



THE CITY OF SAN DIEGO

NEGATIVE DECLARATION

Project No. 658398

SCH No. Not Applicable

SUBJECT: Healthpeak Campus CDP/SDP/PDP (aka Healthpeak Callan Road Campus): A PLANNED DEVELOPMENT PERMIT (PDP), SITE DEVELOPMENT PERMIT (SDP), COASTAL DEVELOPMENT PERMIT (CDP), AND NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), AMENDMENT TO CDP 2332260, AND RESCINDING COASTAL DEVELOPMENT PERMIT NO. 618936, SITE DEVELOPMENT PERMIT NO. 618937, AND PLANNED DEVELOPMENT PERMIT NO. 998550 and TENTATIVE MAP 619032 to transfers 58,060 square feet (SF) of unutilized development rights from the adjacent property to the north, located at 11099 North Torrey Pines Road, to 3020 and 3030 Callan Road. The property at 11099 North Torrey Pines Road, which is owned by the same parent company, has been developed with an 83,320-SF office building and 8,829-SF greenhouse facility, both of which are to remain. The project includes demolition of the existing three-story, 91,000-SF building and associated infrastructure, and the construction of two three-story buildings for scientific research and development use at 3020-3030 Callan Road. Collectively, the two buildings would total 149,060 SF of development for a net increase of 58,060 SF (equal to the unutilized development rights transferred from 11099 North Torrey Pines Road). Parking would be accommodated through a combination of surface parking and two levels of subterranean parking below the buildings. The project also requests allowable deviations from the development regulations pertaining to side and rear setbacks and retaining wall height. The project would also construct associated site improvements (i.e. hardscape, site access, internal circulation, site utilities (water and sewer improvements), drainage improvements, landscaping) at 3020-3030 Callan Road, as well as 11011-11025 North Torrey Pines Road, 11077-11085 North Torrey Pines Road, and 11099 North Torrey Pines Road. The ~~5.03~~ 29.91-acre overall site is located at 3020-3030 Callan Road, 11011-11025 North Torrey Pines Road, 11077-11085 North Torrey Pines Road, and 11099 North Torrey Pines Road 3020 and 3030 Callan Road. Principal building construction will take place only on the 5.03 acres at 3020-3030 Callan Road, with only minor improvements at 11011-11099 North Torrey Pines Road. The site is designated as Scientific/Research Industrial Employment (IE) and zoned Industrial Park IP-1-1 zone within the Torrey Pines Subarea of the University Community Plan. The site is also within the Coastal Height Limitation Overlay Zone, the Coastal Overlay Zone (N-App Area-1), the Community Plan Implementation Overlay Zone (CPIOZ-B), the Parking Impact Overlay Zone (PIOZ Coastal-Impact), Accident Potential Zone (APZ) 2 - Marine Corps Air Station (MCAS) Miramar, 2035 Transit Priority Area (TPA), and the Prime Industrial Lands. (LEGAL DESCRIPTION: Lot 1 of Parcel Map No. 12041, in the City of San Diego, County of San Diego, State of California, filed in the office for the County Recorder of San Diego County, April 2, 1982, as File No. 82-090385 of Official Records [also known as 3020-3030 Callan Road]; Parcel 2 of Parcel Map

No. 10901, filed in the Office of the County Recorder of San Diego County, being a Division of Lot 11 of Torrey Pines Science Park No. 2, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 8434, filed in the Office of the County Recorder of San Diego County [also known as 11011-11025 North Torrey Pines Road]; Parcel 1 of Parcel Map No. 10901, filed in the Office of the County Recorder of San Diego County, being a Division of Lot 11 of Torrey Pines Science Park No. 2, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 8434, filed in the Office of the County Recorder of San Diego County [also known as 11077-11075 North Torrey Pines Road]; and Parcel 2 of Parcel Map No. 14129, in the City of San Diego, County of San Diego, State of California, Filed in the Office of the County Recorder of San Diego County, January 27, 1986, As File/Page No. 86-033252 of Official Records [also known as 11099 North Torrey Pines Road].) : Parcel A: Parcel 1 of Parcel Map No. 12041, in the City of San Diego, County of San Diego State of California, filed in the office of the County Recorder of San Diego County, April 2, 1982 as File No. 82-090385 of official records. Parcel B: An easement and right of way for ingress and egress, road, and utility purposes including but not limited to electric power, telephone, gas, water, sewer, and cable television lines and appurtenances thereto, over, under, along and across those certain strips of land being 30.00 feet and 40.00 feet in width, the center line of said strips being described as follows: Commencing at the northeasterly corner of Parcel 2 of Parcel Map No. 12041, filed in the office of the County Recorder of San Diego County, April 2, 1982 as File No. 82-090385 of official records; thence south 64° 19' 32" west 158.61 feet to the true point of beginning of said 30.00 foot strip; hence continuing south 64° 19' 32" west 25.00 feet; thence south 14° 42' 19" west 248.58 feet; to a point being the termination of said 30.00 foot strip, said point also being the beginning of a said 40.00 foot strip; thence south 19° 02' 41" east 393.00 feet to a point in the south line of said Parcel Map Mo. 12041, said point being the point of termination. excepting therefrom that portion lying within Parcel A above.) APPLICANT: Healthpeak Life Sciences.

UPDATE: September 9, 2021. Subsequent to distribution of the final Negative Declaration, clarifications to the project scope have been made. The revisions made do not affect the environmental analysis or conclusions of the Negative Declaration. In accordance with Section 15073.5(c)(4) of the California Environmental Quality Act, new information added that merely clarifies, amplifies, or makes insignificant modifications to the negative declaration does not require recirculation. The revisions are shown in a strikethrough and/or underline format.

I. PROJECT DESCRIPTION

See attached Initial Study.

II. ENVIRONMENTAL SETTING

See attached Initial Study.

III. DETERMINATION

The City of San Diego conducted an Initial Study which determined that the proposed project would not have a significant environmental effect and an Environmental Impact Report will not be required.

IV. DOCUMENTATION

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

V. MITIGATION MONITORING AND REPORTING PROGRAM

None required.

VI. PUBLIC REVIEW DISTRIBUTION

The following agencies, organizations, and individuals received a notice of the draft Negative Declaration and were invited to comment on its accuracy and sufficiency.

City of San Diego

Mayor's Office (91)

Councilmember LaCava, District 1 (MS 10A)

Development Services Department

EAS

LDR-Planning Review

LDR-Landscaping

LDR-Engineering

LDR-Transportation Development

LDR-Geology

Fire-Plan Review

PUD-Water & Sewer Development

Development Project Manager

Planning Department

Plan-MSCP

Plan-Facilities Financing

Environmental Services Department (93A)

Facilities Financing (MS 93B)

City Attorney's Office (93C)

Other Organizations, Groups and Interested Individuals

University City Community Planning Group (480)

Editor, Guardian (481)

Brad Werdick, UCSD Physical & Community Planning (482)

Commanding General, Community Plans Liaison MCAS Miramar Air Station (484)

Marian Bear Natural Park Recreation Council (485)

University City Community Association (486)

Friends of Rose Canyon (487)

La Jolla Village Community Council (489)

Other Organizations, Groups and Interested Individuals - continued

John Stump

Richard Drury, Lozeau Drury LLP

Komalpreet Toor, Lozeau Drury LLP

Stacey Osborne, Lozeau Drury LLP

Mike Dorris, Healthpeak Life Sciences, Applicant

Stefanie Deal, Ferguson Pape Baldwin Architects

Michael Wilson, Ferguson Pape Baldwin Architects

Crista Swan, Project Management Advisors Inc.,

Tim Belzman, Helix Environmental Inc., Consultant

VII. RESULTS OF PUBLIC REVIEW

- (X) No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary, and the letters are incorporated herein.
- () Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the environmental document and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa>.



Elizabeth Shearer-Nguyen
Senior Planner
Development Services Department

May 21, 2021

Date of Draft Report

June 24, 2021

Date of Final Report

September 9, 2021

Date of Revised Final

Analyst: E. Shearer-Nguyen

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

INITIAL STUDY CHECKLIST

1. Project title/Project number: Healthpeak Callan Road Campus Project/658398
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California, 92101
3. Contact person and phone number: Elizabeth Shearer-Nguyen / 619-446-5369
4. Project location: 3020-3030 Callan Road and 11011-11099 North Torrey Pines Road, San Diego, CA 92121
5. Project Applicant/Sponsor's name and address: Healthpeak Properties Inc. / Project Management Advisors Inc., Crista Swan, 420 Stevens Avenue, Suite 170, Solana Beach, CA 92075
6. Community Plan designation: ~~IE~~ Scientific Research
7. Zoning: Industrial Park (IP)-1-1
8. Description of project (describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

A PLANNED DEVELOPMENT PERMIT (PDP), SITE DEVELOPMENT PERMIT (SDP), COASTAL DEVELOPMENT PERMIT (CDP), AND NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), AMENDMENT TO CDP 2332260, AND RESCINDING COASTAL DEVELOPMENT PERMIT NO. 618936, SITE DEVELOPMENT PERMIT NO. 618937, PLANNED DEVELOPMENT PERMIT NO. 998550 AND TENTATIVE MAP 619032 A PLANNED DEVELOPMENT PERMIT (PDP), SITE DEVELOPMENT PERMIT (SDP), COASTAL DEVELOPMENT PERMIT (CDP), AND NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) AND RESCINDING COASTAL DEVELOPMENT PERMIT NO. 618936, SITE DEVELOPMENT PERMIT NO. 618937, AND PLANNED DEVELOPMENT PERMIT NO. 998550 to transfer 58,060 SF of unutilized development rights of unutilized development rights from 11099 North Torrey Pines Road to 3020 and 3030 Callan Road from the adjacent property to the north, 11099 North Torrey Pines Road, to 3020 and 3030 Callan Road. The property at 11099 North Torrey Pines Road, which is also owned by the same parent company, has been developed with an 83,320-SF office building and 8,829-SF greenhouse facility, both of which are to remain. The project proposes to rescind the existing permits for 11099 North Torrey Pines Road to remove the additional development rights, and new permits are proposed to transfer those unutilized development rights to 3020 and 3030 Callan Road for the removal of an existing building, and the construction of two new buildings on the project site.

The project includes demolition of the existing three-story, 91,000-SF building and associated infrastructure, and the construction of two three-story buildings for scientific research and development use. Collectively, the two buildings would total 149,060 SF of development for a net increase of 58,060 SF (equal to the unutilized development rights from 11099 North Torrey Pines Road). The project would also construct associated site improvements (i.e. hardscape, site access, internal circulation, site utilities (water and sewer improvements), drainage improvements, landscaping) (see Figure 3).

The project as proposed requests two deviations from the SDMC in relation to side and rear setbacks and retaining wall height. Specifically, the project site is within the CPIOZ-B, which

stipulates a standard of no less than 15 feet and 25 feet for side and rear setbacks, respectively. The project as designed has no setback line along the west side setback and has a 15-foot rear setback along the northern perimeter and thus is requesting a deviation from SDMC Section 131.0631. Further, the project is requesting a deviation from SDMC Sections 142.0340 and 142.0350 for the proposed retaining walls, as the CPIOZ-B allows for retaining walls 12 feet in height and the project proposes retaining walls with a maximum height of 18 feet. The new buildings would include two subterranean parking levels, one-half above-ground parking level, and two and one-half levels to be occupied for scientific research and development use. The site plan includes a total of 406 vehicular parking spaces, including 121 surface parking spaces as well as 17 short-term and 17-long-term bicycle parking spaces (see Figure 3, short-term parking is located on site and long-term bike parking is located adjacent to the parking garage on level 1).

The multi-terraced site will be re-graded and two new buildings would be constructed on the westernmost portion of the site and the 121 surface parking spaces allocated among the easternmost portion of the site. Presently there are a total of 156 trees onsite that are situated between the sloped terraces, access drive, and building and project perimeter. The project aims to retain approximately 102 of those trees as protected in place, an additional 14 mature trees would be removed and potentially relocated, and 41 trees would be completely removed from the site. However, the project's landscape plan would result in an additional 138 trees that would be situated throughout the various landscaped areas, which are discussed further below. In all, site landscaping, including the landscaped slopes would amount to 186,583 SF.

The buildings would be cast in place concrete and would extend to a roof height of a maximum of 30 feet. Insulated glazed windows comprise the majority of the exterior architectural features. Other exterior features include decking comprised of both sustainable and synthetic materials, a green wall, outdoor gathering and dining spaces, and a 29,877-SF green roof with a tray planting system. The two buildings open to an outdoor plaza with landscaped pathways and outdoor structures and parking areas. Outdoor areas would include artificial turf and natural stone and would meet American with Disabilities Act (ADA) requirements. The buildings are proposed to be constructed and operated to meet the Leadership in Energy and Environmental Design (LEED) silver rating or better and the City's standards for the Sustainable Building Expedite Program. To help meet water conservation goals, low-water use, non-invasive plants are incorporated into the landscape plan.

Grading would total 68,800 cubic yards (cy) of cut and 46,800 cy of fill, with 22,000 cy of export. Grading patterns are designed to convey drainage away from the buildings and roadways, capture flows from a 100-year storm event, and to convey storm flow to the existing off-site storm drain facilities.

Circulation includes the retention of the existing vehicular access via a driveway on Callan Road to the surface parking area and underground parking and provides linkages to the properties to the north. This driveway will be reconstructed to meet current City standards. A new pedestrian path is proposed that would connect to the existing native trail, path, and pedestrian trail that traverse the properties to the north and west sides of the project site. The new pedestrian path would also provide a new connection to the Metropolitan Transit System (MTS) bus stop for Route 978 on Callan Road that provides connection to the North County Transit District (NCTD)

Sorrento Valley Coaster Station. A set of pedestrian bridges would provide access to the buildings from the property to the north. NCTD operates Route 101, which has a bus stop located on North Torrey Pines Road at the Science Park driveway.

~~The existing 83,820 SF building and 8,829 SF greenhouse at 11099 North Torrey Pines Road that are north of the project site will remain.~~

9. Surrounding land uses and setting:

~~The 29.91-acre overall site is located at 3020-3030 Callan Road, 11011-11025 North Torrey Pines Road, 11077-11085 North Torrey Pines Road, and 11099 North Torrey Pines Road. Principal building construction will take place only on the 5.03 acres at 3020-3030 Callan Road, with only minor improvements at 11011-11099 North Torrey Pines Road. The 5.03-acre project site is in the Torrey Pines Subarea within the University Community Plan area, approximately 13 miles northwest of downtown San Diego and nearly a mile east of the Pacific Ocean. Interstate 5 (I-5) is located about one mile east of the project site. Torrey Pines State Reserve is located to the north and east of the project site. (see Figure 1).~~

~~The buildings constructed by the project will be project is situated~~ within APN 340-010-44-00 located at 3020 and 3030 Callan Road approximately 600 feet northeast of the intersection of Callan Road and North Torrey Pines Road (see Figure 2). Project site elevation ranges from approximately 330 feet above mean sea level (AMSL) to 390 feet AMSL. Topography in the site vicinity slopes to the east-northeast, toward Sorrento Valley.

Currently the site is terraced into multiple separate levels, with the existing structures on the easternmost terrace and surface parking situated on the remaining terraces, with each terrace separated by landscaped slopes.

Specifically, the existing buildings on the project site are situated within a larger irregular-shaped parcel located at 3020 and 3030 Callan Road. The existing building is in the eastern portion of the parcel and is entirely developed with an approximately 91,000-SF building, currently occupied by tenants, with landscaped areas and concrete-paved walkways surrounding the site building. The balance of the project site primarily consists of asphalt-paved parking spaces and driveways. Access to the project site is provided by a 400-foot-long southeast-to-northwest trending driveway that intersects with Callan Road in the southernmost portion of the project site.

Surrounding land uses include IP 1-1 land uses to the north and west and open space land uses to the south and east within the Torrey Pines State Reserve. Specifically, to the west and north of the site are properties that are part of the Torrey Pines Science Park, which is a 25-acre coastal life science/office campus that supports like land uses and is locally accessible via Callan Road and North Torrey Pines Road. An internal circulation network provides connectivity among the properties, linking parking and pedestrian pathways to the buildings and outdoor spaces. Currently the science park is undergoing improvements with some structures being renovated and the shared parking spaces improved to include enhanced landscaping, outdoor spaces, and activity areas. Particularly, to the north is 11099 North Torrey Pines Road with an existing 83,820 SF building and 8,829 SF greenhouse (biofuels and research and design facility) and further north are lands that are within the City's Open Space, Parks, and Recreation designation, some of which are within the Multi-Habitat Planning Area. The land uses within the science park are

served by existing public service utilities that also extend onto the project site. Approximately one-quarter mile west beyond the science park and located along North Torrey Pines Road is Torrey Pines Golf Course and Lodge. To the south and east is undeveloped land that supports a variety of low-lying vegetation. This area is also characterized by steep slopes (25 percent or greater) Sorrento Valley Road lies less than one-half mile east with various commercial uses situated along the roadway corridor and further east to I-5.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): Regional Water Quality Control Board (RWQCB) - National Pollution Discharge Elimination System (NPDES) Construction General Permit.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

In accordance with the requirements of Public Resources Code (PRC) 21080.3.1, the City engaged the Lipayan Nation of Santa Isabel, the Jamul Indian Village, and San Pasqual Band of Mission Indians, all traditionally and culturally affiliated with the project area. These tribes were notified via email on June 8, 2020 and no requests for consultation were received by the Native American Tribes within the 30-day formal notification period; therefore, consultation process was concluded.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☒ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

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

I. AESTHETICS

– Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a community plan, but can also include locally known areas or locations where high-quality public views are available. Projects that block public views from designated open space areas, roads, or scenic vistas to significant visual landmarks would result in significant impacts.

The project site is within the planning boundaries of the UCP. The UCP does not identify any scenic vistas within the project area. However, in relation to visual resources, the UCP is divided into subareas by land use, each with specific urban design goals. The site is located within what the UCP has defined as the Torrey Pines Subarea. The UCP expresses that within the Torrey Pines Subarea, the ocean, coastal bluffs and canyons, Torrey pine trees, and other native vegetation offer outstanding views and make the area highly valuable for its scenic quality. Mature eucalyptus trees with some pines line North Torrey Pines Road from the southern edge of the UC San Diego campus to the Torrey Pines State Reserve.

Further, the UCP outlines that a major urban design issue in Torrey Pines relates to the protection of natural topography and vegetation. Also, there is a need to enhance public access to unique panoramic vistas of the coastal bluffs, the UC San Diego campus, Golden Triangle, and Sorrento Valley. It is important that plans for future development be sensitive to the natural setting and provide for public access to these vistas.

The project includes the demolition of the existing 91,000 SF of development and the construction of 149,060 SF of development for a net increase of 58,060 SF. In all, the proposed project includes two new buildings, infrastructure improvements, and landscaping that serve to unite the project site with the land uses to the north and west. The project would be sensitive to the open space land uses to the south and east by incorporating 186,583 SF of landscaped space, including a 29,877-SF green roof with plant trays. The remaining 156,709 SF of landscaping would be divided among the outdoor space that would connect the two buildings, outdoor gathering spaces and pocket gardens, the terraced slopes in the parking area, and along the site perimeter. These spaces would be comprised of artificial turfed areas, vegetation, and natural stone. In all, the remaining 156,709 SF of landscaped areas comprises over half of the 5.03-acre site, which equates to over 50 percent of the site being landscaped.

While the UCP does not identify any specific scenic vista in the project area, the project design is complementary to the natural landscape that occurs to the south and east of the site. In particular, the site is consistent with the Urban Design goal of protecting natural topography and vegetation. The project would be constructed within the footprint of existing development with the buildings on the western portion of the property and the terraced parking lot in the eastern portion. Perimeter slopes and shrubs would provide a buffer between the project site and the open space land use designation in the adjacent Torrey Pines State Reserve to the south and east. The project also

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

includes a net increase of 138 trees throughout the site (in relation to existing conditions), some of which would be planted along the project's interface with the open space land uses. Moreover, the project would provide a new pedestrian walkway that would connect with the existing pedestrian walkway in addition to the existing nature trail and path. This would allow access throughout the site and adjoining property, providing access to views of the surrounding open space (see Figure 3). As noted in the UCP, views of coastal bluffs and the ocean add to the scenic quality of the Torrey Pines Subarea. The project site is approximately one mile east of the Pacific Ocean and does not afford views of coastal bluffs or the ocean. Thus, since the project site would not obstruct any view into or from a scenic vista and the site is designed to be sensitive to the urban design goals of the UCP, the project would have no impact in relation to this issue.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The California Department of Transportation (CALTRANS) manages the State Scenic Highway Program and maintains a list of official and eligible state scenic highways. A "state scenic highway" refers to any interstate, state, or county road that has been officially designated as scenic and thereby requires special scenic conservation treatment. There are no designated state scenic highways in the vicinity of the project site; the nearest officially designated state scenic highway is State Route (SR) 163, nine miles to the southeast of the project site. I-5 from mile marker 14 near the Coronado Bridge northward to SR-74 near San Juan Capistrano in Orange County and SR 52 from La Jolla to SR 67 are listed as eligible state scenic highways. I-5 is approximately one-mile east and SR 52 is approximately 4.5-miles to the south of the project site. Furthermore, the project site is in an area presently developed with two buildings constructed in 1984, totaling 91,000 SF, a 254 vehicular parking space asphalt parking lot, and associated infrastructure. On-site vegetation is limited to ornamental landscaping on the terraced slopes that separate the buildings from the surface parking. Thus, the project site is not within visibility to or from an officially designated or eligible state scenic highway and project construction would not damage any scenic resources such as trees, rock outcroppings, or historic buildings. No impact would occur.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

According to UCP, the project site is classified with the land use of Industrial Employment (IE) and zoned as IP-1-1, which allows for high quality business park with some research and development uses and limited manufacturing. The immediate surrounding land uses consist of the Torrey Pines Science Park to the west and 11099 North Torrey Pines Road to the north within the IE designation and IP 1-1 zone and undeveloped vegetated lands to the south and east that are designated as Park, Open Space, and Recreation and zoned as Open Space 1-1.

As identified in the UCP, the property development standards for the IP zone are intended to create a campus-like environment characterized by comprehensive site design, substantial landscaping, and amenities that serve the surrounding development in a manner that preserves the industrial nature of the zones. Further, the UCP states specifically for the IP-1-1 zone, the development

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

standards of this zone are intended to encourage sound industrial development by providing an attractive environment free from adverse impacts associated with some heavy industrial uses. Consistent with these development standards, the project serves to unite the project site with the property to the north to create a cohesive scientific research and development area. As such, the project’s design includes pedestrian bridges and pedestrian path connections to the property to the west. Moreover, the project would incorporate 186,583-SF of landscaped space, including a 29,877-SF green roof with plant trays. The remaining 156,709 SF of landscaping would be divided among the plaza and parking areas, the slopes that would divide the terraced lot, and the outdoor gathering spaces and pocket gardens that would be comprised of artificial turf areas, vegetation, and natural stone. In all, the remaining 156,709 SF of landscaped areas comprises over half of the 5.03-acre site.

The two new buildings would extend to a maximum height of 30 feet, compatible with the existing structures to the north and east. No contrasting architectural features or visual elements are proposed. The buildings would be constructed with pre-cast concrete, glazed windows, stone and wood-look wall tiles, aluminum composite metal panels, and synthetic sustainable decking that is visually consistent with other buildings in the project vicinity. The combination of concrete, glass, and wooden-like synthetic architectural design elements provide contrast. The decks would disrupt flat planes and the landscape features, such as the green roof and terracing outdoor patios between the buildings, would serve to soften the structure’s façade.

The project, therefore, would implement the intent of the IE designation and IP-1-1 zone and be visually compatible with the existing character in terms of development patterns, building forms, and bulk and scale. Consequently, the project would not substantially degrade the visual character and quality of the site or the surrounding area. Impacts would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Lighting

There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear sky depending on the location of the light sources and its proximity to nearby light-sensitive areas.

Currently, the existing light sources at the site and surrounding land uses are those typical of industrial parks and include parking lot lighting, exterior and interior building lights, and security and ambient lighting. There is also nearby street lighting along Callan Road and North Torrey Pines Road.

The project would include lighting typical of industrial park uses; such lighting would not create a new source of substantial light that would adversely affect daytime or nighttime views in the area. Sources of light would include interior light emanating from the buildings and exterior lighting for security, ambience, and signage. Largely, the project lighting would be similar to the existing land

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

uses. Specifically, the asphalt parking lot would be configured along the two terraces and lighting would be provided for navigation and security, similar to existing conditions. Moreover, lighting would be regulated by compliance with Section 142.0740 of the City of San Diego Land Development Code.

Additionally, no substantial sources of lighting would be generated during construction, as construction activities would occur during daylight hours. Furthermore, the contribution of light emitted from the project site would not be substantial; all permanent exterior lighting would be required to comply with the City's lighting regulations. Impacts would be less than significant.

Glare

The project would incorporate glass on the building exterior to serve as windows for the building. In accordance with Section 142.0730 of the Land Development Code, glass material having a light reflectivity greater than 30 percent would not be incorporated into the project's exterior. Those areas that would provide glass material would be tempered where required and would not result in the reflection of natural or artificial light off of the glass such that a safety impact to motorists on surrounding roadways would occur. Impacts would be less than significant.

As such, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

– Would the project:

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

☐
☐
☐
☒

Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique farmland is land, other than Prime Farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, land is Farmland of Local Importance. According to the City of San Diego General Plan Environmental Impact Report (EIR), Figure 3.1-1, the project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Agricultural land is not present on the site or in the general

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

vicinity. As a result, the project would not result in the conversion of such lands to non-agricultural use. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use; in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses.

As stated in item II(a), the project site is in an area where neither farmland nor agricultural resources are present. The project site is zoned as IP 1-1 indicating that the desired land uses are those compatible to industrial parks. Additionally, the project site is not encumbered by a Williamson Act Contract and would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract, as there are none within the project vicinity. No impacts would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

PRC Section 12220(g) defines "forest land" as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within the project site. Moreover, there is no land zoned as forest land or timberland that exists within the project site or within its vicinity. There are scattered trees throughout the site; however, there are no concentration of trees within the site that would constitute a forest. Therefore, the project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

As stated in II(c), there is no forest land present on the site or vicinity. The site has not been historically and is not currently used or planned to be used for forest land. As such, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Refer to II(a) through II(d), above. No existing agricultural or forest land uses are in the proximity of the project site. Therefore, the project would not involve changes in the existing environment that could result in the conversion of farmland or forest land into non-agricultural or non-forest use. No impacts would occur.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego Air Pollution Control District (SDAPCD). The regional air quality plan for San Diego County is SDAPCD's *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (Attainment Plan; SDAPCD 2020). The Attainment Plan, which would be a revision to the state implementation plan (SIP), outlines SDAPCD's plans and control measures designed to attain the national ambient air quality standard (NAAQS) for ozone. These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (CARB), and the emissions and reduction strategies related to mobile sources are considered in the Attainment Plan and SIP.

The two principal criteria for conformance to the Attainment Plan are (1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards, and (2) whether the project would exceed the assumptions in the Attainment Plan.

As discussed in response to item III(b) below, with the required regulatory compliance the project would not result in an increase in the frequency or severity of air quality violations. Moreover, as discussed in Section XVII, Transportation/Traffic, the project is anticipated to generate 276 net average daily trips (ADT), which is below the City's threshold for the preparation of a transportation impact analysis. Thus, automobile emissions that result in violation of air quality standards are not anticipated.

The proposed project includes the construction of a 149,060-SF of scientific research, development, and office uses. The project would result in a net increase of 58,060 SF of development. However, this is equal to the transfer of the 58,060 SF of unutilized development rights from 11099 North Torrey Pines Road. Therefore, overall development intensity within the larger campus (Torrey Pines

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

Science Park) would not increase from what was accounted for in regional air emissions. The project site is designated IE in the University Plan and is zoned IP 1-1. The project would be consistent with the project site land use designation and zoning. Therefore, the growth of employment in the City as a result of the project would be consistent with the growth anticipated in the City General Plan and UCP and would be consistent with the assumptions used to develop the Attainment Plan. As such, the project would not conflict with or obstruct implementation of the Attainment Plan or applicable portions of the SIP. Impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Short-Term (Construction) Emissions

Project construction activities could potentially generate combustion emissions from on-site heavy duty construction vehicles and motor vehicles transporting the construction crew and necessary construction materials. Exhaust emissions generated by construction activities would generally result from the use of typical construction equipment that may include excavation equipment, forklift, skip loader, and/or dump truck. Variables that factor into the total construction emissions potentially generated include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. It is anticipated that construction equipment would be used on-site for four to eight hours per day; however, construction would be short-term and impacts to neighboring uses would be minimal and temporary.

Demolition, excavation, and grading can cause fugitive dust emissions. Construction of the project would be subject to standard measures required by a City of San Diego grading permit to reduce potential air quality impacts to less than significant. These measures include, but are not limited to, compliance with SDMC 142.0710, which prohibits airborne contaminants from emanating beyond the boundaries of the premises upon which the use emitting the contaminants is located. Some example measures are watering three times daily, reducing vehicle speeds to 15 miles per hour on unpaved or use architectural coatings that comply with SDAPCD Rule 67.0 (i.e., architectural coatings that meet a volatile organic compound [VOC] content of 100 grams per liter [g/l] for interior painting and 150 g/l for exterior painting) would be used during construction. Therefore, impacts associated with fugitive dust are considered less than significant and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Long-Term (Operational) Emissions

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. After construction, air emissions from the project could result from heating, ventilation, and cooling (HVAC) systems typically associated with the proposed land use. The project is compatible with the surrounding development and is consistent with the community plan and zoning designations for the site. Based on a project-specific trip generation analysis that considers the project's location within the Airport Overlay Zone, which limits the number of onsite employees, the project is expected to generate approximately 276 net ADT, which

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

does not warrant preparation of further traffic analysis (see Section XVII, Transportation/Traffic). Therefore, automobile emissions that result in violation of air quality standards are not anticipated. Based on the IP-1-1, scientific research and development land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to any existing or projected air quality violations. Impacts would be less than significant.

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

☐
☐
☒
☐

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB. The region is a federal and/or state nonattainment area for particulate matter 10 microns in diameter (PM₁₀), particulate matter 2.5 microns in diameter (PM_{2.5}), and ozone (O₃). Construction and operation of the project would contribute particulate matter, ozone precursors VOCs, and nitrogen oxide (NO_x) to the area. As described in III(b) above, emissions generated during construction and operation would not result in the violation any air quality standard or contribute substantially to an existing or projected air quality violation. Criteria pollutant and precursor pollutant emissions generated during project construction and operation activities would not exceed the SDAPCD screening thresholds. Therefore, emissions of criteria pollutants and precursors related to implementation of the project would not be cumulatively considerable. Impacts would be less than significant.

- d) Create objectionable odors affecting a substantial number of people?

☐
☐
☒
☐

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations (SCAQMD 1993). The project, involving a warehouse/logistics center development, would not include any of these uses nor are there any of these land uses in the project vicinity.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

Long-term operation of the project could be an occasional minor source of some odors including from vehicle exhaust and solid waste collection. However, implementation of the project would not substantially change emissions of odors compared to operation of the existing scientific research and development land uses on the project site. Therefore, operation of the project would not create

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

objectionable odors affecting a substantial number of people. Impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

– Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

☐
☐
☐
☒

The project site is currently developed with an existing research and development building along with associated infrastructure including a terraced asphalt surface parking lot. Wildlife species with the potential to use the site are expected to be limited to common, non-sensitive species typical of urbanized areas. The project would result in improvements within the previously developed footprint of the existing structure and parking lot, all surfaces which are currently paved or support ornamental landscaping. No disturbance would occur to habitat that would supports species identified as a candidate, sensitive, or special status species.

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

☐
☐
☐
☒

According to the UCP, riparian habitat within the UCP planning area is located in the canyon floors. The project site is not within a canyon floor or in an area that supports riparian habitat. The project site is entirely developed and does not contain sensitive vegetation communities. The City of San Diego General Plan EIR Figure 3.3-1, *Vegetation*, identifies the project site as Urban/Developed.

The project site is currently developed with two structures totaling 91,000 SF and associated infrastructure, including a surface asphalt parking lot. The proposed project would be developed within the existing disturbed footprint of the project site. There is no riparian habitat or other sensitive vegetation community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is completely developed and does not contain wetlands or other potentially jurisdictional areas. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act on or adjacent to the project site. Thus, no impacts would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

A wildlife corridor is considered to represent linear landscape features that allow animal movement between two patches of more substantial habitat. A corridor is not expected to provide sufficient space and resources to meet all of the life history needs of its target species. Depending upon the species considered, corridors function in a variety of ways and may function differently over the course of a year. The project site is developed with an industrial park and is in an area with similar industrial park land uses. It is noted that the project site is adjacent to the open space uses within the Torrey Pines State Reserve (south and east); however, the presence of the developed features and nearby roadways such as Callan Road and North Torrey Pines Road preclude the project site from being a wildlife corridor. The project would not substantially interfere with the movement of any native resident or migratory fish as the site contains no habitat to support such species. Additionally, native wildlife nursery sites are areas where wildlife concentrate for hatching and/or raising young. The project site is developed and while it supports some ornamental landscaping, it is not suitable for concentrations of species to use for nursery sites due to the level of activity associated with the existing land uses and site disturbance. No impacts would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

The project site is developed with a research and development facility and associated infrastructure. The City of San Diego General Plan EIR Figure 3.3-1, *Vegetation*, identifies the project site as Urban/Developed. The UCP requires that development within the Torrey Pines Subarea, cluster buildings and surface parking areas to avoid intrusion into areas of scenic or biological value. Developments should convey a parklike, open character to be achieved by limiting man-made construction, alterations, and intrusions into natural terrain. The project is consistent with this objective with situating the two new structures adjacent to each other and connected through a terraced canyon and maintaining over 50 percent of the project site as landscaped grounds. The project would also maintain the existing terracing of the site, with the structures situated on the easternmost terrace on the existing asphalt parking area.

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

The UCP also identifies that existing mature trees should be preserved. The project would retain a maximum of 116 of the onsite trees (102, protected in place and 14 removed and potentially relocated onsite). When feasible, development would occur around and in between mature trees, maintaining the mature trees wherever possible. Thus, the project would have a less than significant impact.

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

☐
☐
☐
☒

The project site is not within or adjacent to the boundaries of the City's Multi-Habitat Planning Area (MHPA) but is in close proximity MHPA lands to the north and east. No other adopted conservation plans affect the site. No impacts would occur.

V. CULTURAL RESOURCES

– Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

☐
☐
☐
☒

Cultural resources are physical features associated with human activity. The features can be either natural or man-made and include such things as buildings, signs, planted material, rock art, burial grounds or almost anything that indicates the past presence of humans.

The project site has been previously disturbed with the development of the existing on-site structure and associated infrastructure. The current development was constructed in 1984 and the structures do not meet the standards for historic significance. Specifically, according to the City's CEQA Thresholds, for the purposes of CEQA, a significant historic resource is one which qualifies for the California Register of Historical Resources or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code. A resource that is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historic resources, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA.

The City's determination of significance of impacts on historical resources is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. For additional information, see the City's Historical Resources Guidelines. The determination of significance for historic buildings, structures, objects, and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity. No historic resources occur on the project site as the existing buildings are of modern construction and are not associated with an important person or event, or uniqueness. No impact would occur.

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

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

☐
☐
☐
☒

As identified in the UCP, a records search for archaeological sites has been conducted by the San Diego Museum of Man for the UCP Area (May 10, 1982). Over 50 sites have been recorded in the University community. The majority of the sites occur along the mesa areas overlooking Sorrento Valley and on the Torrey Pines Mesa. Several sites have also been recorded on the UC San Diego campus. No known recorded sites are located on the project site.

The project site has been previously developed with the existing structures and infrastructures since 1984. Given that the site has been previously developed and disturbed, it is unlikely for unknown archeological resources to be encountered during project construction. Therefore, the project is not expected to cause a substantial adverse change to significant archaeological resources because the site has been disturbed by past development. Thus, the project would not result in a substantial adverse effect to archaeological resources. No impact would occur.

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

☐
☐
☒
☐

The project site is underlain by the Very Old Paralic Deposits (formerly called the Linda Vista Formation) geological formation, which has a moderate sensitivity rating for paleontological resources. In accordance with the City's CEQA Thresholds, a significant Impact could occur in formations with a moderate sensitivity rating if grading would exceed 2,000 cy and at a depth of 10 feet or more. Grading of the site would exceed 2,000 cy and would occur at depths greater than 10 feet.

In addition, the UCP states that although many areas within the UCP planning area with a moderate to high potential for fossil remains coincide with designated open space, resources may be lost by grading activities associated with development. While the project is occurring in an area that is previously disturbed and developed, there is the potential that deeper excavations into formations that have moderate paleontological sensitivity may unearth unknown resources. In accordance with the San Diego Municipal Code (SDMC) Section 142.0151 (Paleontological Resources Requirements for Grading Activities), the project would require paleontological monitoring during grading and/or excavation activities. Implementation of the Paleontological Resources Requirements for Grading Activities, as required by SDMC Section 142.0151, would avoid impacts to paleontological resources.

- d) Disturb any human remains, including those interred outside of dedicated cemeteries?

☐
☐
☒
☐

The project site is not located within or near a formal cemetery and is not known to be located on a burial ground. The project site is developed, and it is highly unlikely project construction would encounter human remains. However, although there is no evidence to suggest the presence of human remains, in the unlikely event that human remains are encountered during ground-disturbing activities, all work shall cease, and the County coroner shall be contacted, per the California Public Resources Code (Section 5097.98) and State Health and Safety Code

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

(Section 7050.5). Should the remains be identified as Native American, the NAHC shall be contacted within 48 hours to provide a most-likely descendant to determine appropriate actions. Therefore, impacts related to human remains would be less than significant.

VI. ENERGY

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

As is typical of any construction, the project would temporarily consume energy for the operation of construction equipment and vehicles. During construction, standard methods of excavation, grading, and site development are planned. Construction activities do not include methods of construction which would result in inefficient or unnecessary use of energy resources. Additionally, long-term energy usage from the building would be reduced through design measures that incorporate energy conservation features in heating, ventilation and air conditioning systems, lighting and window treatments, and insulation and weather stripping. The project would also incorporate cool-roofing techniques through the installation of the green roof with plant trays. The project is designed to meet the standards of a LEED Silver rating or better. To meet this accreditation, a project must demonstrate that it has been designed to incorporate energy performance features such as using 10 percent less energy than the United States Green Building Council (USGBC) baseline. In addition, the project also intends to meet the City's expectations for the Sustainable Building Expedite Program, which also based upon the USGBC standards. Given that the project would not require any unique or prolonged construction activities and with the incorporation of these design features, associated impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Several levels of government have implemented regulatory programs in response to reducing greenhouse gas emissions (GHG) emissions, which consequently serve to increase energy efficiency. Several state agencies, including CARB, California Energy Commission, California Public Utilities Commission, CalRecycle, Caltrans, and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are generally beyond the ability of any future development to implement and are implemented at the utility provider or the manufacturer level.

Locally, the City of San Diego adopted its Climate Action Plan (CAP) in December 2015, which provides the framework for reducing the City's GHG emissions and consequently improving energy efficiency. Often local energy conservation plans and goals, such as those in the City's CAP are devised based upon the anticipated land uses within a planning area as outlined in planning documents including a City's General Plan or Zoning Ordinance. The project is consistent with the land use designation in the UCP and the City's IP-1-1 zone.

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

The project does not conflict with any state or local plans for renewable energy efficiency. The project would employ standard methods of construction and does not propose to create a project condition post construction whereby increased energy demand would be created. Thus, the project would have no impact.

VII. GEOLOGY AND SOILS

GEOCON prepared a Geotechnical Investigation for the proposed project in January of 2020, the results of which are summarized herein. The recommendations included in the Geotechnical Investigation are designed to meet the California Building Code (CBC) standards, have been incorporated into the project as design features.

– Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows pre-existing faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act), which was passed in 1972, the California State Geologist identifies areas in the State that are at risk from surface fault rupture. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. That requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps that identify these zones.

According to the project Geotechnical Investigation, no known active faults have been mapped at the site; however, an unnamed potentially active fault is mapped approximately three-quarters of a mile to the southeast and the Carmel Valley Fault is mapped approximately one mile to the northwest of the site. Per the City's Seismic Safety Study, the project site is located within Geologic Hazard Category 52, which is defined as *Other Terrain – Other level areas, gently sloping to steep terrain, favorable geologic structure; Low Risk*. Additionally, the project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. The closest known active surface faults are the Newport-Inglewood and Rose Canyon faults approximately two miles west of the site. Therefore, the risk associated with ground rupture hazard is low. However, the proposed building would be required to be constructed in accordance with the applicable California Building Code (CBC) guidelines that would reduce impacts to people or structures due to local seismic events to an acceptable level of risk. Therefore, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site, like most of southern California, is within a seismically active area and, therefore, can be subject to strong seismic ground motion. There are six known active faults within 50 miles of the project site, including the Newport-Inglewood and Rose Canyon faults, approximately 2 miles west of the site. The Newport-Inglewood and Rose Canyon faults would be the primary source of earthquake ground motion, having maximum earthquake magnitudes of 7.5 and 6.9, respectively. Given the proximity to these faults and the maximum magnitudes, strong seismic ground shaking would likely occur during an earthquake event along these faults. The project would comply with the seismic design parameters outlined in the CBC, which provide requirements for earthquake safety based on factors such as occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with construction and building safety standards would be required prior to building permit approval, which would reduce potential impacts associated with strong seismic ground shaking at the project site to an acceptable level of risk. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Liquefaction is a soil phenomenon in which water-saturated soils lose strength when subject to the forces of intense and prolonged ground shaking. Liquefaction generally occurs in areas where four criteria are met: (1) the site is subject to seismic activity; (2) on-site soil consists of cohesionless soil or silt and clay with low plasticity; (3) groundwater is encountered within 50 feet of the surface; and (4) soil relative densities are less than 70 percent. Within the project site, the potential for liquefaction or other seismic-related ground failure is low, due to the lack of permanent shallow groundwater and the dense nature of the materials beneath the site. Additionally, the City's General Plan Figure PF-9 (Geo-technical and Relative Risk Areas) identifies the project site as within an area of nominal to low geotechnical risk (City 2018). Construction associated with the project would be required to comply with applicable CBC guidelines that would reduce impacts to people or structures to an acceptable level of risk. Therefore, impacts would be less than significant.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-----------------	--------------------------	--------------------------	-------------------------------------	--------------------------

As part of the Geotechnical Investigation, GEOCON performed a site reconnaissance. GEOCON did not observe evidence of previous or incipient slope instability at the site during the reconnaissance and while the property is terraced it remains relatively flat, sloping east-northeast with elevations ranging 330 feet AMSL to 390 feet AMSL. Published geologic mapping indicates landslides are not present on or adjacent to the site. Therefore, as identified in the Geotechnical Investigation, the potential for a landslide is not a significant concern for the project. As noted, the site is not identified as being within an area of geotechnical risk (City 2018). Project design would be required to comply with applicable CBC guidelines that would reduce impacts to people or structures to an acceptable level of risk. Therefore, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Given the history of ground disturbance across the site from past development activities, it is unlikely that any natural topsoil remains in the upper soil layers. The Geotechnical Investigation identified fill soils that occur at depths of seven feet below ground surface (bgs). Yet, the proposed development would include grading activities that would remove existing ground cover and disturb exposed soils. These disturbed soils could be exposed to wind and rain, thus potentially resulting in soil erosion. The project would require a NPDES Construction General Permit and be required to submit a Notice of Intent to the RWQCB for the preparation a Stormwater Pollution Prevention Plan (SWPPP). Generally, a SWPPP demonstrates how water quality during and post construction would be maintained in accordance with mandated objectives. Often this is achieved by employing best management practices (BMPs) (see Section X, *Hydrology and Water Quality*). Many BMPs serve a dual purpose or protecting water quality and reducing soil erosion and loss of topsoil. Prior to the issuance of an encroachment permit, the City requires that an applicant demonstrates proof of coverage under the NPDES Construction General Permit and a complete SWPPP.

Grading activities within the site would also be required to comply with the City's Grading Ordinance as well as the Storm Water Standards, which would further ensure soil erosion and topsoil loss is minimized. Therefore, the project would not result in substantial soils erosion or loss of topsoil and impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

As discussed in VII(a)(iii) and VII(a)(iv), the project site is not likely to be subject to landslides, and the potential for liquefaction is low. Subsidence is the sudden sinking or gradual downward settling of the ground's surface with little or no horizontal motion. Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement. The proposed project would be constructed within the level development envelope of the existing buildings and infrastructure, and as Geotechnical Investigation noted, the existing fill soils and underlying formations are dense and as identified in response to item VII(a)(i), the project site is not identified as being within an area of geologic risk with the exception of possible moderate to strong seismic shaking. Likewise, the Geotechnical Investigation concluded that the potential for seismically induced liquefaction is low, due to the lack of permanent shallow groundwater and the dense nature of the materials beneath the site. However, subsidence can result from natural processes or human activity. As such, the CBC accounts for such events and provides the standards for proper design and engineering techniques to reduce subsidence related risks.

Fill slopes exist along the east perimeter of the site with heights up to approximately 20 feet. In addition, the project proposes a cut slope into the Very Old Paralac Deposits along the west side of the property with a height of up to approximately 25 feet. Slope stability analyses for the proposed fill and cut slopes with inclinations as steep as 2:1 (horizontal to vertical) indicate a calculated factor of safety of at least 1.5 under static conditions for both deep-seated and surficial failure. To maintain

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

slope safety, the project Geotechnical Investigation recommends that slopes should be landscaped with drought-tolerant vegetation having variable root depths and requiring minimal landscape irrigation. In addition, slopes should be drained and properly maintained to reduce erosion. As noted, the Geotechnical Investigation recommendations have been incorporated into the project as design features. In addition, the project would be constructed consistent with proper engineering design, in accordance with the CBC. Integration of appropriate engineering design measures and standard construction practices are verified prior to the issuance of building permits. Through this process, project design is required to demonstrate that potential impacts from geologic hazards would be reduced to an acceptable level of risk. As such impacts would be less than significant.

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

☐
☐
☐
☒

The soils encountered during the file investigation were tested and determined to be non-expansive. Therefore, the project would not have an impact in relation to this issue.

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

☐
☐
☐
☒

The project does not propose the use of septic tanks or alternative wastewater disposal systems; the project site would be served by the existing public sewer system. Therefore, no impacts with regard to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

VIII. GREENHOUSE GAS EMISSIONS

– Would the project:

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

☐
☐
☒
☐

Climate Action Plan

The City's adopted CAP aims to reduce emissions 40 percent below the baseline to approximately 7.8 million metric tons (MMT) of carbon dioxide equivalent (CO₂e) by 2030, and 50 percent below the baseline to approximately 6.5 MMT CO₂e by 2035. The City has identified the following five CAP strategies to reduce GHG emissions to achieve the 2020 and 2035 targets: (1) energy- and water-efficient buildings; (2) clean and renewable energy; (3) bicycling, walking, transit, and land use; (4) zero waste (gas and waste management); and (5) climate resiliency.

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

CAP Consistency Checklist

The City's CAP Consistency Checklist, is the primary document used by the City to ensure project-by-project consistency with the underlying assumptions in the CAP and thereby to ensure that the City would achieve the emission reduction targets identified in its CAP. The CAP Consistency Checklist includes a three-step process to determine if the project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the CAP strategies. Step 3 is only applicable if a project is not consistent with the land use and/or zone, but is also in a transit priority area to allow for more intensive development than assumed in the CAP.

The project completed a CAP Checklist. Under Step 1 of the CAP Consistency Checklist, the project is consistent with the existing General Plan and Community Plan designations for the site. The project site has a land use designation of Industrial Employment in the UCP and is zoned as IP 1-1. Consistent with this designation and zoning, the project proposes a development that would support scientific research and development uses. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP.

Furthermore, completion of Step 2 of the CAP Consistency Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project's features that are designed to meet a LEED silver rating or better such as, energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. These project features would be assured as a condition of project approval. Thus, the project is consistent with the CAP. Step 3 of the CAP Consistency Checklist would not be applicable, as the project is not proposing a land use plan amendment or a rezone.

Therefore, the project would be consistent with the CAP and would result in a less than significant impact on the environment with respect to GHG emissions.

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

☐
☐
☒
☐

The project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. The project is consistent with the existing General Plan and Community Plan land use and zoning designations. Further, based upon review and evaluation of the completed CAP Consistency Checklist for the project, the project is consistent with the applicable strategies and actions of the CAP. Therefore, the project is consistent with the assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Impacts would be less than significant.

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

IX. HAZARDS AND HAZARDOUS MATERIALS

– Would the project:

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

☐
☐
☒
☐

Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

Construction activities associated with the proposed project would require transportation and use of limited quantities of fuel, oil, sealants, and other hazardous materials related to construction. The use of hazardous materials and substances during construction would be subject to federal, state, and local health and safety requirements for handling, storage, and disposal. As a result, hazardous material impacts related to construction activities would be less than significant.

The project involves the construction of buildings that would support scientific research and development land uses. There is potential for the future operation of the proposed building to transport, use, or dispose of hazardous materials typical of scientific research; however, the tenant(s) would be required to comply with applicable federal, state, and local regulations related to the use and transport of hazardous materials, which would minimize potential impacts related to hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

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

☐
☐
☒
☐

A Phase I Environmental Site Assessment (ESA) was prepared by GEOCON for the project site in 2007. The intent of the ESA was to identify recognized environmental conditions (REC), controlled recognized environmental conditions (CRECs), and historical recognized environmental conditions (HRECs) associated with the project site. The Phase I consists of historical property use research, a regulatory agency records search, and site reconnaissance in accordance with the American Society of Testing Materials (ASTM) 1527-13 standards.

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

Historical Findings

A search of historical records was conducted, which included a review of historical aerial photographs, historical fire insurance maps, historical city directories, building permits and plans, land title records, topographic maps, property tax records, zoning/land use records, interviews with property representatives, and reviews of prior environmental assessment reports/documents regarding the site.

Aerial Photograph Review

The review indicated that the site supported undeveloped and naturally vegetated land from at least as early as 1953 to 1983, when the current improvements were constructed. In summary, from approximately 1953 to 1974, the adjacent property to the south and west supported structures that were associated with a U.S. Department of Agriculture (USDA) experiment station. Torrey Pines Golf Course is visible in aerial photographs dated 1963 and in 1974, other light industrial and commercial land uses begin appearing in the surrounding area. Callan Road in its present configuration is visible in photographs dated 1980 and as state above, photographs dated 1983 show the construction of the structures that presently exist onsite (structures complete and occupied in 1984).

Site Operator Interviews

Three representatives associated with the project site were provided a questionnaire in an effort to document property background information. Overall, the questionnaires indicated that the site has been occupied by various scientific research and development organizations, and no representatives were aware of current or previous existence of hazardous materials, hazardous wastes, underground storage tanks (USTs), and/or above ground storage tanks (ASTs) at the site. In addition, site representatives were not aware of any spills or other chemical releases that have affected the project site, or of previous environmental cleanup activities conducted at the project site. It was reported that small quantities of legal pesticides, herbicides, and/or insecticides are applied to the onsite flora as part of routine landscape maintenance activities. Further, none of the representatives were aware of any environmental cleanup liens recorded against the property, any engineering controls (e.g., vapor barriers, venting systems) that have been required for the project site, or of any institutional controls (e.g., zoning restrictions, building permit restrictions, well drilling prohibitions) or other land use restrictions that are associated with the project site. Lastly, none of the representatives indicated any specialized knowledge or experience related to the property or nearby properties relevant to identifying conditions indicative of releases or threatened releases at the site.

A single representative was able to provide a Hazards Materials Business Plan (HMBP), which are manifests of hazardous materials stored at regulated facilities. Businesses that handle hazardous materials, hazardous wastes, or extremely hazardous substances at reportable quantities are required to prepare and submit an HMBP to the California Environmental Reporting System that is maintained by the California Environmental Protection Agency (CalEPA). An HMBP is not an indicator of a REC, rather it is an indicator of the presence of hazardous materials or wastes onsite. The HMBP on file for the current tenant contains agents that are associated with biohazardous materials or medical waste, typical of the current site operation. There are no known RECs, CRECs, or HRECs associated with the storage, handling, disposal, or transport of these agents.

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

Prior Phase I ESA

GEOCON reviewed a prior Phase I ESA prepared for the project site by Haley and Aldrich, Inc., in 2005. The 2005 Phase I ESA concluded that there were no known or identified RECs, CRECs, or HRECs at the site.

Environmental Database Review

Track Info Services, LLC (Track Info), a regulatory database search firm, performed a search of federal, state, and local databases for the project site and surrounding areas (*Environmental FirstSearch Report, 3020 and 3030 Callan Road, San Diego, CA 92121*, dated August 20, 2007).

Project Site

The environmental database review identified the project site on three separate databases:

- **State Permits:** This list identifies facilities that use hazardous materials or generate waste at quantities that require regulation by the Department of Environmental Health (DEH). These facilities report quantities of hazardous materials used and hazardous wastes generated and stored, for tracking purposes, and are subject to inspection by DEH officials. Listed properties are not necessarily indicative of facilities where a release of hazardous substances has occurred. The former and current tenants of the project site handled materials at quantities that required reporting to DEH. Two violations were reported. The first violation is associated with the handling of hazardous materials in 2006; however, the project site was not listed on any other database relating to the unauthorized release of hazardous substances. Thus, it was determined that there was a low likelihood of an environmental concern. The second listing is related to improperly filed business plan inventories in 1999 that did not list all hazardous materials onsite in disclosable quantities. Based on that information, there is a low likelihood that these two listings represent an environmental concern to the site at the current time.
- **Resource Conservation and Recovery Act (RCRA) Gen:** This database identifies USEPA listed facilities that report generation of reportable quantities of hazardous waste under the RCRA program for the identification and tracking of hazardous waste. The list consists of properties that generate hazardous waste and is not necessarily indicative of properties where a release of hazardous substances has occurred. A former tenant at the project site was listed on the RCRA GEN database as a small-quantity generator (SQG) of hazardous waste and the leaking underground storage tank database as discussed further below.
- **State/Tribal Leaking Underground Storage Tank (LUST)/AST:** The LUST/AST list is maintained by the State Water Resources Control Board (SWRCB) and includes facilities with confirmed or unconfirmed LUSTs. Also listed are facilities within a half mile of the site that fall under the jurisdiction of the Regional Water Quality Control Board (RWQCB) or Local Oversight Program for unauthorized releases by the DEH ("County LUST"). A former site tenant was listed twice on the LUST list for an unauthorized hazardous substance release case (DEH Case No. H23213-001) that reportedly involved a LUST discovered on June 6, 1991. The release was listed as soil only. It was later determined that the event was incorrectly

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

reported as an unauthorized UST release case and event was related to the release of mineral oil leaked into the soil. DEH Case No. H23213-001 was issued a “case closed” status on November 3, 1993. This is also noted below in the discussion of Agency Contact.

Surrounding Properties

The following discussion provides information regarding properties reported to be located within an approximate one-mile radius of the project site.

- **State Permits:** One hundred five listings appearing on this database were reported to be associated with properties located within one-quarter mile of the project site. Fifty-eight of the listings pertained to the facilities located adjacent to the project site within the Torrey Pines Science Park. The 105 listings did not appear on any database that reports unauthorized releases of hazardous substances. Based on that information, there is a low likelihood that the listed facilities represent an environmental concern to the project site at the current time.
- **RCRA Gen:** Sixteen listings appearing on this database were reported to be associated with properties located within one-quarter mile the project site. Six of the listings pertained to the facilities located adjacent to the project site within the Torrey Pines Science Park. The 16 listings did not appear on any database that reports unauthorized releases of hazardous substances. Based on that information, there is a low likelihood that the listed facilities represent an environmental concern to the project site at the current time.
- **State Tribal LUST/AST:** Information regarding USTs and ASTs registered with the SWRCB is provided on the agency's UST and AST lists. Also listed are sites within one-quarter mile of the project site that fall under the jurisdiction of the DEH's UST program. The UST and AST lists consist of properties that have registered tanks and are not necessarily indicative of facilities where a release of hazardous substances has occurred. Two listings appearing on this database were reported to be associated with properties located within one-quarter mile the project site. The two listings did not appear on any database that reports unauthorized releases of hazardous substances. Based on that information, there is a low likelihood that the listed facilities represent an environmental concern to the project site at the current time.
- **The State/Tribal:** The State/Tribal list is maintained by the California Department of Toxic Substances Control (DTSC) and includes information about sites that are known to be contaminated with hazardous substances, as well as information on uncharacterized properties where further studies may reveal problems in regard to environmental issues of concern. Four listings appearing on this database were reported to be associated with properties located within an approximate one-mile radius of the project site. Based on the provided address information, each of the listed properties is interpreted to be located at least one-eighth of a mile from the project site. Based the distances of the properties in relation to the project site, there is a low likelihood that the listed facilities represent an environmental concern to the project site at the current time.

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

- The RCRA CORRACT: The RCRA CORRACT list includes sites listed on the Resource Conservation and Recovery Information System (RCRIS) database. The RCRIS database consists of RCRA facilities with reported violations which are subject to corrective actions. One listing appearing on this database was reported to be associated with a property interpreted to be located over a half mile from the project site. Based on the distance of the property in relation to the project site, there is a low likelihood that the listed facility represents an environmental concern to the project site at the current time.
- State/Tribal LUST: As discussed above, the State/Tribal LUST list is maintained by the SWRCB and includes facilities with confirmed or unconfirmed LUSTs. Also listed are facilities within a half mile of the project site that fall under the jurisdiction of the RWQCB or Local Oversight Program for unauthorized releases by the DEH ("County LUST"). Six listings pertaining to three facilities (two of the facilities were listed more than once), reported to be located within a half mile of the project site, appear on this list. While at the time of the Phase I ESA (2007) two of the sites remained with open cases; a review of both the GeoTracker database maintained by the SWRCB and the EnviroStor database maintained by DTSC did not identify any open cases within 1,000 feet of the project site, as discussed below under response to item IX(d).

Agency Contact

GEOCON contacted the City of San Diego Water Department (Water Department), the City of San Diego Fire Department, the County of San Diego Air pollution Control District, the County of San Diego Agricultural Department of Weights and Measures, and the County of San Diego DEH. Except for DEH, no agencies reported incidents or concerns. DEH files contained information pertaining to the release of mineral oil at the site during the former tenant's site occupation. An investigative report was prepared by Camp, Dresser, and McGee, which concluded that the release of mineral oil would not pose a health risk to life or the environment at the project site. DEH and the RWQCB concurred and the case was closed November 1, 1993.

In all, the Phase I ESA concluded that while there were HRECs and de minimis conditions identified during the investigation, there was no evidence of current RECs in connection with the project site.¹ Specifically, conditions indicative of significant releases or threatened releases of hazardous substances on, at, in or to the project site are not associated with the project site were no longer associated with the site at the time of the Phase I ESA.

While the findings of the Phase I ESA indicate that past land uses would not pose a threat during ground disturbance, as with most construction, there is the possibility of accidental release of hazardous substances during typical construction activities. Specifically, site development would involve a range of activities that would include the use of common hazardous materials, substances, or chemicals such as fuels, oils, lubricants, paints, and solvents. Construction activities would be short-term, and the use of these materials would cease once construction is complete. The

¹ De minimis conditions as defined by ASTM as environmental conditions that "generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." A de minimis condition is not considered a REC.

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

hazardous substances used during construction would be required to comply with existing federal, state, and local regulations regarding the use and disposal of these materials. In the event of an accidental release during construction, containment and clean up would be in accordance with existing applicable regulatory requirements.

As with the past tenants of the project site, future uses may include the use or transport of hazardous materials associated with bio and medical hazardous materials and wastes that could result in an unforeseen accidental release or spill. However, compliance with applicable federal, state, and local regulations regarding the use and transport of hazardous materials would ensure that potential impacts to the public or the environment through reasonably foreseeable accident conditions related to hazardous materials would be less than significant.

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

☐
☐
☐
☒

There are no existing or proposed schools within one-quarter mile of the project site. The nearest school is Torrey Hills Elementary School, which is approximately one mile east of the site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. No impacts would occur.

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

☐
☐
☒
☐

Government Code 65962.5 stipulates that DTSC the Department of Health Services (DHS), SWRCB, and any local enforcement agency, as designated by Section 18051, Title 14 of the California Code of Regulations (CCR), identify and update annually a list of sites that have been reported to have certain types of contamination. The SWRCB GeoTracker database and the DTSC EnviroStor database provide information on hazardous materials sites. GeoTracker is a database and geographic information system (GIS) that provides online access to environmental data. It tracks regulatory data about LUSTs, Department of Defense (DOD), Spills-Leaks-Investigations-Cleanups, and landfill sites. EnviroStor is an online database search and GIS tool for identifying sites that have known contamination or sites where there may be reasons to investigate further. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste.

A search of the SWRCB GeoTracker database and the DTSC EnviroStor database was completed for the project site pursuant to Government Code Section 65962.5. The project site is listed on both databases in relation to the former County DEH reports; as discussed under item IX(b), the status is case closed. For purposes of public disclosure, it is noted that there are properties within 1,000 feet of the project that are also listed on both databases. Both listings are classified as a tiered permit, which are permits that allow hazardous waste generating businesses to treat eligible waste streams onsite. Both permits are listed as no actions required.

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

As discussed in response to item IX(b), there were previous incidents and investigations at the project site that may be considered HRECs; however, with a status of case closed, prior incidents no longer pose a REC to the project site. Further, the listings within 1,000 feet of the site are indicative a regulatory compliance and do not indicate any RECs. Thus, impacts are less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

☐
☐
☒
☐

The basic function of Airport Land Use Compatibility Plans (ALUCPs) is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible uses. With limited exception, California law requires preparation of an ALUCP for each public-use and military airport in the state. Most counties have established an Airport Land Use Commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the ALUC function rests with the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

The nearest airfield to the project site is MCAS Miramar, approximately six miles southeast of the project site. The project site is not within the restrictive use area or the 65 dBA Community Noise Equivalent Level (CNEL) boundaries of the ALUCP of MCAS Miramar. The project is however, located within what is categorized as APZ 2, which is a zone beyond the clear zone that is demarcated by the DOD for military installations. APZs are established by the DOD because areas immediately beyond the ends of runways possess a measurably higher potential for aircraft accidents. For this reason, the DOD has stated that development should be restricted to certain types of land uses and densities. Therefore, land uses within an APZ are subject to certain land use limitations as outlined in the DOD Instruction 4165.57, Air Installations Compatible Use Zones (DOD 2011). Specifically, land use compatibility for APZs is founded on the concept of minimizing density of land use in the vicinity of air installations. In addition to limiting density, certain types of land uses, such as residential development, educational facilities, and medical facilities are considered incompatible and are strongly discouraged in APZs. For the proposed project, this includes recommended floor to area ratios and a limitation on employees (further discussed in Sections XI, Land Use and Planning, and XVII, Transportation/Traffic), the project is designed to be in accordance with the recommendations. The project does not include land uses that conflict with the APZ recommendations and the number of employees would be no greater than 50 employees per acre. Given that the project site is not within a restrictive use area and the project has incorporated the appropriate recommendations of the DOD, impacts would be less than significant.

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

☐
☐
☐
☒

The project is not within the vicinity of a private airstrip. No impacts would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City is a participating entity in the Multi-Hazard Mitigation Plan (County 2018, which is generally intended to provide compliance with regulatory requirements associated with emergency response efforts. As part of this effort, the City's Office of Emergency Services oversees emergency preparedness and response services for disaster-related measures. For emergency evacuation, the City identifies I-5, SR 52, and I-805 as emergency evacuation routes in the vicinity of the project site. The project would not involve any activities that would impair the use of these routes.

Locally, the project site would be accessed via North Torrey Pines Road and Callan Road. During construction of the project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent because there are no hospitals or fire stations located near the project site. As such, the project's potential to cause delays for emergency vehicles is similar to that of other projects. Post construction, the project would not result in disruptions to the operation of either North Torrey Pines Road or Callan Road.

Therefore, the project would not substantially impair emergency evacuation, and the project's construction-related impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The potential for wildland fires represents a hazard, particularly on undeveloped properties or where development exists adjacent to open space or within proximity to wildland fuels. State law requires that all local jurisdictions identify Very High Fire Hazard Severity Zones (VHFHSZ) within their areas of responsibility (California Government Code Sections 51175–51189). These maps, which are prepared by the City in collaboration with the California Department of Forestry and Fire Protection (CAL FIRE) determine fire hazards zones based on vegetation density, slope severity, and other relevant factors that contribute to fire severity.

According to the Official Very High Fire Hazard Severity Zone Map adopted by the City's Fire-Rescue Department for the project area, the project site is located within a VHFHSZ (City of San Diego Fire-Rescue Department 2009). The proposed project would comply with the wildland fire risk reduction and prevention guidelines in the City of San Diego General Plan and the California Fire Code, in addition to adopting the latest CBC standards to minimize impacts related to wildland fires. Compliance with applicable codes would reduce impacts associated with wildland fires. Specifically, these standards include vegetative (brush) management, such as selective removal/thinning and fire-resistant plantings to create appropriate buffer zones around development (if applicable), as well as incorporating applicable fire-related design elements, including fire-resistant building materials, fire/ember/smoke barriers, automatic alarm and sprinkler systems, and provision of adequate fire flow and emergency access. Therefore, the project is not anticipated to expose people

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

or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potential impacts to existing water quality standards associated with the project would include minimal short-term construction-related erosion/sedimentation and long-term operational storm water discharge. The project would be subject to the requirements of San Diego Municipal Code (SDMC) Section 43.03 and Municipal Storm Water Permit Order No. R9-2013-0001 as amended by R9-2015-0001 and R9-2015-0100, as identified in the City's 2018 update to the City Storm Water Manual and Storm Water Requirements Applicability Checklist. The project would be required to comply with the NPDES Construction General Permit and submit a SWPPP that outlines the intended practices to reduce pollutants in the stormwater to the maximum extent practicable during construction. The SWPPP must include erosion-control and sediment-control BMPs. Additionally, the SWPPP is also required to contain waste management and non-stormwater control BMPs that reduce the potential for construction-related stormwater pollutants. Typical construction-related BMPs might include temporary soil stabilization (e.g., straw mulch, wood mulch, drainage swales), temporary sediment control (e.g., silt fence, sediment track, fiber rolls, sandbag barrier), de-watering, vehicle equipment maintenance and cleaning, and tire cleaning. Adherence with the standards would ensure that water quality standards are not violated and also preclude a cumulatively considerable contribution to water quality; therefore, a less than significant impact would result.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

There is no groundwater extraction occurring or planned at the project site; therefore, there would be no disruption to any existing groundwater levels or well production.

In relation to impervious surfaces that could interfere with groundwater recharge, the project would occur within the footprint of the existing developed portion of the site. Further, although the proposed project would require some grading, it does not include any cuts that would encounter groundwater; geologic borings drilled to a depth of 50 feet did not encounter groundwater (GEOCON 2020). Thus, project-related excavation would not be at depths deep enough to encounter or interfere with groundwater as none was encountered up to 50 feet.

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

Therefore, since grading and excavations at the site would not be to a depth to interfere with groundwater, in addition to the fact that the proposed land uses would have a similar demand for potable water as the existing land uses and that the project would be constructed within the footprint of the existing development (parking lot and buildings), impacts would be less than significant in relation to groundwater supplies and recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Kimley Horn and Associates (KHA) prepared a Drainage Report for the project (KHA 2020) for the proposed project, which is the foundation for the threshold discussions below.

The project site is fully developed and slopes from east to northeast. Throughout the project area, storm runoff is collected in existing curb and grate inlets. Within each of the existing parking lots, there are curb inlets at the southeast corners that convey runoff east. Stormwater runoff discharges the site at three outlets (two separate 18-inch pipe headwalls and one ditch) which then flows to Peñasquitos Creek.

For purposes of analysis, the project site is comprised of drainage management areas (DMAs) based on current hydrological conditions. DMAs are generally defined by direction, amount, and destination of runoff. Currently, all project site DMAs discharge into the existing storm drain system. Project implementation would include a series of drainage improvements including new storm drains, inlets, and curbs, underground storage vaults, concrete brow ditch and grate inlets, and modular wetland that would work in concert with the existing drainage infrastructure to accommodate the proposed project.

The modular wetland systems are proposed to treat stormwater runoff and consists of proprietary media that filters pollutants in stormwater runoff. The underground storage vaults are sized to meet the City's hydromodification requirement with an outlet control that reduces flows to a non-erosive flow rate to prevent downstream channel hydromodification. Stormwater runoff from the proposed project will be treated and flows will be reduced in relation to existing conditions prior to exiting the site at the existing discharge locations.

Current runoff from the adjacent property onto the project site would be accommodated through a combination of directing flow to a new concrete brow ditch and grate inlets which would bypass the runoff that is being routed to the proposed underground water quality systems and would outlet to the existing storm drains at the east side of the property.

For reference, Appendix A of the Drainage Report contains the Proposed Hydrology Exhibit that identifies the location of the existing and proposed drainage infrastructure.

As indicated in the Drainage Report, with proposed improvements, the project would not have negative drainage impacts on or offsite. Thus, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please see response to item X(c) above. Per the project Drainage Report (GEOCON 2020) the project would not substantially alter the existing drainage pattern on the site. The project would result in a negligible increase in impervious area and is designed to match existing drainage patterns to minimize total disturbed area for the redevelopment. The project would continue to eventually drain to Peñasquitos Creek; however, with the proposed improvements that are a combination of conveyance and treatment, flows would not impact Peñasquitos Creek. In part, flows would be retained in modular wetlands that infiltrate into underground storage vaults that would release into 18-inch storm drains where runoff would flow to the outfall locations. Through these series of improvements, runoff would not be increased. In addition, the project is designed in accordance with the City of San Diego 2018 Stormwater Standards Manual, which further serves to reduce project-related on and off-site flooding impacts.

Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site. Impacts would be less than significant.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Refer to response IX(d) above. The project would not exceed the capacity of the existing or planned storm water drainage system. Although the project would result in increased runoff, the increase in runoff generated by the project would be sufficiently accommodated through the implementation of stormwater storage and treatment features. Therefore, the project would not exceed the capacity of the existing stormwater system. Potential release of sediment or other pollutants into surface water drainages downstream from the site would be avoided by implementation of BMPs required by City regulations, in compliance with SDRWQCB requirements to implement the federal Clean Water Act. Proper irrigation and landscaping would ensure that runoff would be controlled and unpolluted. Impacts would be less than significant.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

See response to items VII(b) and X(a). The project also includes modular wetlands and underground storage vaults that would serve to both retain and treat storm runoff. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the Federal Emergency Management Agency (FEMA) flood insurance rate map of the project site (FIRM 06073C1336G), the project site is located within an area of minimal flood hazard (FEMA 2012). Additionally, according to the City of San Diego General Plan Figure CE-5, Flood Hazard Areas, the project site is not within a mapped floodplain. Therefore, flooding would not be a significant issue at the project site, and implementation of the project would not impede or redirect flood flows. No impacts would occur.

h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The City of San Diego General Plan Figure CE-5, Flood Hazard Areas, does not identify the project site as being within a 100-year flood hazard area. No impacts would occur.

XI. LAND USE AND PLANNING

– Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area. The project site is within a developed area composed of similar industrial park land uses to the north and west. The project consists of construction of a new scientific research and development building, which would not divide the existing community as the project site is currently occupied with similar land uses and an asphalt paved parking lot. No changes to land uses would occur with the proposed project. No new roadways, roadway extensions, or other features that would introduce a physical barrier within the community are proposed. In fact, the project would provide new pedestrian bridges that serve to unite the project site with the surrounding land uses into a single cohesive scientific research and development area and a new pedestrian path that would connect to the land uses to the north and to the transit stop along Callan Road. Both of these features would serve to improve connectivity within the site and project area. Therefore, the project would not physically divide an established community and no impacts would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would require the transfer of 58,060 SF of unutilized development rights from 11099 North Torrey Pines Road to 3020 and 3030 Callan Road. This transfer would account for the net increase in development at the project site and would retain the overall development intensity among the properties considered in the Torrey Pines Science Park.

The project site has a land use designation of IE in the UCP and is zoned as IP-1-1. In addition, the project site is within the Coastal Height Limitation Overlay Zone, N-App-1, the CPIOZ-B, the PIOZ Coastal-Impact, 2035 TPA, Prime Industrial Lands.

The purpose of the Coastal Height Limit Overlay Zone is to provide a supplemental height limit for buildings and structures located in specific coastal areas. For the project site, the structures are not to exceed 30 feet from ground elevation. As shown in Figure 3, Site Plan, the project complies with the N-App Area-1 Zone.

Additionally, the purpose of the CPIOZ-B is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process. The project is consistent with the IE designation and the IP 1-1 zone, both of which allow for the scientific research and development land uses. As identified in the UCP, the property development standards for the IP zone are intended to create a campus-like environment characterized by comprehensive site design, substantial landscaping, and amenities that serve the surrounding development in a manner that preserves the industrial nature of the zones. Further, the UCP states specifically for the IP 1-1 zone, the development standards the zone are intended to encourage sound industrial development by providing an attractive environment free from adverse impacts associated with some heavy industrial uses. The project meets these standards by proposing a scientific research and development facility that would provide 186,583- SF of landscaping. As discussed in response to items I(a) and I(b) the project site would include over 50 percent of site coverage dedicated to landscaping and the project is designed to be united with the properties to the north. To this extent, the project's pedestrian bridges and pedestrian path promote this objective.

The project as proposed requests two deviations from the SDMC in relation to side and rear setbacks and retaining wall height. Specifically, the CPIOZ-B stipulates a standard of no less than 15 feet and 25 feet for side and rear setbacks, respectively. The project as designed has no setback line along the west side setback and has a 15-foot rear setback along the northern perimeter and thus is requesting a deviation from SDMC Section 131.0631. Further, the project is requesting a deviation from SDMC Sections 142.0340 and 142.0350 for the proposed retaining walls, as the

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

CPIOZ-B allows for retaining walls 12 feet in height and the project proposes retaining walls with a maximum height of 18 feet. These design features are not consistent with the CPIOZ-B; however, with the acceptance of the deviation, no land use conflicts would occur. Overall, the project is consistent with the intended land uses and development standards of the CPIOZ-B as discussed above.

The project site is located within a 2035 TPA, Prime Industrial Lands. A TPA is an area that is within one half-mile of a major transit stop (a site containing an existing rail transit station a ferry terminal served by either a bus or rail transit service, or the intersection of two major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commuter periods). The project would provide a new pedestrian path to Metropolitan Transit System bus stop for Route 978 on Callan Road that provides connection to the NCTD Coaster service and connects to pedestrian pathways north of the site that provide access to NCTD Route 101 along Torrey Pines Road. While the bus stop currently exists, the project-related pedestrian improvements are intended to enhance the pedestrian experience in connecting the project site and the stop.

The purpose of the PIOZ Coastal-Impact Zone is to provide supplemental parking regulations for specified coastal beach and campus areas that have parking impacts. The intent of this overlay zone is to identify areas of high parking demand and increase the off-street parking requirements. Accordingly, the project would provide two subterranean levels of parking in addition to the surface parking provided along the terraced asphalt parking lot. In accordance with the standards (SDMC 142.0530 (c) and Table 142-05G Research and Development Use in a TPA), the project would provide a total of 406 parking spaces.

Lastly, as discussed in Section IX, Hazards and Hazardous Materials, the project is within APZ 2 of MCAS Miramar. This classification corresponds to certain DOD land use recommendations that restrict the types of land uses and the number of employees onsite. The project is in accordance with the acceptable land uses and density recommendations in DOD Table 1, Land Use Compatibility in APZs in the DOD Instruction 4165.57, Air Installations Compatible Use Zones (DOD 2011) and thus would not represent a conflict.

As discussed in Sections I through XX through adherence to regulatory compliance, the project would not have any significant impacts. Thus, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Impacts would be less than significant.

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

☐
☐
☐
☒

As discussed in IV(f), the project site is not within or adjacent to the boundaries of the City's MHPA but is in close proximity to MHPA lands to the north and east. No other adopted conservation plans govern the site. No impact would occur.

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

XII. MINERAL RESOURCES

– Would the project:

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

☐
☐
☐
☒

According to the Conservation Element of the City's General Plan, the project site is classified as Mineral Resource Zone (MRZ) 4, an area where there is insufficient information to assign to any other mineral resource zone. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. Further, the site is zoned for industrial park uses and not extractive uses. Thus, the developed nature of the site and vicinity would preclude the extraction of any such resources if they were determined to be present. Therefore, since the site is not known to contain any mineral resources and current urbanizations would restrict any potential mineral extraction, no impacts would occur.

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

☐
☐
☐
☒

Refer to XI(a), above. The project area is not used for mineral extraction and is not known as a locally important mineral resource recovery site. Further, the project area is not delineated on any plan for mineral resource recovery uses. As such, no impacts would occur.

XIII. NOISE

– Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐
☐
☒
☐

Construction Equipment Noise

A significant construction noise impact would occur if temporary construction noise exceeds 75 dB(A) L_{EQ} at a noise-sensitive land uses. Noise-sensitive land uses include residences, schools, hospitals, churches, nursing homes, cemeteries, public libraries, and motels and hotels. The land uses in the vicinity of the project site include industrial properties to the north and west and open space to the south and east and do not contain any noise-sensitive land uses. In addition, construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the SDMC, with exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator, in conformance with SDMC Section 59.5.0404.

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

Table 1, *Construction Equipment Noise Levels*, provides the 50-foot distance maximum noise levels (L_{MAX}) and time-averaged A-weighted noise levels (dBA L_{EQ}) for commonly used construction equipment.

Table 1
CONSTRUCTION EQUIPMENT NOISE LEVELS

Unit	Percent Operating Time	dBA L_{MAX} at 50 feet	dBA L_{EQ} at 50 feet
Backhoe	40	77.6	73.6
Breaker	20	90.3	80.3
Compactor	20	83.2	76.2
Compressor	40	77.7	73.7
Concrete Mixer Truck	40	78.8	74.8
Concrete Pump Truck	20	81.4	74.4
Dump Truck	50	76.5	72.5
Drum Mixer	40	80.0	77.0
Medium Excavator	40	78.0	74.0
Large Excavator	40	80.7	76.7
Front-End Loader	40	79.1	75.1
Grader	40	85.0	81.0
Paver	50	77.2	74.2
Roller	20	80.0	73.0

Source: USDOT 2008

As stated, there are no noise-sensitive land uses in the project area. The closest noise-sensitive land use, National University, is located over 750 feet to the north. The nearest inhabited structures are the industrial park buildings to the north and west, which are at a distance of approximately 360 feet and 400 feet, respectively, but do not contain noise-sensitive land uses. It is noted that the greenhouses to the north are a distance of approximately 150 feet but are not inhabited or considered a sensitive noise land use. Noise levels (in terms of L_{EQ}) generated by the loudest construction equipment in the above table, a grader, would not exceed the 75 dBA threshold at the closest noise sensitive land use or even at the nearby industrial buildings due to distance (based on a source-to-receiver sound attenuation factor of approximately six dB per doubling of distance). Construction activities would comply with the City Noise Ordinance and temporary increases in ambient noise levels from construction activity would be less than significant.

Operational Noise

The City Noise Ordinance (SDMC Section 59.5.0401) sets limits for noise generation, as measured at the property line. For the project's land use, the applicable noise standard would be 75 dBA L_{EQ} . Operational noise would be generated by heating, ventilation, and air conditioning (HVAC) units. Typical HVAC are not expected to generate noise levels in excess of 75 dBA L_{EQ} at the nearest property lines, which would not exceed City standards.

Additionally, vehicle related noise would occur from employee and delivery truck trips. To generate a noticeable increase in noise levels, traffic volumes generated by a project would generally have to double existing conditions. Traffic volumes associated with the project would not sufficiently raise

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

the volume of traffic to create a significant change in noise levels. Likewise, given that the site and surrounding land uses are currently used for similar scientific research and development land uses, the project would have similar operational noise impacts as presently exist at the site. Operational noise impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Generation of excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

A significant vibration impact would occur if the project would subject vibration-sensitive land uses to construction-related groundborne vibration that exceeds the severe vibration annoyance potential criteria for human receptors, as specified by the Caltrans Transportation and Construction Vibration Guidance Manual, of 0.4 inch per second peak particle velocity (PPV), and 0.5 inch per second PPV for damage to structures for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment). Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. A possible source of vibration during general project construction activities would be a vibratory roller. A vibratory roller would create approximately 0.210 inch per second PPV at 25 feet. A 0.210 inch per second PPV vibration level would equal 0.046 inch per second PPV at a distance of 100 feet.² This would be lower than what is considered a "strongly perceptible" impact for humans of 0.1 inches per second PPV, and lower than the structural damage impact threshold that would affect older structures of 0.5 inches per second PPV. Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

Land uses that may generate substantial operational vibration include heavy industrial or mining operations that would require the use of vibratory equipment. The proposed project scientific research and development land uses do not include equipment that would generate substantial vibration. Therefore, operational vibration impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to response XI(a). The project site is presently developed with similar scientific research and design land uses. Thus, the project would have similar operational noise impacts as the current and the surrounding land uses within the IP 1-1 zone. Additional operational noise impacts may occur from vehicular traffic. While the project is an increase in development intensity, unlike the previous project, the proposed project is subject to the restrictions set forth by the APZ 2 classification. That being, while the project would be an increase in square footage, the project would be limited in the number of employees, and thereby corresponding to vehicle related traffic noise. Thus, the increase in traffic noise from the project would not be substantial in comparison to the existing conditions

² Equipment PPV = Reference PPV * (25/D)ⁿ (in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013b.

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

(see Section XVII, Transportation/Traffic). Therefore, since the project would have similar operational noise impacts as those of the existing and surrounding land uses and would not have a significant increase in traffic, the project would not result in a significant permanent noise increase. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to response XI(a). The project would not result in a significant temporary or periodic noise increase. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not located within the 60 and 65 CNEL contours associated with MCAS Miramar. Therefore, the project would not expose people residing or working in the area to excessive noise levels. No impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

XIV. POPULATION AND HOUSING

- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not include housing that would directly induce population growth. The project would provide employment opportunities through the development of 149,060 SF of scientific and research development land uses. It is possible that a percentage of employees relocate to the area, but such numbers would not be substantial so as to adversely affect existing and future housing stock in the community. However, the project also involves the transfer of 58,060 SF of unutilized development rights from 11099 North Torrey Pines Road, which is part of the larger Torrey Pines Science Park. Thus, while new employment opportunities may occur in conjunction with the project, these opportunities have also already been accounted for in SF

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

analyzed as part of the entitlements at 11099 North Torrey Pines Road. Moreover, given that the project is consistent with the land use designation and zoning, any population growth associated with such uses has been accounted for in regional planning. Thus, any incremental population growth as a result of project-related employment opportunities could be accommodated by the current and future housing stock. Additionally, the project does not include any new roadways or other infrastructure that could indirectly foster future population growth. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site currently supports a two scientific research and development buildings that would be demolished to accommodate the proposed project. Thus, the proposed project would not displace existing housing, necessitating the construction of replacement housing elsewhere. Moreover, the project site is not designated or zoned for residential land uses and therefore, project implementation would not remove land assigned for this purpose thereby indirectly resulting in the need for housing elsewhere. Therefore, no impacts would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to XII(a) above. No impacts would occur.

XV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|--------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Fire protection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is currently developed and located in a developed area where fire protection services are already provided. The San Diego Fire-Rescue Department (SDFD) provides fire protection services in the project area. Currently the project site supports scientific research and development land uses that like most land uses, may require a need for fire protection services during the lifespan of the uses.

SDFD Station 41, approximately 2.5 miles southeast of the project site, would provide service to the project. As with the existing uses, there may be occurrences or events where paramedics or other fire protection personnel would be needed to provide services at the site. However, the project would be constructed per applicable California Building and Fire codes and would comply with City and SDFD requirements per the SDMC (Chapter 5, Article 5) and standard City procedures. These include: SDFD approval of development plans (fire hydrant spacing, emergency vehicle access, and brush management), access to fire hydrants, and inspection of facilities prior to operation. Development would also comply with SDMC regulations specific to wildfire resistant construction and development in areas near natural vegetation (Chapter 14, Article 5). Construction and

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

operation of the project and would adhere to applicable regulatory requirements, including adequate fire flow, ongoing maintenance of defensible space, and use of fire/wildfire resistance construction.

The project also involves the transfer of unutilized development rights for 58,060 SF from the adjacent property to the north (11099 North Torrey Pines Road). This transfer of rights would accommodate the additional net increase of development on the project site and retain the overall development intensity of the Torrey Pines Science Park. Therefore, the project would not adversely affect existing levels of fire protection services to the area, substantially increase the need for new fire department staff or new facilities or require the construction of new or expanded governmental facilities. No impacts to fire protection would occur.

ii) Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is currently developed and located in a developed area where police protection services are already provided. The San Diego Police Department provides law enforcement services in the project area. The proposed project involves the construction of two buildings for scientific research and development that would replace an existing building that supports the same land use within an area with existing area developed with similar industrial park land uses. The project also involves the transfer of unutilized development rights for 58,060 SF from the adjacent property to the north (11099 North Torrey Pines Road). This transfer of rights would accommodate the additional net increase of development on the project site and retain the overall development intensity of the Torrey Pines Science Park. The project would not adversely affect existing levels of police protection services to the area and would not require the construction of new or expanded governmental facilities. No impacts to police protection would occur.

iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------	--------------------------	--------------------------	--------------------------	-------------------------------------

The project involves the construction of 149,060 SF of development to house scientific research and development land uses and would not include construction of future housing or induce growth that could increase demand for schools in the area. No impacts would occur.

iv) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------	--------------------------	--------------------------	--------------------------	-------------------------------------

The project involves the construction of 149,060 SF of development to house scientific research and development land uses and would not induce growth that would require alteration to existing parks or the construction of a new park. Additionally, the project proposes outdoor gathering spaces and pedestrian paths onsite for employees which may be used throughout the workday, thereby reducing any use of nearby recreational facilities. No impacts would occur.

v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
----------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is located in a developed area where public services are already provided. The project would not adversely affect existing levels of facilities to the area and would not require the construction of new or expanded governmental facilities. The project also involves the transfer of unutilized development rights for 58,060 SF from the adjacent property to the north (11099 North

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

Torrey Pines Road). This transfer of rights would accommodate the additional net increase of development on the project site and retain the overall development intensity of the Torrey Pines Science Park. No impacts to other public facilities would occur.

XVI. RECREATION

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

☐
☐
☐
☒

The project consists of construction of two scientific research and development buildings that would not induce growth that would substantially increase the use of existing neighborhood or regional parks or other recreational facilities. The project is not anticipated to result in the use of available parks or facilities such that substantial deterioration occurs, or that would require the construction or expansion of recreational facilities to satisfy demand. Therefore, no impact would occur.

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

☐
☐
☐
☒

See XV(a). The proposed project does not involve or require the construction or expansion of recreational facilities. Moreover, the project also involves the transfer of unutilized development rights for 58,060 SF from the adjacent property to the north (11099 North Torrey Pines Road). This transfer of rights would accommodate the additional net increase of development on the project site and retain the overall development intensity of the Torrey Pines Science Park. Therefore, no impacts would occur.

XVII. TRANSPORTATION/TRAFFIC

– Would the project:

- a) Conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?

☐
☐
☒
☐

The UCP establishes three goals for transportation, two of which are to be implemented plan wide, and a single goal that is oriented toward individual projects:

- Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop, and the light rail transit line.

In addition, the project site is within a 2035 TPA, Prime Industrial Lands. A TPA is an area that is within one half-mile of a major transit stop (a site containing an existing rail transit station a ferry

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

terminal served by either a bus or rail transit service, or the intersection of two major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commuter periods).

The project is served by two bus routes. NCTD operates Route 101, which has a bus stop located on North Torrey Pines Road at the Science Park driveway. The bus stop is a 1,250-foot walk from the pedestrian entrance to the project buildings. Route 101 operates at 30-minute frequencies throughout the day on weekdays and weekends and provides access from Oceanside, Carlsbad, Encinitas, Solana Beach, and Del Mar to UC San Diego and the University Town Center Transit Station. Upon completion of the MTS Trolley Blue Line (Mid-Coast), which is currently being extended into University City and expected to be operational in late 2021, Route 101 will provide several connections to destinations throughout San Diego. MTS operates a peak period Route 978 that has a bus stop at 11090 Callan Road. Route 978 provides two morning and two afternoon weekday connections to the NCTD Sorrento Valley Coaster Station. The bus stop used to access Route 978 is located approximately 1,200 feet walking distance from the project pedestrian entrances to the project buildings. In addition to the pedestrian pathway connecting to Route 101 along North Torrey Pines Road, the project would provide a pedestrian connection to the NCTD route 978 along Callan Road. .

The project would provide 17 short-term and 17 long-term bicycle parking spaces, in accordance with the SDMC 142.0530(e) (1) and (2).

Therefore, since the project would provide connectivity to local bus routes that provide further linkages to the Coaster and light rail stations and the project would provide the appropriate number of bicycle spaces, it would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities. Impacts would be less than significant.

- b) Would the project or plan/policy result in VMT exceeding thresholds identified in the City of San Diego Transportation Study Manual?

☐
☐
☒
☐

To satisfy the CEQA guidelines after the passage of Senate Bill (SB) 743, the potential transportation impacts of the proposed project are based on Vehicle Miles Traveled (VMT). Thus, in compliance with SB 743, Linscott, Law, and Greenspan Engineers (LLG) conducted an analysis (LLG 2021). The purpose of the analysis was to evaluate the expected weekday Average Daily Trips (ADT) for purposes of VMT estimation associated with proposed project. The project-generated ADT was compared to the City of San Diego thresholds for determining if a project is screened out from a VMT analysis. Since the project is in APZ 2, which restricts the number of employees per acre, the ADT analysis did not use the project's square footage to determine the trip generation. Accordingly, the analysis used a trips per employee rate to estimate the project trip generation. It is noted that the current buildings were constructed prior to the site being classified within the APZ 2. Therefore, the original buildings were not subject to the same restrictions.

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

The methodology presented in the VMT Analysis prepared by LLG estimated that currently the existing structures have a maximum number of 304 employees with an ADT of 728.³ Comparatively, the project would be allowed to have a maximum of 420 employees onsite with an associated 1,004 ADT.⁴ This results in an increase of 276 net new ADT, which is lower than the City's screening threshold of 300 ADT for determining if a VMT analysis is needed. Therefore, since the project is less than the screening threshold, no additional analysis is required and the project would be presumed to have a less than significant VMT transportation impact.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not affect air traffic patterns. The project site is not within the MCAS Miramar restrictive use or overflight notification area (San Diego County Airport Land Use Compatibility Commission 2011). Additionally, the project site is within a Coastal Zone Height Limitation Overlay that restricts the project height to 30 feet. Therefore, the height of the structure would not interfere with air traffic patterns or create a safety hazard in relation to airport activities. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

There would be no hazardous design features or incompatible uses introduced as a result of the project. Construction would occur within the existing disturbed area, including the existing access drives and parking area. However, following project completion, the access roadways and parking lot would function similar to existing conditions. The project and proposed access roadway improvements have been designed in accordance with the City's Street Design Manual and SDMC regulations. Construction equipment would be stored at the project site temporarily during the construction period but would be secured when not in use so as not to pose a hazard to the surrounding area. As such, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project area would be accessed via North Torrey Pines Road and Callan Road. Project-related traffic would not cause a significant increase in congestion on local roadways (see response to item

³ The ADT / employee is approximately 728 ADT / 304 employee = 2.39 ADT/Employee (assuming 91,000 sq ft X 8 ADT / 1,000 SF for Scientific Research & Development).

⁴ The APZ 2 has a restriction 50 employees per acre. The total combined site acreage (with properties at 11099 North Torrey Pines Road) is 13.14 acres, acres (657 occupants). The project's portion of the total square footage of the site will be 149,060 SF of the total 232,880 SF (64 percent) and therefore the Callan site will be limited to 420 occupants (657 combined occupants X 64 percent). A rate of 2.3839 ADT per employee was used that assumed the same ADT/ employee in the post-project condition as in the existing condition.

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

XVII(b)). During construction of the project, heavy construction-related vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). As part of the project's required construction traffic control plan, the project would provide protocols for continued access for emergency vehicles during construction. As a result, the project's construction impacts would be less than significant. Operation of the proposed project would not result in significant traffic in and out of the project site such that it would interfere with emergency response access. As stated in XVI(d), the project has been designed consistent with the City's engineering standards. Additionally, the project would be reviewed by the SDFD to ensure proper circulation on and off the site for emergency services vehicles. The impacts related to the operation of the project would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include "non-unique archaeological resources" that, instead of being important for "scientific" value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditional and cultural affiliated geographic area (PRC § 21080.3.1(a)).

The City, as Lead Agency, determined that Tribal Cultural Resources pursuant to PRC Section 5024.1(c) would not be potentially impacted through project implementation, as the project site has been developed and no resources occur on site. In accordance with the requirements of PRC 21080.3.1, the City provided formal consultation notification to the Iipay Nation of Santa Isabel, the

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

Jamul Indian Village, and San Pasqual Band of Mission Indians, traditionally and culturally affiliated with the project area, via email on June 8, 2020 . No response was received from Native American Tribes within the 30-day formal notification period. Therefore, consultation was deemed unnecessary. No impact would result.

XIX. UTILITIES AND SERVICE SYSTEMS

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would connect to the local wastewater system. The site land uses would remain as scientific research and design and would be consistent with the UCP land use designation and City zoning code. As such, the land uses have been considered in the planning forecasts for infrastructure master plans. Additionally, the project would not introduce any new or unique forms of wastewater not currently being treated. Development of the project site would generate a similar volume of wastewater flow, compared to existing conditions. Wastewater facilities used by the project would be operated in accordance with the applicable wastewater treatment requirements of the RWQCB. Treatment of effluent from the site is anticipated to be routine and is not expected to exceed the wastewater treatment requirements of the RWQCB. Existing sewer infrastructure exists within roadways surrounding the project site and has adequate capacity to serve the project. Impacts related to wastewater treatment requirements would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment or storm water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Water service is provided by the City Public Utilities Department. Construction of the project would not substantially increase the demand for water or wastewater treatment services, and as such, would not trigger the need for new water or wastewater treatment facilities or the expansion of those facilities. The project would construct new stormwater treatment facilities onsite. The impacts of which are considered in the overall project design within the context of each individual environmental issue area. The stormwater treatment facilities (modular wetlands, underground storage vaults, etc.) would have no unique components that would have additional impacts not already evaluated. The project is consistent with the UCP land use designation and zoning; thus, the project's demands have been accounted for in projected demands and infrastructure master plans. Adequate services are available to serve the project. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would include construction of an on-site drainage system to collect and convey site runoff to the City's municipal storm drain system (see Section X, Hydrology and Water Quality). No off-site drainage facilities are proposed. The project-related storm drain facilities are evaluated in the context of the project as a whole and would not result in any impacts not already addressed in this IS/ND. Therefore, this impact would be less than significant. The project would not exceed the capacity of the City's existing storm water drainage system and would not require the expansion of the system. Impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project does not meet the thresholds requiring the need for the project to prepare a water supply assessment. The existing project site currently receives water service from the City, and adequate services are available to serve the project without requiring new or expanded entitlements. As required under the Urban Water Management Planning Act and the California Water Code, the City prepared the 2015 Urban Water Management Plan (UWMP) that examines the reliability of the water supply during normal, dry, and multiple drought years and provides a foundation for water supply planning. The analysis conducted for the UWMP concluded that under all scenarios that the combination of wholesale water and water supplies will be sufficient to meet water demands. Further, to formulate the forecast demands that are used in determining the sufficiency of water supply in future years, the UWMP relies in part on land use development in accordance with general land use plans. The proposed project is consistent with the City's General Plan and the UCP. As such, adequate water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would result in a a transfer of 58,060 SF of unutilized development rights from 11099 North Torrey Pines Road for scientific research and development land uses. These land uses are consistent with the site's land use designation and zoning, which have been considered in the forecasted demands and needs as assessed in infrastructure master plansThe project would provide new local infrastructure improvements that would connect to the municipal system. No new facilities beyond the local connections would be needed to serve the project. Subsequently, the project would not adversely affect existing wastewater treatment services and adequate services are

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

available to serve the project without requiring new or expanded entitlements. The project would result in less than significant impacts.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

KHA prepared a Waste Management Plan (WMP) for the proposed project in February 2020. The WMP calculated the existing waste generation stream conditions and the proposed project's construction and operational phases.

Pre-construction waste would be generated through the demolition of the existing 91,000-SF building. The building materials that would be demolished would include wall and partition materials, carpet, carpet padding, roofing and insulation materials, tile, wallboard, etc. The exact mix of materials is not known at this time. The estimated amount of demolition waste to be diverted and disposed of is nearly 12,500 tons. Of which, 82 percent is to be diverted from landfills. The remaining construction activities are estimated to generate nearly 290 tons of waste, of which 68 percent is to be diverted from landfills. One hundred percent of green waste is to be diverted during construction. This is in conformance with the City's Construction and Demolition (C&D) Debris Diversion Deposit Ordinance, which is designed to keep C&D materials out of local landfills and ensure they get recycled. In particular, the ordinance requires that the majority of construction, demolition, and remodeling projects requiring building, combination, and demolition permits divert at least 50 percent of their debris by recycling, reusing, or donating usable materials.

To further comply with the C&D Ordinance, the contractor(s) would be required to perform daily inspections of the construction site and report directly to a Solid Waste Management Coordinator. Daily inspections will include verifying the availability and number of dumpsters based on amount of debris being generated, correct labeling of dumpsters, proper sorting and segregation of materials, and salvaging of excess materials.

Under existing conditions, it is estimated that the site's present land uses generate 216 tons of solid waste per year of operation. The proposed project is estimated to generate nearly 351 tons of solid waste per year, for a net increase of approximately 135 tons of waste per year.

The proposed project would implement waste reduction, recycling, and diversion measures for pre-construction, construction, and operation of the proposed project. Such measures include, but are not limited to, designating a solid waste management coordinator, conducting daily site inspections by the contractor, regular removal of waste materials, and the identification, separation, and diversion of recyclable and reusable materials. Thus, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to response to item XIX(f), above. By incorporating the waste reduction, recycling, and diversion measures outlined in the project's WMP, the project would comply with federal, state, and

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

local management and reduction statutes and regulations related to solid waste, including but not limited to the State of California Integrated Waste management Act, the City of San Diego's CEQA Significance Determination Thresholds, and the City of San Diego's Refuse and Recyclable Materials Storage Ordinance. Impacts would be less than significant.

XX. WILDFIRE

– Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please refer to response to item IX(g). The project would not disrupt any emergency evacuation routes. Therefore, the project would have a less-than-significant impact on an emergency response and evacuation plan during construction and operation.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The terraced project site has a slight slope of east-northeast with elevations ranging from 330 AMSL to 390 AMSL. As discussed in response to item IX(h), the project site is in a Very High Fire Severity Zone (VHFSZ) (SDFD 2009). The proposed project would comply with the wildland fire risk reduction and prevention guidelines in the City's General Plan and the California Fire Code, in addition to adopting the latest CBC standards to minimize impacts related to wildland fires. Compliance with applicable codes would reduce impacts associated with wildland fires. Specifically, these standards include vegetative (brush) management, such as selective removal/thinning and fire-resistant plantings to create appropriate buffer zones around development (if applicable), as well as incorporating applicable fire-related design elements, including fire-resistant building materials, fire/ember/smoke barriers, automatic alarm and sprinkler systems, and provision of adequate fire flow and emergency access. Thus, the project would incorporate strategies to protect project occupants from wildfire-related pollutant populations and to address the uncontrollable spread of wildland fire. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project is located in a developed area with similar development. The site is currently served by existing infrastructure, which would serve the site after construction is completed. No new construction of roads, fuel breaks, emergency water sources, power lines, or other utilities would be constructed that would exacerbate fire risk; therefore, impacts would be less-than-significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please see response to item VII(a)(iv), the project is not located in an area that is subject to landslides or slope instability. Further, as noted in responses to items X(g) and (h), the project site is categorized by FEMA as having minimal flooding risk and it is not within a 100-year flood plain. Additionally, the project includes storm drain facilities to capture and retain stormwater and would incorporate appropriate BMPs for drainage. Thus, since the project has low landslide and flooding risk and includes drainage facilities and BMPs, the project would not expose people or structures to significant risks as a result of run-off, post-fire slope instability, or drainage changes. Therefore, less than-significant impact would result.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

As discussed in Section IV, Biological Resources, the project would not substantially degrade the quality of the environment, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce or restrict the range of rare or endangered plant or animal species. The project is not expected to impact resources related to major periods of California history or prehistory.

The project proposes development on a developed site. The project site does not contain biological resources, and development of the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As disclosed throughout this Initial Study, the project would either result in no impacts or less than significant impacts.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Cumulative environmental impacts are those impacts that by themselves are not significant, but when considered with impacts occurring from other projects in the vicinity would result in a cumulative impact. Related projects considered to have the potential of creating cumulative impacts in association with the project consist of projects that are reasonably foreseeable and that would be constructed or operated during the life of the project. The project would be in a developed area that is largely built out. No other construction projects are anticipated in the immediate area of the project.

As discussed under response to item III(c), air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB. The region is a federal and/or state nonattainment area for PM₁₀ and PM_{2.5} and O₃. Construction and operation of the project would contribute particulate matter and the ozone precursors VOCs and NO_x to the area. As described in response to item III(b), emissions generated during construction and operation would not result in the violation any air quality standard or contribute substantially to an existing or projected air quality violation. The project is consistent with the applicable land use plans (General Plan and UCP), and therefore, buildout of the project site has been accounted for in region-wide air quality plans. Therefore, the project would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment. Similarly, the project would have a less than significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

Through the required regulatory compliance, the project would have no impact in relation to other environmental issue areas. For instance, the project's required compliance with the SWPPP and plans, policies, and programs and City and County ordinances relating to alternative transportation or solid waste reduce project related impacts to less than significant. Other future projects within the surrounding area would be required to comply with applicable local, state, and federal regulations to reduce potential impacts to the extent possible. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts. Project cumulative impacts would be less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The air quality analysis summarized in Section III, Air Quality of this Initial Study/Negative Declaration identified that the project would have less than significant impacts in relation to toxic air contaminants and other air quality health concerns. Other issue areas that could potentially create substantial adverse effects on human beings such as hazardous materials or waste, risk of fire or floods, and construction and operational noise were also determined to be less than significant.

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

Thus, as evidenced by the Initial Study Checklist, no other substantial adverse effects on human beings, either indirectly or directly, would occur because of project implementation and therefore, impacts are less than significant.

INITIAL STUDY CHECKLIST REFERENCES

I. Aesthetics

- ☒ City of San Diego General Plan
- ☒ Community Plan: UCP
- ☒ Other: California State Scenic Highway Mapping System

II. Agriculture & Forestry Resources

- ☒ City of San Diego General Plan
- ☐ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
- ☐ California Agricultural Land Evaluation and Site Assessment Model (1997)
- ☐ Site Specific Report:
- ☒ Other:
 - California Department of Conservation. 2016. California Important Farmland Finder.

III. Air Quality

- ☐ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
- ☐ Regional Air Quality Strategies (RAQS) - APCD
- ☐ Site Specific Report:
- ☒ Other:
 - SDAPCD, *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County*, October 2020.

IV. Biological Resources

- ☐ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- ☐ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- ☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
- ☒ Community Plan – UCP
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001
- ☐ City of San Diego Land Development Code Biology Guidelines
- ☐ Site Specific Report:

V. Cultural Resources (includes Historical Resources)

- ☐ City of San Diego Historical Resources Guidelines
- ☐ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey
- ☐ Site Specific Report:
- ☒ Other:
 - UCP, City of San Diego, as amended through July 2019.
 - Geotechnical Investigation, GEOCON, January 2020

VI. Energy

- ☒ City of San Diego Climate Action Plan

VII. Geology/Soils

- ☒ City of San Diego Seismic Safety Study
- ☐ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
- ☒ Site Specific Report:
 - Geotechnical Investigation, prepared by GEOCON, January 2020
- ☒ Other:
 - City of San Diego General Plan, City of San Diego, 2008.

VIII. Greenhouse Gas Emissions

- ☒ Site Specific Report:
 - Climate Action Plan Consistency Checklist, March 29, 2021.

XIV. Hazards and Hazardous Materials

- ☐ San Diego County Hazardous Materials Environmental Assessment Listing
- ☐ San Diego County Hazardous Materials Management Division
- ☐ FAA Determination
- ☐ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
- ☒ Airport Land Use Compatibility Plan – MCAS Miramar; Montgomery Field
- ☒ Site Specific Report:
 - Phase I Environmental Site Assessment 3020 and 3030 Callan Road San Diego. GEOCON. September 2007.
- ☒ Other:
 - City of San Diego Fire-Rescue Department. 2009. Official Very High Fire Hazard Severity Zone Map. Grid Tile: 28. February 24.
 - DOD, 2011. DOD Instruction 4165.57, Air Installations Compatible Use Zones.
 - SWRCB, GeoTracker. Accessed January 22, 2021. geotacker.waterboards.ca.gov
 - DTSC, EnviroStor, Accessed January 22, 2021, envirostor.dtsc.ca.gov

X. Hydrology and Water Quality

- ☒ Flood Insurance Rate Map (FIRM)
- ☐ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- ☐ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- ☒ City of San Diego General Plan Environmental Impact Report, City of San Diego Development Services Department, September 2007.
- ☒ Site Specific Report:
 - Drainage Report, KHA, January 2020.
 - Storm Water Quality Management Plan, KHA, January 2020.

XI. Land Use and Planning

- ☐ City of San Diego General Plan
- ☒ Community Plan: UCP
- ☐ Airport Land Use Compatibility Plan
- ☒ City of San Diego Zoning Maps
- ☐ FAA Determination:
- ☐ Other Plans:

XII. Mineral Resources

- ☐ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- ☐ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- ☒ City of San Diego General Plan: Conservation Element
- ☐ Site Specific Report:

XIII. Noise

- ☒ City of San Diego General Plan
- ☐ Community Plan: UCP
- ☐ San Diego International Airport - Lindbergh Field CNEL Maps
- ☐ Brown Field Airport Master Plan CNEL Maps
- ☐ Montgomery Field CNEL Maps
- ☐ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ Site Specific Reports:
- ☒ Other:
 - DOD, 2011. DOD Instruction 4165.57, Air Installations Compatible Use Zones.
 - MCAS Miramar Airport Land Use Compatibility Plan, Airport Land Use Commission, December 2011.

XIV. Population and Housing

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ Series 11/Series 12 Population Forecasts, SANDAG
- ☐ Other:

XV. Public Services

- ☐ City of San Diego General Plan
- ☐ Community Plan

XVI. Recreation

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ Department of Park and Recreation
- ☐ City of San Diego - San Diego Regional Bicycling Map
- ☐ Additional Resources:

XVII. Transportation / Traffic

- ☒ City of San Diego General Plan
- ☒ Community Plan: UCP
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ San Diego Region Weekday Traffic Volumes, SANDAG
- ☒ Site Specific Report:
 - VMT Analysis Memorandum, LLG, January 2021.
- ☒ Other: City of San Diego, Transportation Study Manual, September 29, 2020

XVIII. Tribal Cultural Resources

- ☒ City of San Diego Paleontological Guidelines
- ☐ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
- ☐ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975
- ☐ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977
- ☒ Site Specific Report:
 - Geotechnical Investigation, GEOCON, January 2020

XIX. Utilities and Service Systems

- ☒ Site Specific Report:
 - Waste Management Plan, KHA, February 2020.

XX. Water Conservation

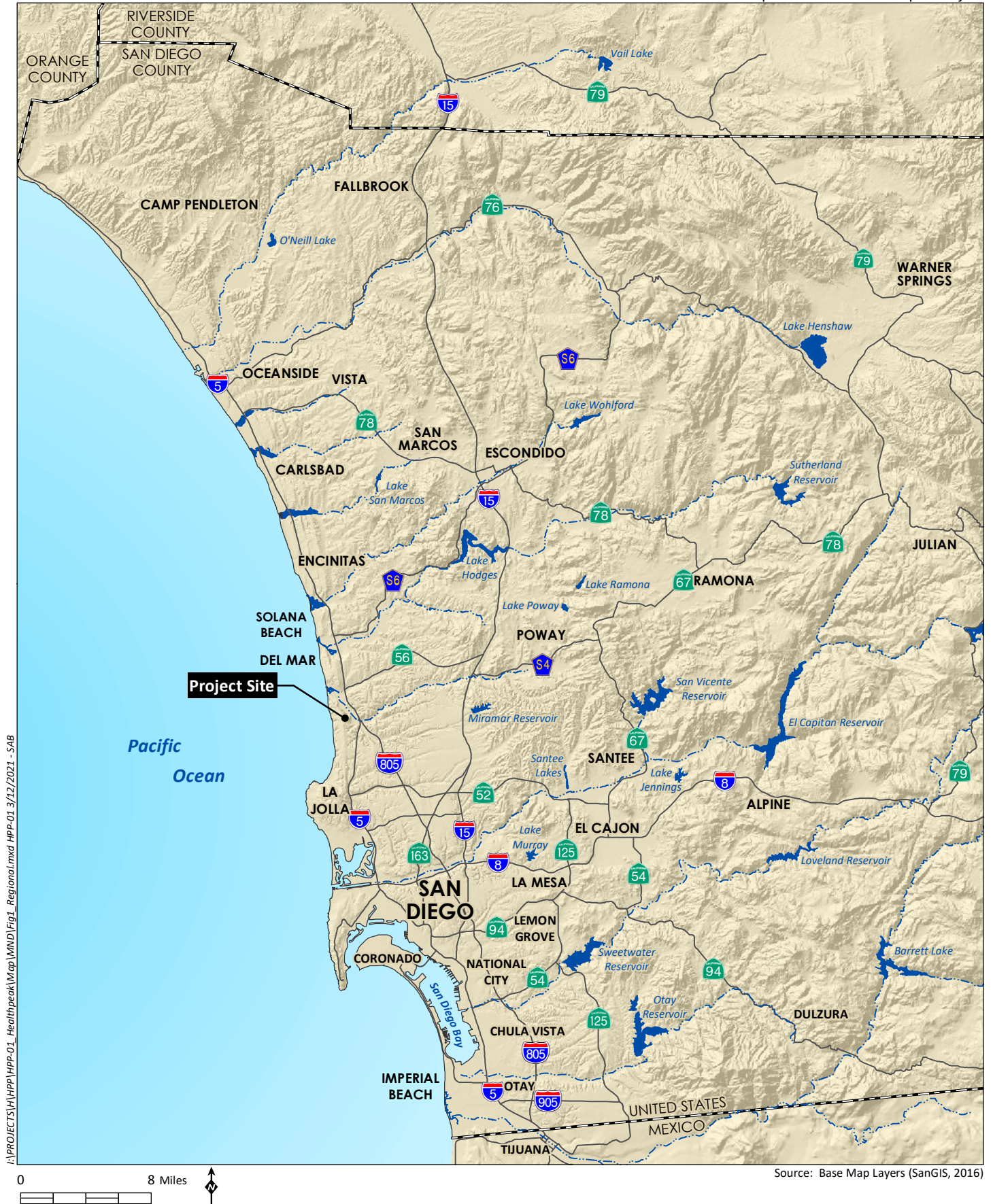
- ☐ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

XXI. Water Quality

- ☐ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html.
☒ Site Specific Report:
Storm Water Quality Management Plan, KHA, January 2020.

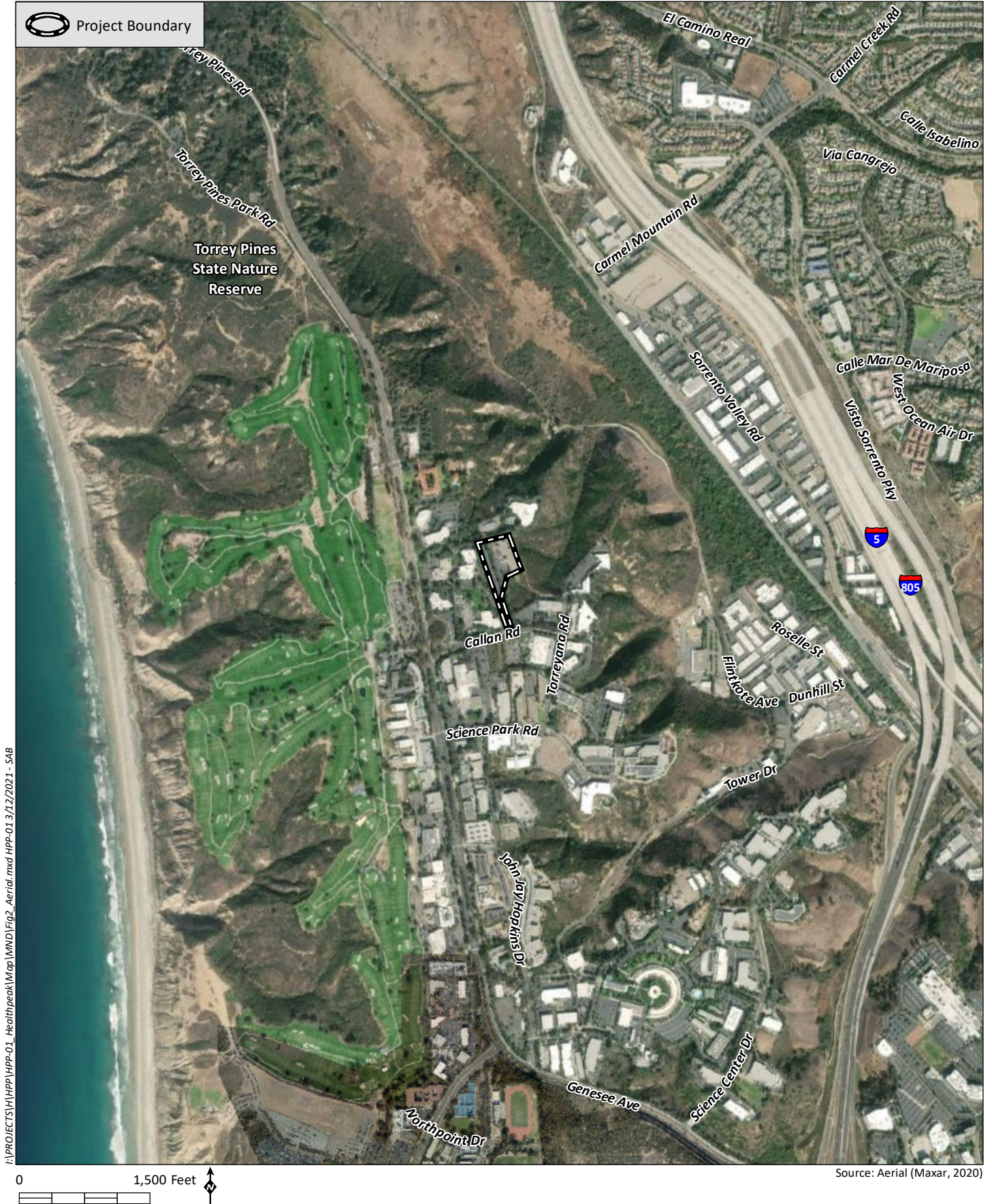
XXII. WILDFIRE

- ☒ City of San Diego General Plan
☒ Community Plan: UCP
☒ San Diego County Multi-Jurisdictional Hazard Mitigation Plan
☒ Very High Fire Severity Zone Map, City of San Diego
☒ City of San Diego Brush Management Regulations, Landscape Regulations (SDMC 142.0412)
☐ Site Specific Report:



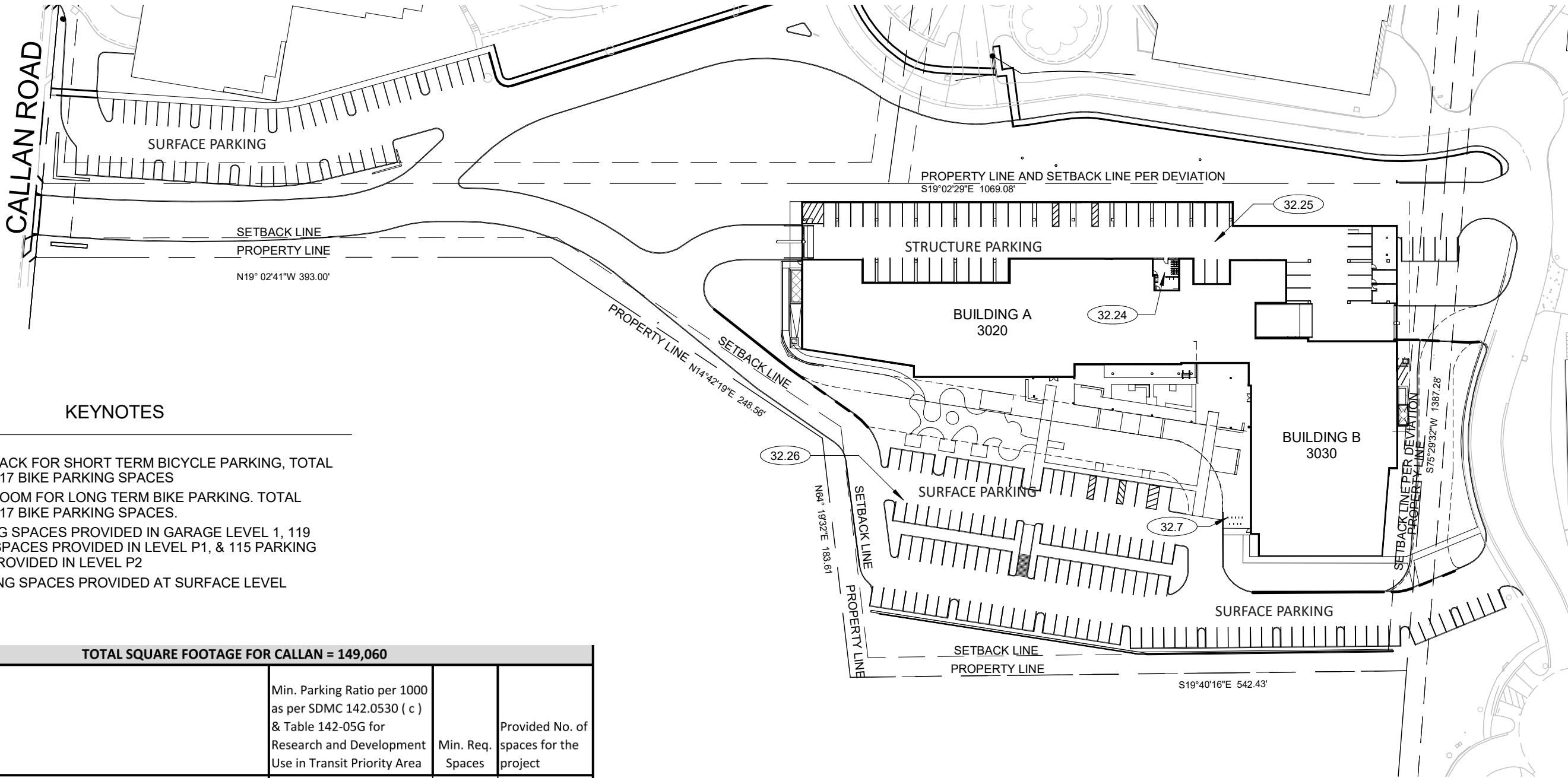
Regional Location

Figure 1



Project Vicinity

Figure 2



KEYNOTES

- 32.7 BICYCLE RACK FOR SHORT TERM BICYCLE PARKING, TOTAL CAPACITY 17 BIKE PARKING SPACES
- 32.24 BICYCLE ROOM FOR LONG TERM BIKE PARKING. TOTAL CAPACITY 17 BIKE PARKING SPACES.
- 32.25 51 PARKING SPACES PROVIDED IN GARAGE LEVEL 1, 119 PARKING SPACES PROVIDED IN LEVEL P1, & 115 PARKING SPACES PROVIDED IN LEVEL P2
- 32.26 121 PARKING SPACES PROVIDED AT SURFACE LEVEL

TOTAL SQUARE FOOTAGE FOR CALLAN = 149,060			
	Min. Parking Ratio per 1000 as per SDMC 142.0530 (c) & Table 142-05G for Research and Development Use in Transit Priority Area	Min. Req. Spaces	Provided No. of spaces for the project
3020/3030 Callan Parking			
Total Parking for Callan	2.1	313	406
EV Charging (CALGREEN Table 5.106.5.3.3)		24.4	25
Accessible Parking per CBC 11B-208.2		9	9
Clean Air/ Low Emitting CALGREEN 5.106.5.2 (10% min per Tier 2)		41	41
Bicycle Parking (Short Term) per SDMC 142.0530(e)(1)(A)		16	17
Bicycle Parking (Long Term) per SDMC 142.0530(e)(2)(A)		16	17
Motorcycle per SDMC 142.0530(g)		7	11
11099 North Torrey Pines Parking			
Total Parking for 11099 Torrey Pines N	2.1	176	220
Accessible Parking		6	7

Source: Ferguson, Pape and Baldwin Architects (2020)

Site Plan
Figure 3