl ethyl ketone. Future users may have these or other hazardous materials.

Finding. Implementation of the Brush Management Program which is proposed as part of the project would avoid significant brush fire risks along the west side of the future development area. The program would reduce the risk of brush fire while minimizing visual, biological, and erosion impacts to existing slope areas. The following mitigation measure will assure that the necessary Brush Management Plan is successfully implemented:

> Prior to the issuance of a certificate of occupancy for buildings within Lots 5, 6, and 7, the brush management program specified in the PID manual shall be implemented.

With respect to potential hazardous materials exposure, conformance with local, State and Federal laws regulating the use of these materials would assure that no significant public safety impacts would occur from the use of hazardous materials. All hazardous materials users are regulated by the County of San Diego, Health Services Hazardous Materials Management Division; the City of San Diego Fire and Water Utilities Departments; State of California Regional Water Quality Control Board; and the Air Pollution Control District.

B. The decisionmaker finds that there are no changes or alterations within the responsibility of another public agency which are necessary to avoid or substantially lessen significant environmental effects.

C. The decisionmaker finds that specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR to reduce the significant direct impacts related to traffic and air quality and cumulative land use, traffic, noise and air quality impacts to below a level of significance.

No project-level mitigation measures exist that would reduce the significant direct and cumulative impacts on traffic and air quality or the significant cumulative impacts related to land use and noise to below a level of significance.

Adoption of either the No Project or Offsite alternatives would be required to fully mitigate and/or avoid the unmitigated impacts of the proposed project. Adoption of the reduced density alternatives would reduce the unmitigated impacts but not to below a level of insignificance. All the project alternatives are considered infeasible, as discussed below.

1) No Project Alternative

Under the No Project alternative, development of the proposed PID would not occur and the site would remain in its present condition. This alternative would eliminate significant direct traffic and air quality impacts as well as the cumulative impacts related to land use, traffic, noise and air quality.

The No Project alternative is considered infeasible because it would deny the property owner (Lilly/IVAC) use of the property but would not eliminate the financial burden of paying $21,000 a year in property tax. This would be contrary to the bargain negotiated with the City of San Diego in the mid-1970s through a purchase agreement for the sixteen undeveloped acres which are included in the proposal. In addition, the owners have invested a considerable sum of money in the overall development of the Campus Point development. Lilly/IVAC constructed Campus Point Drive and designed and constructed other infrastructure improvements (i.e. sewer and water) in order for the City to be able to market and sell the other lots in the Campus Point development to the scientific-research users which currently occupy Campus Point.

2) Reduced Intensity #1: 18,000 Square Feet Per Acre

This alternative assumes that the property would be built to an intensity of 18,000 square feet per acre.

Reducing the development intensity would not have any substantial environmental benefits. The reduction in traffic, noise, and air quality impacts of the 18,000 square-foot alternative would not be substantial since implementation of the TDM Plan as part of the proposed project would reduce the trip volumes to the equivalent of a density of 18,000 square feet per acre. However, this alternative would have some benefit in that it would guarantee that the trips generated would be equivalent to 18,000 square feet without relying on the TDM plan. Similarly, the cumulative land use and water quality impacts would not be substantially lessened by the decrease in square footage.

In addition to the limited environmental benefits provided by this alternative, the alternative is considered infeasible. The substantial reduction in development potential which would result from this alternative would be contrary to the employment and industrial goals of the University Community Plan. These goals are directed at promoting job opportunities in the community and encouraging the development of life-sciences research facilities which maximize the use of the University of California, San Diego (University Community Plan, pages 17a and 18).

Finally, the reduction of the allowed density would not be consistent with a commitment made by the City of San Diego when Eli Lilly purchased the property and

funded initial grading and infrastructure costs for the overall Campus Point area. At that time, the City indicated that Eli Lilly would be able to utilize the property in a manner consistent with their normal development intensity. This fact is reflected in Table 3 in the Development Intensity Element of the University Community Plan (page 167). During the 1987 update of the University Community Plan, the City Council confirmed its initial development intensity commitment to Eli Lilly by allowing up to 30,000 square feet per acre, provided development is accompanied by a TDM Plan which reduces the trips to the equivalent of 18,000 square feet per acre; this requirement would be met by the TDM Plan which is part of the proposed project.

3) Reduced Intensity #2: 12,000 Square Feet Per Acre

This alternative assumes that the property would be built out to an intensity of 12,000 square feet per acre.

This alternative would help reduce traffic impacts to intersections on Genesee Avenue; however, as with the 18,000 square-foot per acre alternative, it would not fully avoid direct and the cumulative effects of site development on traffic, noise, land use, air quality and water quality.

By reducing the density to 12,000 square feet per acre, the AM peak hour would be improved from LOS F to E at the intersection of Campus Point Drive/Genesee Avenue in the project plus other projects condition. However, it should be noted that with mitigation, the AM peak hour LOS with the proposed project would be "D". In addition, this reduction in project traffic would lessen the contribution of the project to expected short-term and future cumulative impacts at various intersections along Genesee Avenue. While the impacts would be lessened, the identified cumulative impacts would remain significant.

As with the 18,000 square-foot alternative, this alternative is considered infeasible. As it would reduce the allowable square footage by more than 50 %, this alternative would be even less feasible than the 18,000 square-foot alternative. As discussed for the 18,000 square-foot alternative, this alternative would not meet the employment and industrial goals of the University Community Plan. In addition, it would be an even further retreat from the density commitment made to Eli Lilly by the City of San Diego.

4) Offsite Alternative

An offsite alternative was identified for consideration, primarily to reduce direct and cumulative impacts to traffic and air quality. The site, known as the Meanley property, is located within the Scripps Miramar Ranch Community Plan area and comprises over 100 acres. The land has been graded and is improved for development. Approximately 70,000 square feet of industrial space has already been constructed on the site.

This alternative is considered the environmentally superior alternative. Adoption of this alternative would avoid the cumulative impacts on the local community associated with traffic, noise and air quality and the direct impacts on land use, traffic and air quality.

The Offsite alternative is considered infeasible for the same reasons stated for the No Project alternative. In addition, this alternative would place a financial burden on the owner by forcing them to spend approximately $7 million for 16 acres within the Meanley property when they currently own the proposed site free and clear.

The Offsite alternative is also infeasible because it would not achieve one of the major goals of this project which is to allow for the expansion of IVAC or the development of new Lilly subsidiaries. Use of the Meanley site would result in the facilities being separated by over five miles which would not be conducive to the goal of expansion or co-location of Lilly facilities. Furthermore, the new development would not be able to take advantage of the synergy and resources which are associated with locating in the vicinity of other leaders in biotechnology including the University of California, San Diego, Scripps Clinic and Salk Institute.

STATEMENT OF
OVERRIDING CONSIDERATIONS
FOR THE
ELI LILLY/IVAC CAMPUS POINT PLANNED INDUSTRIAL DEVELOPMENT

DEP No. 91-0360 **February 24, 1993**

The decisionmaker, pursuant to the CEQA Guidelines, after balancing the benefits of the proposed Eli Lilly/IVAC Campus Point Planned Industrial Development against the unavoidable, adverse direct impacts on land use and traffic circulation and unavoidable, adverse cumulative impacts on traffic circulation, noise and air quality which remain, notwithstanding the mitigation measures incorporated with the project, determines that the impacts are acceptable due to the following:

1. Approval of this project would represent a significant step toward achieving the City of San Diego's goal of encouraging scientific-research development and the biotechnology industry, in particular, to locate in San Diego. Based on a report issued by the City's Economic Development Task Force, the City of San Diego adopted an Economic Development Strategic Plan on June 15, 1992. The very first goal of this plan is to "Target the biomedical industry as a key sector for retention and expansion in San Diego". Biotechnology industries are considered to be a significant growth industry as well as being environmentally clean. The project site is located in the Campus Point area which already supports a number of companies involved in biotechnology research and manufacturing. Approval of this project would allow for another 830,000 square feet of scientific-research development to move to San Diego.

While it is difficult to predict with certainty the percentage of the 830,000 square feet of scientific-research development would be devoted to the biotechnology industry, it is reasonable to assume that biotechnology development would represent a major share of the future scientific research development. The property is owned by Eli Lilly which is one of the leading biotechnology companies in the world and one of Eli Lilly's subsidiaries, IVAC Corporation, is currently operating a large research and manufacturing facility on the property. A major goal of the project is to allow for future expansion the existing IVAC facility and/or development of new Eli Lilly facilities in San Diego. Furthermore, the project site is ideally situated near the University of California, San Diego, Scripps Clinic and Salk Institute in an area which already supports a number of biotechnology facilities.

2. Approval of the Eli Lilly/IVAC Campus Point Planned Industrial Development would achieve several key goals and objectives of the University Community Plan. The Community Plan establishes employment and industrial goals which seek to:

- *Promote job opportunities within the University community (page 17a).*

  The project is expected to provide a place of employment for 2,600 persons in San Diego and the University community, in particular. These new jobs are desperately needed in the region to compensate for job opportunities which have been lost due to a significant decline in the local defense industry which has traditionally been an important employer in San Diego.

- *Encourage the development of life-sciences research facilities which maximize the resources of the University (University of California at San Diego) (page 17a). Emphasize the City-wide importance of and encourage the location of scientific research uses in North University City area because of proximity to University of California at San Diego (page 18).*

  As stated earlier, this project would allow for the development of over 830,000 square feet of new scientific research uses. It is expected that the future uses would seek to take advantage of the educational and research resources associated with University of California, San Diego and other research facilities in the area. The concentration of scientific research uses in close proximity to UCSD has created a synergism that has made San Diego the fifth-ranking area in the nation for biotechnology and this project would further enhance San Diego's position in the biotechnology arena.

3. The project would implement the goals of the Open Space Element of the University Community Plan by placing essentially all of the portions of the site which have not been previously graded into permanent open space as designated by the Community Plan. A total of 18 acres would be placed into open space including all of the natural vegetation and steep slopes found on the site.

4. Development of the property would generate fees to fund the public infrastructure improvements in the Public Facilities Financing Plan for the University community planning area. Based on current fee requirements of the Public Facilities Financing Plan ($381 per automobile trip), the project would generate up to $2,529,840 (based on maximum new development of 830,000 square feet). The timely implementation of these infrastructure projects is critical to maintaining the quality of life in the University community. The implementation of these improvements is dependent upon facilities benefit assessment fees required to be paid by this and other new development in the community.

5. The future use of the property would provide a substantial amount of additional property tax revenue to the City of San Diego at a time when the City is seeking new sources of revenues to offset rising costs of City government. It is estimated that the project would boost the property tax revenue by up to $277,552 (based on the maximum new development of 830,000 square feet). This estimate is based on an assessed value of scientific research development of $160 per usable square foot of development and the fact that the City receives 20.9 % of the property tax which is not devoted to tax service (1 %).

6. The project would also help offset local school district costs without generating any additional students. Under State law, future development must pay $0.27 to the local school districts for every square foot of development which would produce up to $224,100 of additional revenues for local schools.

7. Approval of the full development potential for the project site would provide an overall benefit to the University Community Plan area by maximizing the amount of Facilities Benefit Assessment fees available for construction of needed infrastructure.

MITIGATION MONITORING AND REPORTING PROGRAM
FOR THE
ELI LILLY/IVAC CAMPUS POINT PID
(DEP NO. 91-0360)

CEQA requires that a Mitigation Monitoring and Reporting Program be adopted upon certification of an EIR in order to ensure that mitigation measures are carried out. The Mitigation Monitoring and Reporting Program specifies the mitigation, when in the process it should be accomplished and the agency or City department responsible for ensuring that the mitigation is completed.

The mitigation addresses the proposed increase in development on the subject property from 379,000 to a maximum of 1,209,000 square feet. When implemented, the mitigation measures would mitigate all significant impacts to below a level of significance with the exception of traffic circulation (direct and cumulative impacts), air quality (direct and cumulative impacts), land use (cumulative impacts) and noise (cumulative impacts). Although the proposed Transportation Demand Management Plan and roadway improvements would partially mitigate the direct and cumulative impacts of the project on traffic and air quality as well as the cumulative impacts on land use and noise, they would not be sufficient to mitigate these impacts to below a level of significance.

The Mitigation Monitoring and Reporting Program for the Eli Lilly/IVAC Campus Point PID falls under the jurisdiction of the City of San Diego. The following is a brief description of the impact and mitigation, including when it should occur and the Departments who would monitor it.

A. Traffic Circulation

Development of the property pursuant to the proposed PID would significantly affect three intersections in the project vicinity. Two intersections (Genesee Avenue/Regents Road and Genesee Avenue/Eastgate Mall) would drop from an acceptable LOS to an unacceptable LOS during one of the two peak hour periods. The third intersection (Genesee Avenue/Campus Point Drive) would drop from E to F with project traffic. In addition, the additional project traffic on Campus Point Drive (north of Genesee Avenue) would create a volume to capacity ratio of 1.36 which would exceed the City's design capacity standard of 1.3 and, thus, result in a significant impact.

The following mitigation measures have been incorporated into the Planned Industrial Development Permit (PID) and/or tentative map to reduce traffic circulation impacts and would be required to be completed to the satisfaction of the City Engineer prior to issuance of building permits:

A1. A TDM Plan shall be approved by the City Council which shall assure the trip reduction goals and enforcement provision set forth in the TDM Plan contained in the Final EIR.

C. *Safety/Hazardous Materials*

A potential fire hazard exists along the western side of the project. Flammable natural vegetation exists which, in the event of fire, would threaten nearby buildings.

Mitigation measures have been incorporated into the Planned Industrial Permit (PID) and/or tentative map to mitigate safety impacts. The following measure must be completed to the satisfaction of the Director of Planning prior to issuance of a certificate of occupancy for buildings within Lots 5, 6, and 7.

C1. The brush management program specified in the PID manual shall be implemented.

D. *Biology*

Native vegetation occurs on the north, northeast and east edges of the proposed development area. Grading of these areas would have a significant impact on biology.

The tentative map identifies open space or non-building easements over all but one of these areas. Thus, prior to recordation of the final map for the project, the following mitigation shall be completed to the satisfaction of the Planning Director.

D1. Open space or negative open space easements (as appropriate) shall be dedicated over all natural vegetation which is not contained within the grading limits shown on the project tentative map.