



Environmental
Quality
Division

236-5775

Binder

Environmental Impact Report

DEP No. 89-0702
SCH No. 89071907

SUBJECT: Calbiochem Community Plan Amendment. COMMUNITY PLAN AMENDMENT (University Community Plan), to increase the allotted development intensity for scientific research use from 7,585 square feet per acre to 20,000 square feet per acre on a 16.08-acre site. Maximum development under the amendment could increase from approximately 122,000 square feet to 321,000 square feet of scientific research use. The project site is located in the University community at the northeast corner of North Torrey Pines Road and Science Park Road in the SR Zone (Scientific Research). (Lot 1, Torrey Pines Science Park Unit 1, Map No. 6229). Applicant: Calbiochem Corporation.

CONCLUSIONS:

Implementation of the proposed project would result in significant and unmitigated impacts associated with traffic circulation (direct and cumulative), air quality, hydrology/water quality, land use and safety, biological resources and visual quality. The proposed project would add 1,309 average daily trips (ADT) to the University Community circulation system, which is already expected to experience severe traffic congestion in the future based on the level of buildout assumed in the 1987 University Community Plan and Travel Forecast. Additionally, the project would incrementally lower the Level of Service (LOS) to LOS D and E at the North Torrey Pines Road/Genesee Avenue Intersection and Genesee Avenue approaches to I-5 (southbound and northbound ramp). In addition, Science Park Road, currently a two-lane collector with on-street parking, would be unable to accommodate the additional traffic.

The proposed project would also contribute to identified cumulatively significant impacts associated with a reduction in localized air quality. Based on the level of buildout assumed in the 1987 Community Plan and Travel Forecast, the University Community circulation system is expected to experience a LOS of D and E indicating queuing and substantial delays to approaching vehicles. Based on these Levels of Service, the project would contribute to the degradation of the area's air quality.

Future development on the site in accordance with the proposed Community Plan Amendment would increase runoff which would have the potential to result in adverse erosion and sedimentation impacts to the Los Peñasquitos Lagoon and watershed. Urban runoff from the proposed project would contribute cumulatively with other projects in the area in affecting the

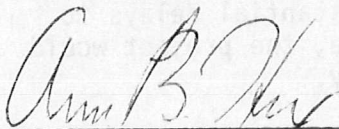
water quality of the Lagoon's watershed. Significant land use impacts associated with the increase in automobile trips and further degradation of air and water quality have also been identified.

The project could also result in adverse impacts to visual quality, biological resources and hazardous materials. Impacts in these areas could be avoided or reduced below a level of significance by the implementation of a Planned Industrial Development Permit (PID) and Coastal Development Permit (CDP). A PID and CDP have been submitted for the project, but at the request of the applicant, they have not been included in this EIR. Consequently, for the purpose of this EIR, no mechanism is available to ensure implementation of mitigating measures for any of the identified environmental impacts.

RECOMMENDED ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS:

The EIR discusses two alternatives to the proposed project. The No Project alternative would result in the project site remaining in its present condition. Alternative B, an alternative location for expansion of the Calbiochem facilities, would locate the project in a community of San Diego where the project's traffic generation would not create or contribute to significant traffic or air quality impacts, and would lie outside of the Los Penasquitos Lagoon watershed, to avoid cumulative erosion and water quality impacts. Implementation of either of the above alternatives would avoid generating additional traffic volumes above levels currently projected. This, in turn, would reduce contributions to cumulative regional air quality. In addition, direct hydrology/erosion impacts would be avoided. Either alternative would not, however, alter or eliminate anticipated significant cumulative traffic, air quality or hydrology/erosion impacts resulting from other developments that are currently under construction or that have been approved for development within the community plan area.

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



Ann B. Hix, Principal Planner
City Planning Department

October 9, 1989

Date of Draft Report

December 8, 1989

Date of Final Report

Analyst: McHenry

PUBLIC REVIEW

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

State Clearinghouse
California Department of Fish and Game, Region 5
Parks and Recreation Department, Southern Regional Office
California Coastal Commission, San Diego District
NAS Miramar
San Diego Association of Governments
Sierra Club
Citizens Coordinate for Century III
CALTRANS, District 11
University City Community Association
University Community Planning Group
Torrey Pines Community Planning Group
La Jolla Community Planning Association
La Jolla Town Council
La Jollans for Responsible Planning
Campus/Community Planning, Pat McCollum
External Affairs, Commissioner, UCSD Associated Students
Air Pollution Control District
County Hazardous Materials Management Division
Los Penasquitos Canyon Citizens Advisory Committee
Friends of the Preserve
Calbiochem Corporation
Jeffrey Taxson
City of San Diego
 Planning Department
 Engineering and Development Department
 Park and Recreation Department
 Councilmember Abbe Wolfsheimer, District 1
 Tim O'Connell, Mayor's Office

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

RESULTS OF PUBLIC REVIEW

- () No comments were received during the public input period.
- () Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

City of San Diego
MEMORANDUM
RECEIVED

NOV 01 1989
ENVIRONMENTAL QUALITY
DIVISION

DEP No.: 89-0702
File No.: 802,281/UC.8
Date: November 2, 1989
To: Development and Environmental Planning Division, Planning Department
From: Walt Huffman, Senior Traffic Engineer, Transportation Planning Division, Engineering and Development Department
Subject: REVIEW OF TRAFFIC INFORMATION/ANALYSIS for Calbiochem Corp Torrey Pines Draft EIR

1. (page 12) The last two sentences in the fourth paragraph should be revised as follows:
"Currently, approximately 31,000 ADT between North Torrey Pines Road and the I-5 southbound ramp. The four-lane major street is 30,000 vehicles (see Table 2), and Genesee Avenue between North Torrey Pines Road and the I-5 southbound ramp is currently operating at this level (within the tolerance range)."

1 The EIR has been revised as indicated.

The fourth sentence in the last paragraph should be revised as follows:
"North Torrey Pines Road, a six-lane primary arterial, has a maximum desirable ADT of 50,000 ADT and it is currently operating within this range with an existing 33,900 ADT."

2 Table 2 of the EIR has been changed as indicated.

3 The EIR has been revised as indicated.

2. (page 14) The heading of column four in Table 2 should be changed to "Maximum Desirable (ADT)."
3. (page 15) The sentence in the first paragraph should be changed as follows:
"This segment of North Torrey Pines Road has a maximum desirable ADT of 30,000 ADT (see Table 2); currently, the roadway is operating within this range."

The last sentence in the second paragraph should be changed as follows:
"It is estimated that North Torrey Pines Road carries about 3,400 ADT; the roadway has a maximum desirable ADT of 5,000 ADT (see Table 2) and is operating within this range."

The last sentence in the third paragraph should be changed as follows:
"It is estimated that ~~ADT/LOS C is acceptable at the level of 2,285 ADT/LOS C~~ this roadway carries 3,130 ADT; ~~ADT/LOS C is acceptable at the level of 2,285 ADT/LOS C~~ the roadway is within its ~~ADT/LOS C~~ maximum desirable ADT of 5,000 ADT (see Table 2)."

The second sentence in the fourth paragraph should be changed as follows:
"The City ~~ADT/LOS C~~ considers LOS C to be the lowest ~~ADT/LOS C~~ desirable LOS, but LOS D is acceptable at the intersections in the vicinity of this project." The language in the following paragraphs should be revised to reflect this policy.

(page 22, paragraph four) The proposed 900 parking spaces do not appear to be adequate. We recommend that 952 parking spaces be provided. The City standard for scientific research is one parking space for every 300 square feet.

The first sentence of paragraph five should be changed as follows:
"Traffic volumes currently ~~ADT/LOS C~~ are at the level of the maximum ~~ADT/LOS C~~ desirable ADT for Genesee Avenue just west of I-5."

(page 24) In the first paragraph, the North Torrey Pines Road/Genesee Avenue intersection is being discussed.

(page 23) The third sentence in the second paragraph should be changed as follows:
"Under the proposed amendment, the development intensity would increase to produce and additional ~~ADT/LOS C~~ 1,309 ADT for a total of 2,285 ADT."

If you have any questions, please call Frank Yates at 236-7185.

Frank M. Yates for Matt Hoffman
Transportation Planning Division

FMY:fy

Attachment: copy of memo from EQD

cc: Plante
Tennessee
Boekamp

- 4 As stated in this letter, the Transportation Planning Division, Engineering and Development Department, considers LOS C to be the lowest desirable level of service, but considers LOS D to provide an acceptable level of service. However, the Development and Environmental Planning Division, Environmental Analysis Section, finds significant environmental impacts associated with an LOS below level C. The EIR has been revised to clarify the policies of both the City of San Diego Engineering and Development Department and the Development and Environmental Planning Division.
- 5 The ratio used by the City for determining required parking spaces for scientific research is one space per 400 square feet, as indicated in the traffic study prepared for the EIR. As stated in the traffic study, CALBIOCHEM would thus be expected to provide 714 parking spaces. By providing 900 parking spaces, CALBIOCHEM is providing more parking than is required by the City. The 1:400 ratio provides adequate parking for research and development (R&D) land uses. R&D typically requires less parking than office type work, due to fewer number of employees and overall less ADT than office-type work, which would have a parking ratio of one space per 300 square feet, as suggested in this comment.
- 6 The EIR has been revised as indicated.
- 7 The EIR has been revised to reflect the correct name of this intersection.
- 8 This change has been made in the EIR.

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OCT 11 1989

TRANSPORTATION

CITY OF SAN DIEGO
Planning Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
1010 Second Avenue, Suite 600
San Diego, CA 92101
(619) 533-3650

PUBLIC NOTICE OF
DRAFT ENVIRONMENTAL IMPACT REPORT

An Environmental Impact Report has been prepared by the City of San Diego Development and Environmental Planning Division for the project listed below:

DEP No. 89-0702

SUBJECT: Calbiochem Community Plan Amendment. COMMUNITY PLAN AMENDMENT (University Community Plan), to increase the allotted development intensity for scientific research use from 7,585 square feet per acre to 20,000 square feet per acre on a 16.08-acre site. Maximum development under the amendment could increase from approximately 122,000 square feet to 321,000 square feet of scientific research use. The project site is located in the University community at the northeast corner of North Torrey Pines Road and Science Park Road in the SR Zone (Scientific Research). (Lot 1, Torrey Pines Science Park Unit 1, Map No. 6229). Applicant: Calbiochem Corporation.

The draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the office of the Development and Environmental Planning Division, Executive Complex, 1010 Second Avenue, Suite 600, San Diego, CA 92101.

For environmental review information, contact Doug McHenry at (619) 533-3648.

Written comments regarding the adequacy of this Draft Environmental Impact Report must be received by the Development and Environmental Planning Division at the above address by **NOV 08 1989**

A final environmental report incorporating public input will then be prepared for consideration by decisionmaking authorities.

Ann B. Hix, Principal Planner
City Planning Department

This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **OCT 09 1989**

PLANNING DEPT.
NOV 08 1989
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November 3, 1989

Doug Kelleny
City of San Diego Planning Department
Development and Environmental Planning Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

RE: Calbiochem Density
Increase, DEP
89-0702

I have the following criticisms of the above project's EIR:

- 9 1. The traffic analysis is invalid because the UCSD Long Range Development Plan/EIR has yet to be certified, and is subject to challenge at this time. Road capacity will be exceeded far past City design standards.
- 10 2. Traffic analysis is also incorrect because current SANDAG traffic studies confirm that traffic counts increase exponentially, not linearly, with increases in vehicles (i.e., people). The true traffic counts will be much higher than the EIR contends.
- 11 3. The community plan (University City) traffic counts are harmful to the La Jolla Community Plan. The Torrey Pines mesa properly belongs to the La Jolla Community Plan, and should conform to traffic loads better than D-F.
- 12 4. The density increase is an unacceptable environmental impact in view of the massive traffic capacity used up by Chevron, UCSD, La Jolla Cancer Research, and so on.
- 13 5. Calbiochem should share its need for traffic capacity with other developer applicants.
- 14 6. Mitigation measures for transportation failed to require rated access to parking lots, to ensure that a fixed number of ADTs is guaranteed. There is no other way to ensure the projected ADTs are not exceeded.
- 15 7. Alternatives fail to note that the expansion would be better located closer to homes of employees. The expansion should occur at a less damaging site.

Benny Thien
Benny Thien
2615 Ellentown Road
La Jolla, CA 92037

- 9 The traffic analyses prepared for the 1987 University Community Plan update included the UCSD campus with an anticipated buildout to generate 110,000 average daily trips. The EIR for the UCSD revised Long Range Development Plan (LRDP) identifies a maximum of 95,000 ADT from buildout of the revised LRDP. Therefore, the traffic volume identified in the CALBIOCHEM EIR adequately addressed traffic impacts associated with surrounding development. At the request of the Planning Department, the University City travel forecasts for the year 2005 were rerun with increased land use intensity in the Torrey Pines Mesa area (Subarea 9) to identify the cumulative impacts of properties increasing to 20,000 square feet per acre. The resulting future volumes are presented on Figure 15 of the traffic study (page 29, Appendix A of the EIR).
- 10 The proposed expansion would result in an additional 1,309 average daily trips to the surrounding street system. This increase is based on the additional development added to the project site. The increased volumes are based on trip generation factors used by the City and SANDAG. In addition, the year 2005 traffic forecasts are based on City of San Diego traffic modeling procedures. The City of San Diego modeling procedures are developed utilizing SANDAG regional model data bases (i.e., trip generation, land use). The traffic study was reviewed by the City's Engineering and Development Department and was found to be acceptable.
- 11 The project would generate 327 average daily trips oriented toward the La Jolla community via North Torrey Pines Road. In the morning peak, 47 vehicles would arrive from the La Jolla area and 5 vehicles would leave the project to the La Jolla area via North Torrey Pines Road. Similarly, the afternoon peak would have 41 vehicles leave the site traveling towards the La Jolla community and 4 vehicles would enter the project from the La Jolla community via North Torrey Pines Road. The daily volumes represent approximately 1.5 percent of existing traffic and 1 percent of year 2005 traffic. These project-related increases are not considered significant. Traffic volumes along North Torrey Pines Road south of Genesee Avenue would be within the recommended maximum ADT.

PLANNING DEPT.
NOV 08 1989
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November 3, 1989

Doug Kelleny
City of San Diego Planning Department
Development and Environmental Planning Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

RE: Calbiochem Density
Increase, DEP
89-0702

I have the following criticisms of the above project's EIR:

- 9 1. The traffic analysis is invalid because the UCSD Long Range Development Plan/EIR has yet to be certified, and is subject to challenge at this time. Road capacity will be exceeded far past City design standards.
- 10 2. Traffic analysis is also incorrect because current SANDAG traffic studies confirm that traffic counts increase exponentially, not linearly, with increases in vehicles (i.e., people). The true traffic counts will be much higher than the EIR contends.
- 11 3. The community plan (University City) traffic counts are harmful to the La Jolla Community Plan. The Torrey Pines mesa properly belongs to the La Jolla Community Plan, and should conform to traffic loads better than D-R.
- 12 4. The density increase is an unacceptable environmental impact in view of the massive traffic capacity used up by Chevron, UCSD, La Jolla Cancer Research, and so on.
- 13 5. Calbiochem should share its need for traffic capacity with other developer applicants.
- 14 6. Mitigation measures for transportation failed to require gated access to parking lots, to ensure that a fixed number of ADPs is guaranteed. There is no other way to ensure the projected ADTs are not exceeded.
- 15 7. Alternatives fail to note that the expansion would be better located closer to homes of employees. The expansion should occur at a less damaging site.

Benny Thien
Benny Thien
2615 Ellentown Road
La Jolla, CA 92037

- 12 This comment concurs with the conclusions of the EIR. The 1987 University Community Plan update specifies allowable development intensities, with corresponding ADTs. As discussed in the CALBIOCHEM Community Plan Amendment EIR, the EIR prepared for the community plan revision found that the community-wide generation of traffic associated with development at the intensities specified in the University Community Plan would result in significant unmitigated impacts. The CALBIOCHEM EIR concludes that significant and unmitigated traffic impacts would occur with project development. It is not possible to provide mitigation for project impacts at the community plan amendment level; partial mitigation could be provided through the PID and CDP approval process.
- 13 As discussed in the EIR, the traffic forecasts prepared for the 1987 community plan assumed development would occur to the level of intensity specified in the community plan. Any development beyond the intensity specified would require amendment to the University Community Plan and identification of additional transportation improvements.
- 14 The City of San Diego has never directly controlled ADTs through the use of gates. ADTs are an average to aid in the understanding of potential traffic volumes. It is not used as a means of direct traffic control. ADT rates are average traffic generation rates used by SANDAG to estimate traffic rates in urban and suburban areas.
- 15 Section 15126(d) of the CEQA Guidelines requires that "the discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to below a level of significance." The location of present and future CALBIOCHEM employees is unknown but would probably be widespread throughout the San Diego area. Two alternatives are presented in the EIR which would reduce the anticipated impacts resulting from the proposed project: the No Project alternative and an Alternative Project Location alternative.

NOV 13 1989

GEORGE DEUKMEJIAN, Governor



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DEPARTMENT OF PARKS AND RECREATION

Southern Region Headquarters
1333 Camino Del Rio South, Suite 200
San Diego, CA 92108
(619) 237-7961

November 8, 1989

Ms. Ann B. Hix, Principal Planner
City of San Diego, Planning Department
Development and Environmental Planning Division
1010 Second Avenue, Suite 600
San Diego, CA 92101

Dear Ms. Hix:

This letter is in response to the Draft Environmental Impact Report for the Proposed Amendment to the University Community Plan for the Calbiochem Corporation, EQD No. 89-0702, SCH No. 89071907. The California Department of Parks and Recreation is concerned that the proposed development may impact Torrey Pines State Reserve. The project area drains into the watershed of Los Penasquitos Lagoon which is in part a State Natural Preserve. Our specific concerns are as follows:

- 16 1. Water quality and hydrology in Los Penasquitos Lagoon. The hydrology section of the EIR clearly states that the project, if implemented, will significantly impact water quality in Los Penasquitos Lagoon. The project contains no measures to mitigate these impacts. The EIR also states that these impacts, if mitigated, "would not be reduced to a level less than significant."
- 17 In addition, the development poses a potentially serious threat to the downslope drainage and lagoon because of changes in hydrology. Several drainages which feed the lagoon show serious erosion caused by upslope developments. This erosion leads to sedimentation of tidal channels, resulting in a slow filling of the lagoon and a loss of habitat quality. This project must be designed to avoid drainage and lagoon impacts.

16 As stated on page 66 of the EIR, mitigation for project-specific impacts cannot be assured with the community plan amendment; there is no mechanism by which to ensure and monitor the mitigation measures. A Planned Industrial Development permit and Coastal Development Permit must be approved prior to development of the project, and mitigation measures could be incorporated into the project at that time. However, as stated in the EIR, the project's contribution to a potential cumulative water quality impact would not be reduced to a level less than significant. Comment acknowledged.

17 See response to comment 16.

18 The salt marsh complex vegetation in Los Penasquitos Lagoon is a rare and biologically rich habitat for several species of plants and birds which have state or federal protection. Considering the rapid pace at which the urbanization of this area is proceeding, we feel that it is extremely important that all significant impacts which would affect the lagoon ecosystem be fully mitigated.

19 2. Traffic. The proposed project would significantly contribute to the traffic in this area. The northern access road into Torrey Pines State Reserve diverges from North Torrey Pines Road approximately one mile north of the project area. This is an uncontrolled intersection and an increase in traffic would compromise the safety of visitors and employees as they enter and leave the State Reserve. The attendant increase in traffic noise would detract from the quality of park visitors' experience.

We feel that these issues need to be adequately addressed before the project is allowed to proceed.

Sincerely,



Kenneth B. Jones, Regional Director
Southern Region

18 As stated on page 67 of the EIR, special design features of the project, such as an on-site storm drain system and grease traps, could partially mitigate potential drainage impacts to Los Penasquitos Lagoon. However, it is beyond the scope of this project to fully mitigate cumulative impacts to the lagoon.

19 The project will generate 262 daily vehicles oriented north on Torrey Pines Road past the Torrey Pines State Reserve, which is within its design capacity. This increase in project traffic is approximately 1.5 percent of the existing 17,000 daily vehicles on North Torrey Pines Road. The project's impact on the park entrance is not considered significant nor will it create a safety problem.

Memorandum

To : 1. Projects Coordinator
Resources Agency

2. City of San Diego
1010 Second Avenue, Suite 600
San Diego, CA 92101

From : Department of Fish and Game

Date : November 13, 1989

Subject : Draft Environmental Impact Report (EIR) - Calbiochem Amendment to the University Community Plan, San Diego County - SCH 89071907

The Department of Fish and Game has reviewed the subject document for trebling the allotted development intensity for scientific research from 7,585-square feet to 20,000-square feet per net acre on a 16.08-acre parcel, located at the northeast corner of North Torrey Pines Road and Science Park Road. Our comments on this project are the following:

20 The 16.08-acre site contains 4.5 undeveloped acres. This acreage may have been retained undisturbed as mitigation for an earlier project's adverse impacts on the remaining 11.58 acres. If development on this site is to be allowed, this question should be answered in the Draft EIR. Development of this site must not be allowed to destroy the mitigation required of an earlier project approved pursuant to the California Environmental Quality Act.

21 The 4.5 acres consist of 1 acre of mixed chaparral, 1 acre of coastal Diegan sage, and 2.5 acres of nonnative shrubs. The chaparral and sage areas contain a viable population of orange-throated whiptail, which is a candidate for listing under the Federal Endangered Species Act. It is quite possible that coast horned lizards also occur on the site. We do not concur with this project as proposed because it does not provide any mitigation for these sensitive species or their habitat. If another site is selected for mitigation, the document must discuss how trapping and relocation of orange-throated whiptails will be accomplished.

We recommend that the developer provide another parcel of 4.5 acres with habitat suitable for the survival of these reptiles. Such a land transfer could be accepted as mitigation subject to Department approval, provided the lands in question are identified in the Final EIR, and designated as open space for wildlife. Additionally, the parcel would need to be fenced to prevent intrusion from humans and pets. A monitoring program pursuant to Assembly Bill 1380 for determining the success of the relocation effort would also be necessary.



20 Please refer to the Project Description section of the EIR. No portion of the 16.08-acre CALBIOCHEM site has been retained as undisturbed land for mitigation.

21 The EIR determined that biological impacts would be significant and unmitigated as a result of the proposed project. As discussed in response to comment 16, mitigation is beyond the scope of this project since as a community plan amendment, there is no mechanism by which to ensure and monitor any mitigation proposed. Page 62 of the EIR describes a possible mitigation and monitoring plan which could be incorporated into the future PID and CDP permits, which must be approved prior to development of the project. Specific mitigation measures for biological impacts would be incorporated into the project at this stage of project development.

1. Projects Coordinator
2. City of San Diego

-2-


November 13, 1989

22

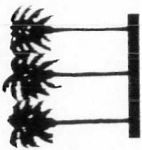
Finally, the project has the potential to cause cumulative adverse impacts to Los Penasquitos Lagoon, due to increased run-off and erosion from the lagoon watershed. The project site is used for over 60 toxic and hazardous chemicals. The accidental or routine discharge of even small quantities of these materials, could cause adverse impacts to the lagoon's fauna and flora. Therefore, provisions to assure with absolute certainty that such discharge cannot occur are appropriate.

In conclusion, the Department cannot concur with the project as proposed; however, we would not object to the certification of the Draft EIR, if the discussions indicated above are incorporated in the Final EIR and provided the above-mentioned mitigation measures are made conditions for project approval.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Mr. Fred Worthley, Regional Manager of Region 5, at 330 Golden Shore, Suite 50, Long Beach, CA 90802 or by telephone at (213) 590-5113.


Pete Bontadelli
Director

22 The EIR specifically discusses the use, storage, and disposal of hazardous materials at the site. As stated on page 69 of the EIR, CALBIOCHEM is required to maintain a Hazardous Waste Business Plan. The main purpose of the business plan is to prepare for both on- and off-site emergencies, including accidental spills of hazardous materials.



PLANNING DEPT.

NOV 08 1989

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CITY OF JOLLA
ESTABLISHED 1850

COMMUNITY DEVELOPMENT

Rob Whitmore
Mark Steele
Eric Sandberg
Al Gross

November 8, 1989

Ms. Anne B. Hix,
Principal Planner
Development/Environmental Planning Division
City of San Diego
1010 2nd Ave. Suite #600
San Diego, CA 92101

Re: Draft EIR Calbiochem Community Plan
Amendment DEP #89-0702

Dear Ms. Hix:

Do to time constraints the Land Use Committee of the La Jolla Town Council is responding to the above issue. It is expected that the Board of Trustees will ratify the following at their regular meeting November 9, 1989.

The La Jolla Town Council Land Use Committee opposes any amendments to the University Community Plan, as requested by Calbiochem, which would increase intensity of development, for the following reasons:

- 23 1). La Jolla is more adversely impacted by excessive development on Torrey Pines Mesa than is University City. The Genesee/I-5 interchange is a major route for La Jollans, other coastal community residents and commercial traffic for points north. Already there is excessive peak hour congestion.
- 24 2). The cumulative impact of a number of projects on Torrey Pines Mesa will have a negative impact on traffic congestion which is not acceptable.
- 25 It is projected that average daily trips (ADT) generated by all of the currently proposed and existing projects in this area will exceed 73,000 ADT. Genesee Avenue is designed to accommodate only 31,000 ADT.
- 23 Comment acknowledged. The EIR specifies significant and unmitigated traffic circulation impacts (direct and cumulative) associated with the proposed project.
- 24 See response to comment 23.
- 25 As discussed in the Traffic section of the EIR, Genesee Avenue is currently a four-lane major street which carries 31,000 ADT between North Torrey Pines Road and the I-5 southbound ramp. As presented in Figure 5 of the EIR, Genesee is proposed to be improved as a six-lane primary arterial, with a recommended maximum ADT of 70,000. Please also see response to comment 1.

OFFICERS

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Soma Wolf

- 26 The negative environmental impacts associated with widening of Genesee Avenue have not been considered.
- 27 The Level of Service on the roads surrounding this project is expected to remain or deteriorate to level of service "E" or worse.
- 28 The level of service should be increased to a minimum of level "C" by mass transit, car pooling, staggered work hours, and other traffic demand management techniques prior to any increase in density allowed by the community plan.
- 29 To increase density which will admittedly exacerbate a situation which is already out of control is intolerable.
- 30 Singular approval of these projects fails to recognize the cumulative impacts and the tremendous recent development on the Torrey Pines Mesa area.
- 31 Manufacturing is an inappropriate use in the SR Zone and by allowing manufacturing an undesirable precedent will be set.

The vote was unanimous from the Land Use Committee.

Thank you for your careful consideration of these issues.

Sincerely,

Michael Mays
 Michael Mays
 Land Use Chairman
 La Jolla Town Council

cc: Abbe Wolfshelmer, Councilwoman
 Robert Spaulding, Planning Director

26 The impact analysis for the ultimate widening of Genesee Avenue is beyond the scope of this EIR. Please refer to the University Community Plan Update EIR (EQD No. 86-0728) for consideration of Genesee Avenue widening.

27 Comment acknowledged.

28 Project-specific mitigation is beyond the scope of the proposed community plan amendment, since there is no mechanism by which to ensure and monitor any mitigation proposed. Mitigation monitoring is required by Section 21081.6, State Public Resources Code. Mitigation measures can only be incorporated in the PID and CDP permits, which must be approved prior to development of the project. Possible mitigation measures for traffic impacts were identified in the Traffic section of the EIR (page 29) and include participation in a Transportation Systems Management Program.

29 Comment acknowledged.

30 A cumulative impact analysis was included on pages 72-74 of the EIR. In addition, the traffic study prepared for the project included a cumulative impact analysis of projects in Subarea 9 (Torrey Pines Mesa).

31 Light manufacturing uses, such as those proposed by CALBIOCHEM are specifically allowed under the SR zone. Section 101.0434 of the City of San Diego Zoning Regulations state, "The SR Zone is intended to provide areas for scientific research and administration and for limited manufacturing of related products The uses contemplated within the SR Zone are research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities." The Torrey Pines Mesa area is currently zoned SR to allow scientific research and development uses in close proximity to the UCSD campus and other scientific installations.

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NOV 07 1989

ENVIRONMENTAL QUALITY
DIVISION

LA JOLLA SHORES ASSOCIATION
P. O. Box 64
La Jolla, California 92038

November 2, 1989

City of San Diego
Planning Department
Development and Environmental Planning Division
1010 Second Avenue, Suite 600
San Diego, California 92101

Attention: Ms. Ann Hix, Principal Planner

Dear Ms. Hix:

Subject: DEP No. 89-07
Calbiochem Community Plan Amendment - EIR


32 The La Jolla Shores Association adamantly opposes the proposed amendment for all the reasons set forth under the headings "CONCLUSIONS" and "RECOMMENDED ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS," October 9, 1989, signed: Ann B. Hix, Principal Planner.

The project is in an urban area suffering from rapid uncontrolled growth. Approval of this and similar projects under such circumstance is irresponsible. The La Jolla Shores Association believes that there must be a point where growth is limited, where the negative impacts on surrounding communities are considered, where the economic and social costs of unlimited growth are weighed, and where the quality of life has at least equal value with growth and development.

La Jolla has reached this point. Accordingly, the La Jolla Shores Association strongly recommends that the amendment be denied.

Sincerely,

LA JOLLA SHORES ASSOCIATION

By: 
W. W. Finley
Vice Chairman

32 This comment concurs with the conclusions of the EIR. No response is offered.

Memorandum

Date : NOV 3 1989

To : 1. Gordon F. Snow, Ph.D.
 Assistant Secretary for Resources
 City of San Diego
 1010 Second Avenue, Suite 600
 San Diego, CA 92101
 Attention: Doug McHenry

From : Department of Water Resources
 Los Angeles, CA 90055

Subject: DEIR for Calbiochem Community Plan Amendment, dated 10/9/89, SCH 89071907

33 The proposed project, if approved, would be required to comply with all state and local water conservation and flood damage statutes.

33 Your subject document has been reviewed by our Department of Water Resources staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

After reviewing your report, we also would like to recommend that you further consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water supplies.

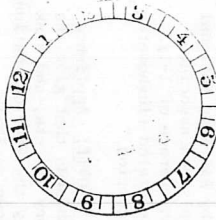
For further information, you may wish to contact John Pariewski at (213) 620-3951. Thank you for the opportunity to review and comment on this report.

Sincerely,



Charles R. White, Chief
 Planning Branch
 Southern District

Attachments



**DEPARTMENT OF WATER RESOURCES RECOMMENDATIONS
FOR WATER CONSERVATION AND WATER RECLAMATION**

To reduce water demand, implement the water conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- o Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

- o Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1W-1979.

- o Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.

- o Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.

- o Title 24, California Administrative Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.

o Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.

o Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

To be implemented where applicable

Interior:

1. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
2. Drinking fountains: Drinking fountains be equipped with self-closing valves.
3. Hotel rooms: Conservation reminders be posted in rooms and restrooms.* Thermostatically controlled mixing valve be installed for bath/shower.
4. Laundry facilities: Water-conserving models of washers be used.
5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*
6. Ultra-low-flush toilets: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

1. Landscape with low water-using plants wherever feasible.
2. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
3. Group plants of similar water use to reduce overirrigation of low-water-using plants.
4. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

*The Department of Water Resources or local water district may aid in developing these materials or providing other information.

5. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
6. Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
7. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
8. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
9. Grade slopes so that runoff of surface water is minimized.
10. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
12. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.
13. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

FLOOD DAMAGE PREVENTION

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. It is the State's policy to conserve water; any potential loss to ground water should be mitigated.
2. All building structures should be protected against a 100-year Flood.
3. In those areas not covered by a Flood Insurance Rate Map or Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown in the Environmental Impact Report.
4. At least one route of ingress and egress to the development should be available during a 100-year flood.
5. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).
7. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.



NOV 20 1989

RECEIVED

November 16, 1989

Douq McHenry
City of San Diego
1010 Second Avenue, Suite 600
San Diego, CA 92101

Subject: Calbiochem Corporation/Torrey Pines
SCH# 89071907

Dear Mr. McHenry:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Garrett Ashley at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

SUMMARY

I. PROJECT DESCRIPTION

The proposed project is an amendment to the University Community Plan to increase the allotted development intensity for scientific research uses from 7,585 square feet per acre to 20,000 square feet per acre on a 16.08-acre site owned by the CALBIOCHEM Corporation. The site is situated in La Jolla at 10933 North Torrey Pines Road. The project site is located on the east side of North Torrey Pines Road, with Callan Road to the north, and Science Park Road to the south. The site is currently occupied by approximately 122,000 square feet of scientific research, development, production, and administrative facilities.

Discretionary actions deemed necessary by the City of San Diego, include a Community Plan Amendment (CPA), a Planned Industrial Development (PID) Permit, and a Coastal Development Permit (CDP). This EIR provides environmental review for the Community Plan Amendment only. Subsequent environmental review for the PID and CDP will be required when these permits are processed.

II. ENVIRONMENTAL ANALYSIS

A. TRAFFIC

The adopted community plan contains development intensities that have resulted in cumulative traffic impacts. These cumulative impacts have created adverse levels of service on several elements of the circulation network. The community plan land use intensity assigned to CALBIOCHEM projected an ADT of 976 to be generated by the project. Under the proposed amendment, traffic calculations for CALBIOCHEM are projected to generate 2,285 ADT. Traffic volumes under the proposed amendment would increase project-generated traffic by an additional 1,309 ADT, thereby exceeding the traffic volumes projected in the travel forecasts prepared for the adopted community plan. This additional traffic volume would contribute to slightly higher cumulative traffic impacts than those forecast in the existing community plan.

The project would contribute to direct traffic impacts in the University community planning area, by increasing the traffic volume on the already congested segment of Genesee Avenue west of I-5. Also, traffic as a result of the proposed project is expected to degrade LOS of three intersections to below an acceptable level; both intersections of Genesee with the I-5 south and northbound ramps, and the intersection of Genesee and N. Torrey Pines Road. These are considered significant and unmitigated impacts.

The proposed project would contribute to significant cumulative impacts in the community planning area. Both traffic forecasts run for year 2005, including the University Community Plan forecast and the forecast for increased development intensity in Subarea 9, indicate the same roadway segments would experience daily traffic volumes in excess of the recommended design maximums. However, the forecast with the increased development intensity would result in more traffic than the University Community Plan. The intersections of Genesee Avenue and I-5 north and southbound on-ramps would be expected to operate at LOS E, as the forecast for the University Community Plan predicts, but at slightly worse conditions. In addition, Science Park Road would not be able to accommodate the predicted traffic increase. Thus, because the cumulative total

for the community has been identified as producing significant unmitigated traffic impacts, the proposed amendment would exacerbate the impacts identified in the community plan EIR.

B. AIR QUALITY

The EIR for the 1987 University Community Plan Update concluded that development of the University Community at the proposed development intensities would result in significant cumulative air quality impacts due to community-wide traffic generation. Should the proposed plan amendment be adopted, emissions levels would increase as a result of the additional 1,309 average daily trips (ADT) generated by the facilities expansion. This increase in emissions, by itself, would not be significant. However, the proposed plan amendment would contribute to significant cumulative adverse air quality impacts.

C. LAND USE AND SAFETY

The limits on intensity of development in the University Community Plan are intended to limit impacts on community-wide traffic and consequent impacts on regional air quality. The University Community Plan, as adopted, identifies significant, unmitigated impacts associated with traffic in the area resulting from the allowed intensity of development. The community plan also identifies significant unmitigated air quality impacts associated with community-wide traffic generation and congestion. The environmental goals and objectives of the community plan are intended to limit traffic and air quality impacts to the lowest level feasible.

The proposed community plan amendment would not be consistent with the environmental goals and objectives of the adopted University Community Plan. At present, 7,585 square feet per acre is the maximum allowable density of development under the adopted CPA. Adoption of the proposed community plan amendment would increase the allowable development density on the CALBIOCHEM site to 20,000 square feet per acre. Increases in the severity of traffic and air quality impacts due to increased intensity of development would not implement the environmental goals and objectives of the community plan. The proposed community plan amendment would, however, implement the environmental goals and objectives of the Local Coastal Plan (LCP). The proposed community plan amendment would not be in conformance with the NAS Miramar Community Land Use Plan (CLUP) Accident Potential Zone (APZ). Design features of the project which would be considered as part of the PID and CDP could mitigate these land use impacts; however at this time, these impacts are considered potentially significant and unmitigated.

D. VISUAL QUALITY

Expansion of the existing facilities would result in increased visibility of the project from North Torrey Pines Road, Science Park Road, and Callan Road. Visibility of the site from Interstate 5 (I-5) is currently limited; however, any additional development which might be visible from I-5 would be in conformance with existing surrounding land uses and would not constitute a significant visual quality impact. The PID and CDP for the project could provide for mitigation measures, such as incorporating a landscape plan which could provide partial screening of these facilities from off-site view, and

ensure adherence to required landscaping and design guidelines for the science-research development zone which could mitigate any future visual impacts upon project implementation. However, as the existing visual quality would be altered, and in the absence of a landscape plan, the potential impacts to visual quality remain significant and unmitigated.

E. BIOLOGICAL RESOURCES

Under the proposed community plan amendment, the remaining undeveloped portion (4.5 acres) of the site would be developed thereby impacting this entire area. Future development of the undeveloped portion of the project site would impact 1.1 acres of Diegan coastal sage scrub, which supports the orange-throated whiptail, 1.1 acres of southern mixed chaparral, and 2.5 acres of non-native shrubs or disturbed weedy areas.

The most significant biological impact would be the loss of the entire on-site population of orange-throated whiptails, five of which were observed. Several other sensitive species would be affected. Perch sites and 4.5 acres of undeveloped foraging habitat for Cooper's hawk would be lost. Two hundred wart-stemmed ceanothus would be affected by development. Implementation of the expansion would result in an incremental loss of southern mixed chaparral and Diegan sage scrub. Torrey Pines located within the project site which would be impacted by development would be relocated to other areas on site. Mitigation for the potential impact to the orange-throated whiptails could be provided by the PID and CDP; however, at this time, the biological impacts remain significant and unmitigated.

F. HYDROLOGY

Adoption of the proposed community plan amendment would allow expansion of the CALBIOCHEM facilities from the present limit of 7,585 square feet per acre to 20,000 square feet per acre. Future development on the site would increase runoff which would have the potential to result in erosion and sedimentation impacts to the lagoon watershed. Although the urban runoff from the proposed project does not directly drain into Los Penasquitos Lagoon and would not carry enough pollutants to significantly degrade the water quality downstream, the project would still contribute cumulatively, with other projects in the area, in affecting the water quality of the watershed. Features such as detention basins and precautions taken during construction and operation of the project could mitigate some of the potentially significant impacts if incorporated in the project design. However, at this time, these impacts remain significant and unmitigated. Due to the potential for the project to contribute to significant cumulative effects, only the No Project alternative or the Alternative Project Location alternative would avoid contribution to cumulative impacts to Los Penasquitos Lagoon.

G. HAZARDOUS MATERIALS

The use and storage of hazardous materials, and disposal of hazardous waste by the CALBIOCHEM Corporation is regulated by the San Diego County Department of Health Services, Hazardous Materials Management Division, and the City of San Diego Fire Department. Emissions of hazardous materials into the air or sewer system are regulated by the Air Pollution Control District and the

Metropolitan Sewer System of San Diego. Adoption of the community plan amendment would require CALBIOCHEM to amend its business plan to reflect any changes in the types or uses of hazardous materials at the site.

H. CUMULATIVE EFFECTS

The EIR prepared for the 1987 University Community Plan update concluded that the community-wide generation of traffic associated with development of the community at the plan's specified intensities would result in portions of the circulation network operating at adverse levels of service. This traffic generation and congestion would in turn result in significant unmitigated cumulative air quality impacts. In addition, the project would contribute, along with other projects, to the cumulative degradation of water quality of Los Penasquitos Lagoon. All development within the University Community Plan area would therefore contribute to significant cumulative impacts on air quality, traffic circulation, and water quality. Adoption of the proposed community plan amendment would allow expansion of CALBIOCHEM's existing facilities thereby increasing the project site's contribution to these significant cumulative impacts.

III. PROJECT ALTERNATIVES

A. NO PROJECT ALTERNATIVE

Under the No Project alternative, the proposed community plan amendment would not be adopted, and the level of development intensity specified under the current University Community Plan would remain in effect. Implementation of this alternative would avoid generating additional traffic volumes above levels currently projected. This, in turn, would reduce contributions to cumulative regional air quality impacts. It would not, however, alter or eliminate anticipated significant traffic or air quality impacts resulting from developments that are currently under construction or that have been approved for development within the community plan area.

B. ALTERNATIVE LOCATION ALTERNATIVE

Under the Alternative Location alternative, an alternative location for expansion of the CALBIOCHEM facilities would be selected in a community of San Diego where its traffic generation would not create or contribute to significant traffic or air quality impacts, and be outside of the Los Penasquitos Lagoon watershed. In addition to a location that would avoid traffic and air quality impacts, the facilities expansion would need to be in an area zoned for scientific research or industrial uses to avoid potential land use conflicts. Such zones include the City's SR and M-IP zones. If an alternative location is found which satisfies these requirements, then this alternative would mitigate the significant, cumulative impacts associated with the development of the project in its currently proposed location at the existing project site. Two possible alternate locations for site selection would be within the Scripps Miramar Ranch community plan area, or within the Rancho Bernardo Community Plan area. These two community plan areas are not subject to traffic or air quality impacts, and are not within the Los Penasquitos Lagoon watershed. Selection of an alternative site would, however, require additional environmental analysis to identify any potential environmental impacts specific to the site.

**DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
PROPOSED AMENDMENT TO THE
UNIVERSITY COMMUNITY PLAN
FOR THE CALBIOCHEM CORPORATION
EQD No. 89-0702
SCH No. 89071907**

OCTOBER 6, 1989

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
II. ENVIRONMENTAL SETTING	3
III. PROJECT DESCRIPTION	6
IV. ENVIRONMENTAL ANALYSIS	12
A. TRAFFIC CIRCULATION	12
B. AIR QUALITY	30
C. LAND USE AND SAFETY	35
D. VISUAL QUALITY	45
E. BIOLOGICAL RESOURCES	55
F. HYDROLOGY	64
G. HAZARDOUS MATERIALS	68
H. CUMULATIVE EFFECTS	72
V. MANDATORY CEQA DISCUSSION SECTIONS	75
A. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	75
B. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED	75
VI. PROJECT ALTERNATIVES	76
VII. EIR PREPARATION	79
VIII. PERSONS AND AGENCIES CONSULTED	80
IX. REFERENCES CITED	81

APPENDIXES (under separate cover)

- A: Traffic analysis
- B: Traffic letter report
- C: Biological survey
- D: Hazardous waste business plan

TABLE OF CONTENTS
(continued)

	<u>Page</u>
FIGURES	
1: Project vicinity map	4
2: Project location shown on 800' scale map	5
3: Conceptual site plan	9
4: Major roadways and current traffic volumes in project vicinity	13
5: Proposed street network, University Community Plan	17
6: Assignment of daily trips to/from project	20
7: Anticipated traffic from existing plus proposed project traffic	21
8: Land use of project area	37
9: NAS Miramar accident potential zones	39
10: NAS Miramar noise contours	40
11: Site plan grading and topography	50
12: Conceptual landscape plan	51
13: Conceptual cross section of proposed structures	53
14: Conceptual cross section of proposed project	54
15: Existing vegetation	56

TABLES	
1: Existing and Proposed On-Site Uses	10
2: Existing Daily Traffic Volumes vs. City of San Diego's Maximum Daily Traffic Volumes for Project Vicinity Streets	14
3: Traffic Conditions for Intersection Levels of Service	16
4: Summary of Existing Peak-Hour Levels of Service at Key Intersections	18
5: Summary of Short-Term Peak-Hour Levels of Service at Key Intersections	23
6: Rounded Traffic Forecast Volumes (Year 2005), With and Without Project-Related Volume	26
7: Summary of Year 2005 Peak-Hour LOS	27
8: Airport Noise/Land Use Compatibility Matrix	43
9: Sensitive Plant Species Possible and Observed	58
10: CNPS Rating Codes	59
11: Sensitive Wildlife Species Observed or Expected	60

PHOTOGRAPHS	
1: Aerial view of the project location	7
2: View of project site from North Torrey Pines Road	46
3: View of project site from Science Park Road	47
4: View of undeveloped portion of project site	49

I. INTRODUCTION

This environmental impact report (EIR) has been prepared according to the requirements of the City of San Diego and the California Environmental Quality Act (CEQA) of 1970, as amended. It is an informational document intended for both the decisionmaker and the public and, as such, represents relevant information concerning a proposed amendment to the University Community Plan. This amendment proposes an increase in development intensity for the CALBIOCHEM project site to 20,000 square feet per acre. The 16.08-acre site, located at 10933 North Torrey Pines Road in La Jolla, is currently occupied by facilities for scientific research, development, production, and administration, and consists of approximately 122,000 square feet. If the Community Plan Amendment (CPA) is approved by the City Council, a Planned Industrial Development (PID) Permit and Coastal Development Permit (CDP), both subject to approval by the City, would be required to accommodate the additional development.

This EIR addresses the potential adverse significant effects of the increased development intensity proposed under the CPA. Discretionary evaluation of the proposed project is the responsibility of the City of San Diego. Discretionary actions include approval of the following: the CPA, the PID, and a CDP. The project proponent is the CALBIOCHEM Corporation.

An Application for Environmental Initial Study (AEIS) that addressed the proposed project was submitted to the City of San Diego. Based upon review of the AEIS and completion of an initial study, the City determined that an EIR should be prepared for the proposed project. Traffic (direct and cumulative), air quality, land use and safety, visual quality, biology, drainage and erosion, hazardous materials, and cumulative effects were identified as issues to be addressed in the EIR.

Discussion of the potential impacts in this EIR includes a presentation of existing conditions, followed by issue identification, potential impacts, identification of the significance of the impacts, and mitigation measures for those impacts which have been identified as significant. Significant environmental effects which cannot be avoided if the project is implemented are also identified. This EIR also includes discussions of the relationship between local short-term uses of the environment and the maintenance and enhancement of long-term productivity, as well as any significant irreversible environmental changes which would be involved in the proposed amendment should it be implemented. A description of project alternatives is presented in Section VI. Technical and supporting materials discussed and cited in the text are listed in the References section of this report or are included under separate cover in the appendix, as outlined in the Table of Contents.

Assembly Bill 3180, as passed by the California legislature in the 1987-1988 session, added Section 21081.6 to the Public Resources Code. This bill requires a public agency "to adopt a reporting and monitoring program for the changes to the project which it has adopted in order to mitigate or avoid significant effects on the environment." The purpose of this program is to ensure compliance during project implementation. Such a monitoring program must be adopted by the public agency when the public agency makes the required findings. Mitigation monitoring is required for all projects requiring an EIR or a Mitigated Negative Declaration approved after December 31, 1988. Mitigation monitoring

programs should, at minimum, identify the following: the entity responsible for monitoring the program, what exactly is being monitored and how, what schedule is required to provide adequate monitoring, and what identifies the monitoring as complete.

Mitigation measures recommended in this EIR have been prepared to ensure ease of monitoring as well as feasibility of monitoring. The mitigation monitoring program is detailed in each issue section.

II. ENVIRONMENTAL SETTING

The 16.08-acre project site is about 13 miles north of downtown San Diego and about 0.5 mile inland from the Pacific Ocean on the east side of North Torrey Pines Road (Figures 1 and 2). The site is currently occupied by facilities for scientific research, development and production, and administrative offices of the CALBIOCHEM Corporation, totaling 121,981 square feet and occupying approximately 11.58 acres. Torrey pines, one of the rarest trees in the world, dot landscaped areas in the developed portion of the lot. Elevations range from a high of 448 feet above mean sea level (MSL) near the northern border of the site to a low of 390 feet in the southeastern corner. About 4.5 acres of the site is undeveloped and supports coastal sage scrub, southern mixed chaparral, nonnative shrubs, and disturbed weedy areas. Sensitive species observed on the site included one plant species, wart-stemmed ceanothus, and two wildlife species, the orange-throated whiptail and Cooper's hawk.

North Torrey Pines Road is located immediately adjacent to the site on the west; Science Park Road forms the southern boundary, and the La Jolla Cancer Research Center is directly across the street. Other scientific research facilities are located to the east, and Callan Road borders the site to the north. The land west of the site, across Torrey Pines Road, is occupied by the Torrey Pines Municipal Golf Course, the Torrey Pines Inn, and the Sheraton Grand Hotel, currently under construction.

The project is located within the drainage basin of Los Penasquitos Lagoon, which is located approximately two miles north of the project. Los Penasquitos Lagoon is a salt marsh-lagoon complex at the seaward end of the Penasquitos drainage basin and has been identified as a valuable and highly sensitive coastal resource (Leedshill-Herkenhoff 1985:2-1).

Further to the north of the golf course lies part of Torrey Pines State Preserve. The Torrey Pines Golf Course and the state preserve combine in an attractive and often spectacular area of ocean views and landscapes. The state preserve was established to protect part of the limited remaining mainland habitat of the Torrey pine. On sandstone cliffs deeply cut by canyons, the pines accent coastal vistas. South of Los Penasquitos Lagoon, and north of the project area, North Torrey Pines Road ascends the cliffs of the preserve to reach the large, relatively level mesa where the CALBIOCHEM facilities now stand.

The project site is within Subarea 9, the Torrey Pines Mesa subarea of the University Community Plan, and is zoned SR, for Scientific Research and Development uses. A Hillside Review permit is not necessary. The site is within the Coastal Zone boundary. However, no sensitive slopes or habitat areas are indicated on the site by the City of San Diego's C-720 Series Sensitive Coastal Resource Maps.

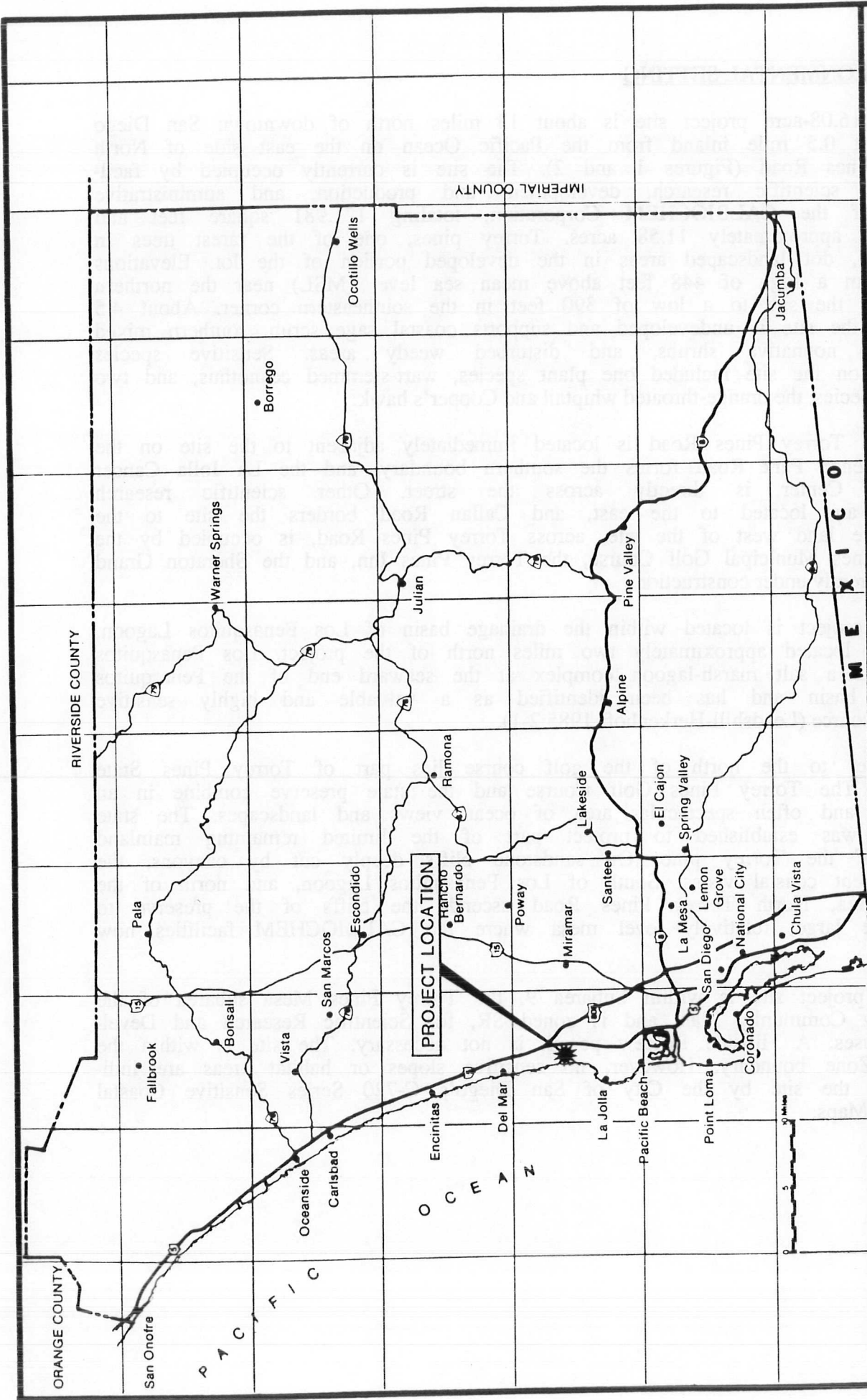


FIGURE 1. THE LOCATION OF THE PROPOSED PROJECT RELATIVE TO THE COUNTY OF SAN DIEGO.

III. PROJECT DESCRIPTION

A. PROJECT LOCATION

The 16.08-acre site is located within Subarea 9 (the Torrey Pines Mesa Subarea) of the University Community Plan area, in the city of San Diego. The site is located immediately adjacent to, and on the east side of North Torrey Pines Road, with Callan Road as its northern boundary, Science Park Road immediately to the south, and other scientific research facilities to the east. The project location is shown in Figures 1 and 2. Access to the site is provided by Science Park Road and North Torrey Pines Road via Genesee Avenue and Interstate 5 (I-5), a major north-south freeway.

B. CURRENT AND PROPOSED USES

The project site is currently occupied by the administrative offices and facilities for scientific research, development, and production of the CALBIOCHEM Corporation, encompassing 121,981 square feet, on approximately 10.6 acres of the 16.08-acre site; 4.5 acres are undeveloped. Existing structures on-site include the administration building, a large laboratory complex (containing a warehouse, engineering and support facilities, and facilities for chemical production and packaging, all internally connected), a small library, four small mechanical equipment sheds, and several parking areas. The south wing of the laboratory complex is occupied by The La Jolla Cancer Research Foundation-Telios Pharmaceutical.

All lands surrounding the project site are developed. Land uses immediately adjacent in the west include the North Torrey Pines Road right-of-way; west of the roadway are the 74-room Torrey Pines Inn and the Torrey Pines Municipal Golf Course, which is adjacent to the Torrey Pines State Preserve. The Scripps Clinic and Research Foundation is located to the southwest, across North Torrey Pines Road. The Callan Road right-of-way borders the site to the north, and First Capital Life; Systems, Science and Software Corporation; and IRT Corporation are situated along the north side of Callan Road. Bordering the site to the east are Trade Services Corporation and a new science research business complex. Science Park Road borders the site on the south, with the La Jolla Research Center facilities and M/A-COM Linkabit facilities along this road.

Other projects have been proposed or are currently under way in the area. To the southeast, east of I-5 at Scripps Memorial Hospital, a new, 120,000-square-foot office building has been recently approved (EQD No. 88-0640 EIR). Nearer to the project site in the southeast, an EIR has been prepared for the 304-acre Torrey Pines Science Center, which would include the existing 65-acre General Atomics development as well as additional scientific research facilities (EQD No. 86-0884). Immediately adjacent to the site to the west, across North Torrey Pines Road, construction is under way for the 400-room Sheraton Grand Hotel (CUP No. 86-0679). Photograph 1 depicts an aerial view of the site area.

Implementation of the proposed action would first require approval by the City of a CPA as a discretionary action. If the CPA is approved, a PID and CDP, both subject to approval by the City, would be required to accommodate the



PHOTOGRAPH 1. AERIAL VIEW OF THE PROJECT LOCATION

additional development. The project proposes to increase the allowed development intensity on the project site from 7,585 square feet per acre to 20,000 square feet per acre, to allow expansion of existing facilities. The proposed site plan is shown in Figure 3.

The project would consist of selective demolition of existing structures, followed by construction of new structures. The existing administration building and parts of the laboratory complex would be demolished. Remodeling plans for the existing laboratory complex include building into the high ceiling of the west wing of the existing complex, to create a second-story laboratory addition, and constructing a new two-story northwestern wing. Proposed new facilities include a new two-story administration building, two new laboratories detached from the existing laboratory complex (one of them would consist of one level, the other would have two stories), a new cafeteria/library complex, two new structured parking garages (one with two levels, the other with three) and a service/storage yard. Total floor area of the proposed project when completed would be 285,600 square feet. No off-site improvements would be necessary. Table 1 illustrates existing and proposed land uses and approximate square footage of each of the project structures (Figure 3).

The purpose of the proposed amendment to the community plan proposed by CALBIOCHEM Corporation, is to expand its existing research, development, and manufacturing facilities to maintain leadership in the production of reagents and pharmaceuticals for use within the biomedical research community within which it is located. CALBIOCHEM provides basic industrial support to the emerging biotechnical research industry located on Torrey Pines Mesa, and greatly adds to San Diego's reputation as a center of biotechnical research and development.

Other discretionary actions associated with this project include a PID Permit, and a CDP. The project area lies within the California Coastal Zone of the City of San Diego. The North City Local Coastal Program (LCP) was prepared by the City, and has been approved by the State Coastal Commission. Implementing Ordinances have been approved by the City Council and the Coastal Commission, and became effective on October 17, 1988. Therefore, development proposed under the PID amendment must conform to the North City LCP, University-La Jolla subarea. No sensitive slopes or sensitive coastal resources are located on the property.

The project area also lies within the area of influence of Naval Air Station (NAS) Miramar and is, therefore, covered by the NAS Miramar Comprehensive Land Use Plan (CLUP). According to the CLUP, the project site is situated within Accident Potential Zone (APZ) "C" and within the 65-decibel Community Noise Equivalent Level (CNEL) contour (San Diego Association of Governments [SANDAG] 1977).

C. BACKGROUND

The project site is located within Subarea 9 of the University Community Plan, and is currently zoned Scientific Research. The University Community Plan (City of San Diego 1986a, 1987) designates scientific research and development land use for the site. The project site is identified as part of Subarea 9 on the Land Use and Development Intensity Map in the community plan, and the intensity of use of the site was limited to a density of 20,000 square feet per acre in the 1986 draft University Community Plan (City of San Diego 1986a). In

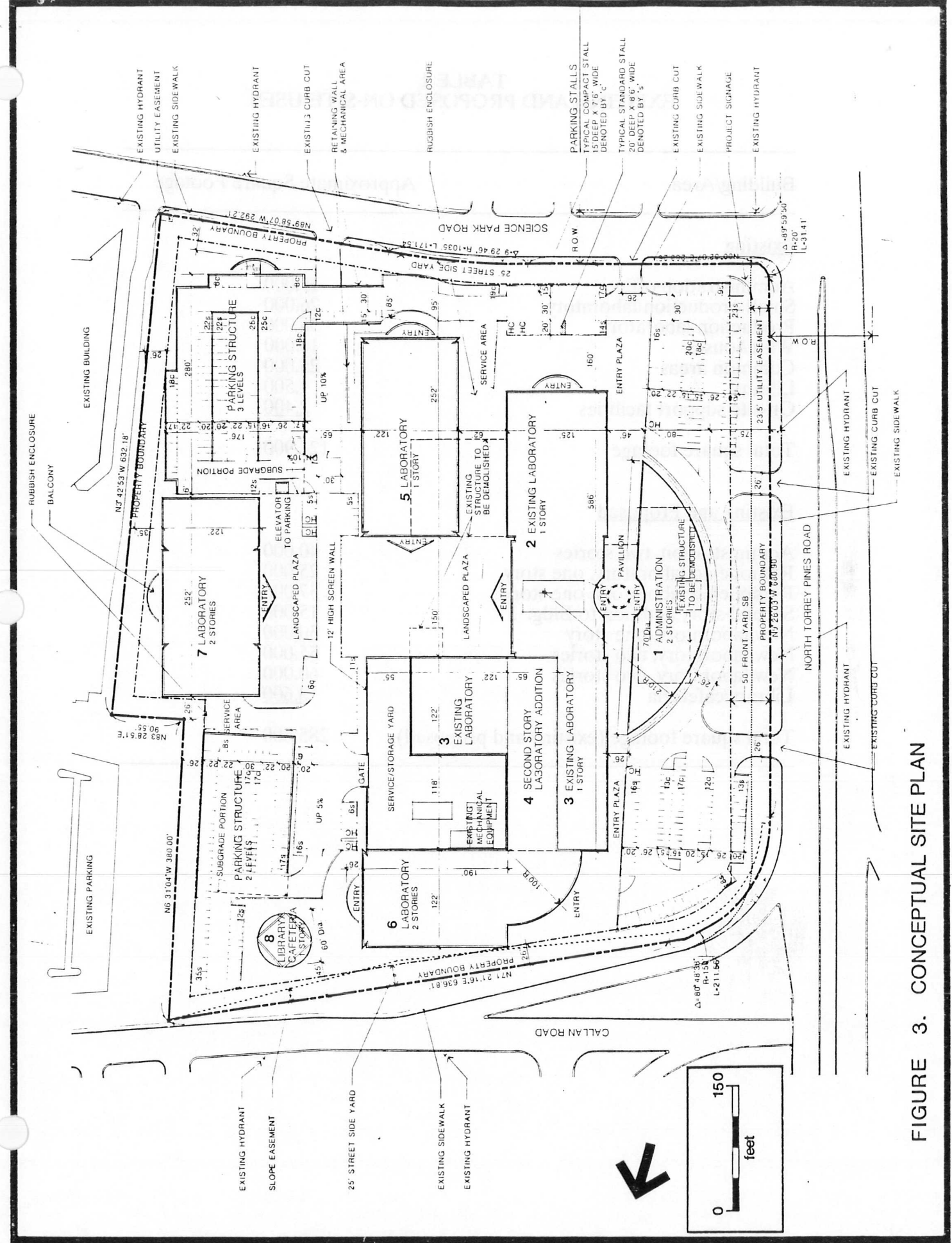


FIGURE 3. CONCEPTUAL SITE PLAN

**TABLE 1
EXISTING AND PROPOSED ON-SITE USES**

Building/Area	Approximate Square Footage
<u>Existing</u>	
Administration offices	15,000
Small production laboratory	26,000
Production laboratory	36,000
Warehouse	16,000
Common areas	25,000
Library	1,500
On-site support facilities	<u>2,400</u>
Total square footage	121,900
<u>Existing and Proposed</u>	
Administration, two stories	40,000
Remodeled laboratory, one story	25,000
Remodeled laboratory, one story	57,000
Second-story addition to Bldg. 3	15,000
New laboratory, one story	30,000
New laboratory, two stories	55,000
New laboratory, two stories	60,000
Library/cafeteria	<u>3,600</u>
Total square footage (existing and proposed)	285,600

FIGURE 3 CONCEPTUAL SITE PLAN

1987, the University Community Plan was updated to include a revised Land Use and Development Intensity Table for the University Community Plan that limited the intensity of development to existing development for most of Subarea 9. Existing development on the project site is 7,585 square feet per acre.

At the time the University Community Plan was updated, the site was owned by Behring Diagnostics, a subsidiary of American Hoechst. However, Behring Diagnostics went out of business and was closed in 1987. CALBIOCHEM Corporation purchased the site this same year. Thus, neither American Hoechst nor CALBIOCHEM Corporation participated in the University Community Plan update process. In Subarea 9, the updated University Community Plan limited development intensities to the existing development, with some exceptions. The maximum density allowed in the updated plan for Subarea 9 was 20,000 square feet per acre, for the Chevron and Scallop Nuclear developments (City of San Diego 1987).

Development density on the project site was limited by the 1987 community plan to the existing facilities, with a total maximum allowable density of 7,585 square feet. The intensity of development assigned to both the project site and the Chevron and Scallop Nuclear site was adopted to ensure a balance of land uses in the community (City of San Diego 1987), and to help limit traffic impacts in the planning area. This is reflected in the Development Intensity Element of the University Community Plan, which states that the "basis for regulating the intensity of development is the finite traffic capacity of the projected circulation system (freeways and surface streets)" (City of San Diego 1986a:57).

IV. ENVIRONMENTAL ANALYSIS

A. TRAFFIC CIRCULATION

An analysis of traffic impacts resulting from the increased development density by the proposed Community Plan Amendment for the CALBIOCHEM project was prepared by Basmacıyan-Darnell, Inc. (BDI) of San Diego, California in June 1989. This report is included as Appendix A of this EIR. The following discussion is summarized from that report.

Existing Conditions

The CALBIOCHEM Corporation is an approximately 122,000-square-foot scientific research facility located at the northeast corner of North Torrey Pines Road and Science Park Road, in the University Community Planning area of the City of San Diego. Regional access to the site is provided via I-5 at its interchange with Genesee Avenue. Direct access to the site is currently provided via two driveways located on North Torrey Pines Road and two driveways on Science Park Road. Full turning movement access is allowed by the two driveways on Science Park Road, but access from North Torrey Pines Road is limited to "right-turn in" and "right-turn out" by the raised center median on the road.

Approximately 976 average daily trips (ADT) are generated by the existing development, based on City of San Diego trip generation rates of 8 trips per each 1,000 square feet of scientific research uses (BDI 1989). Current daily traffic volumes along the major roadways in the project vicinity are shown in Figure 4. Table 2 compares these existing traffic volumes with the daily traffic volumes recommended in the City of San Diego's Street Design Manual for each roadway in the vicinity of the project.

a. Street Segments and Traffic Volumes. Genesee Avenue is an east/west four-lane major street terminating on the west at North Torrey Pines Road and providing access to and from I-5 via interchange ramps. The roadway presently provides two travel lanes with a bicycle lane in each direction, a wide painted median west of I-5, and a raised median east of I-5. Currently, Genesee Avenue carries approximately 31,000 ADT between North Torrey Pines Road and the I-5 southbound ramp. The maximum desirable ADT for this four-lane major roadway is 30,000 vehicles (see Table 2), and Genesee Avenue between North Torrey Pines Road and the I-5 southbound ramp is currently operating at this level (within the tolerance range).

North Torrey Pines Road is a north/south major street which carries approximately 33,900 and 22,300 ADT on the links just north and south of Genesee Avenue, respectively. North of Genesee and south of Science Park Road, North Torrey Pines Road has been designated a primary arterial, with three northbound and two southbound travel lanes, a center raised median, and bicycle lanes both north and south. The southbound segment becomes three lanes with a bicycle lane at the entrance to Scripps Clinic. North Torrey Pines Road, a six-lane primary arterial, has a maximum desirable ADT of 50,000, and it is currently operating within this range with an existing 33,900 ADT. South of Genesee Avenue, North Torrey Pines Road is currently designated a four-lane major street, and provides two travel lanes, a bicycle lane in each direction,

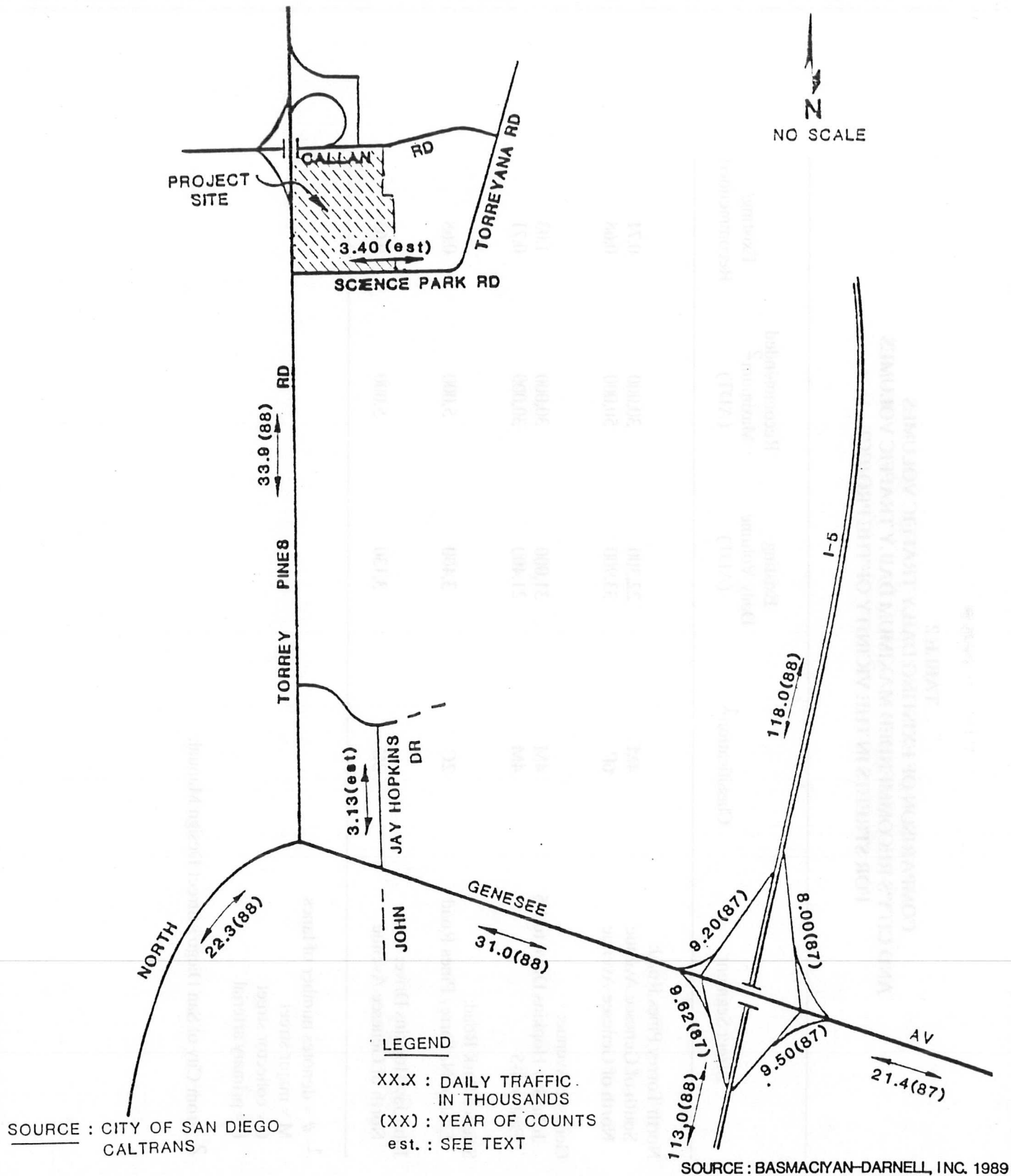


FIGURE 4. EXISTING DAILY TRAFFIC VOLUMES

**TABLE 2
COMPARISON OF EXISTING DAILY TRAFFIC VOLUMES
AND CITY'S RECOMMENDED MAXIMUM DAILY TRAFFIC VOLUMES
FOR STREETS IN THE VICINITY OF THE PROJECT**

Street Segment	Classification ¹	Existing Daily Volume (ADT)	Recommended Maximum ² (ADT)	Existing/Recommended
North Torrey Pines Road:				
South of Genesee Avenue	4M	22,300	30,000	0.74
North of Genesee Avenue	6P	33,900	50,000	0.68
Genesee Avenue:				
John Jay Hopkins Drive to I-5	4M	31,000	30,000	1.03
East of I-5	4M	21,400	30,000	0.71
Science Park Road:				
East of N. Torrey Pines Road	2C	3,400	5,000	0.68
John Jay Hopkins Drive:				
North of Genesee Avenue	2C	3,130	5,000	0.63

¹ # = denotes number of lanes
M = major street
C = collector street
P = primary arterial

² From City of San Diego's Street Design Manual.

and a center raised median. This segment of North Torrey Pines Road has maximum desirable ADT of 30,000 (see Table 2); currently, the roadway is operating within this range.

Science Park Road is an east/west collector street which terminates to the east at Torreyana Road and to the west at North Torrey Pines Road. Science Park Road currently includes one travel lane in each direction, with on-street parking permitted on both sides of the street. It is estimated that Science Park Road east of North Torrey Pines Road carries about 3,400 ADT; the roadway has a maximum desirable ADT of 5,000 (see Table 2) and is operating within this range.

John Jay Hopkins Drive is a north/south collector which connects Genesee Avenue and North Torrey Pines Road. This facility provides one travel lane in each direction, with double yellow centerline striping. It is estimated that this roadway carries 3,130 ADT; the roadway is within its design capacity of 5,000 ADT (see Table 2).

b. Key Intersections. The level of service (LOS) at which an intersection operates indicates the delay that can be expected in the general area. Traffic conditions for intersection LOS are listed in Table 3. The City's Transportation Planning Division, Engineering and Development Department, considers LOS C to be the lowest desirable LOS, but considers LOS D to provide an acceptable level of service at the intersections in the vicinity of the project. However, the Development and Environmental Planning Division, Environmental Analysis Section, finds significant environmental impacts associated with an LOS below level C at these intersections. Figure 5 shows the existing lane configurations at the five critical intersections with respect to this project: North Torrey Pines Road/Science Park Road, North Torrey Pines Road/Genesee Avenue, John Jay Hopkins Drive/Genesee Avenue, and Genesee Avenue/I-5 northbound and southbound ramp terminals.

As shown in Table 4, three intersections operate at acceptable LOS (LOS of C or better) during the morning hours. Both the Genesee Avenue and the Science Park Road intersections with North Torrey Pines Road operate at LOS A, and the intersection of Genesee Avenue and the northbound I-5 ramp operate at LOS B. On the other hand, both the intersections of John Jay Hopkins Drive and the southbound I-5 ramp with Genesee Avenue operate at LOS D.

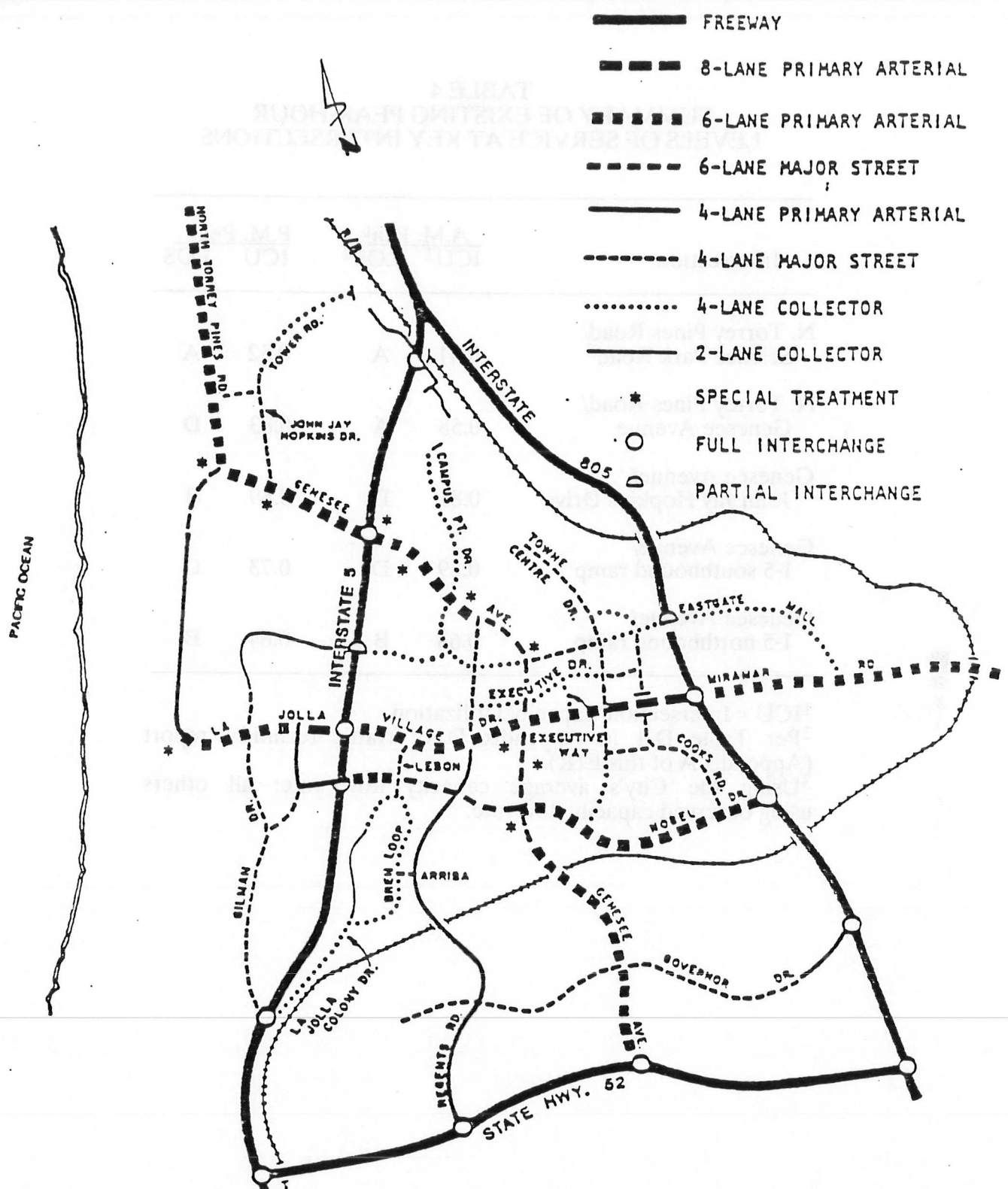
Table 4 also shows that, during the afternoon peak-hour, four intersections operate at an acceptable LOS: the North Torrey Pines Road/Science Park Road intersection remains at LOS A and the intersection of Genesee Avenue/I-5 northbound ramp remains at LOS B. The intersection of John Jay Hopkins Drive/Genesee Avenue improve from the morning peak of LOS D to an afternoon peak of LOS B, and the Genesee Avenue/I-5 southbound ramp intersection improves from the morning peak of LOS D to an afternoon peak of LOS C. Afternoon traffic conditions deteriorate at the North Torrey Pines Road/Genesee Avenue intersection, which at this time operates at LOS D, from LOS A in the mornings.

c. Public Transportation. San Diego Transit's (SDT) Route 41 and North County Transit District's (NCTD) Route 301 serve the immediate vicinity of the project; SDT Route 30 makes several connections to the previously mentioned routes.

TABLE 3
TRAFFIC CONDITIONS FOR INTERSECTION LEVELS OF SERVICE

Level of Service	Operating Conditions
A	Very low delay--less than five seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Delay from 5.1 to 15 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Delay from 15.1 to 25 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Delay from 25.1 to 40 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high vehicle to capacity (v/c) ratios. Many vehicles stop, and proportion of vehicles not stopping declines.
E	Delay in the range of 40.1 to 60 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	Delay in excess of 60 seconds per vehicle. This considered to be unacceptable to most drivers. This condition often occurs with oversaturation--that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

SOURCE: Adapted from National Research Council 1985



SOURCE : BASMACYAN-DARNELL, INC. 1989

FIGURE 5. COMMUNITY PLAN RECOMMENDED STREET CLASSIFICATIONS

**TABLE 4
SUMMARY OF EXISTING PEAK-HOUR
LEVELS OF SERVICE AT KEY INTERSECTIONS**

Intersection	A.M. Peak		P.M. Peak	
	ICU ¹	LOS ²	ICU	LOS
N. Torrey Pines Road/ Science Park Road ³	0.41	A	0.52	A
N. Torrey Pines Road/ Genesee Avenue	0.58	A	0.83	D
Genesee Avenue/ John Jay Hopkins Drive	0.81	D	0.69	B
Genesee Avenue/ I-5 southbound ramp	0.89	D	0.73	C
Genesee Avenue/ I-5 northbound ramp	0.68	B	0.64	B

¹ICU = Intersection Capacity Utilization

²Per Table D-1 in Appendix D of traffic technical report (Appendix A of this EIR).

³Using the City's average capacity flow rate; all others using observed capacity flow rate.

d. Parking Conditions. The City parking standards were used to analyze the parking requirements for both existing and future conditions. The existing site of 122,000 square feet has 277 parking spaces available; at the City rate of one parking space per 400 square feet, the existing facility is required to have 305 parking spaces. Thus, the project site is currently short 28 spaces.

1. Issue

To what extent would the proposed amendment to the University Community Plan exceed traffic forecasts prepared for the 1987 community plan update? What direct traffic impacts could result from the proposed amendment?

Impacts

The proposed street network for the University community planning area is shown in Figure 5. Traffic forecasts prepared for the 1987 community plan update by the City's Transportation and Traffic Engineering Division assumed that this street network would be in place, and that the area would not be developed beyond the existing land use development intensities. For CALBIOCHEM Corporation, the development intensity considered in this forecast was the existing development of 7,585 square feet per acre. For the existing project site, a total of 976 ADT was forecast.

However, under the proposed amendment, traffic volumes associated with the project site would increase, since traffic volumes are calculated as a function of development density and land use. As proposed, the square footage of scientific research development at the CALBIOCHEM site would increase from the existing 121,981 square feet to 285,600 square feet, and traffic volume would increase from the current 976 ADT to 2,285 ADT (based on a City of San Diego trip generation rate of 8 trips/1,000 square feet for scientific research land use). Traffic volume under the proposed amendment would, therefore, exceed that projected in the travel forecast in the community plan by about 1,309 ADT. These additional trips resulting from the proposed project would be distributed among Genesee Avenue, North Torrey Pines Road, John Jay Hopkins Drive, and Science Park Road. Figure 6 illustrates how the net increase in trips would be added to the local street system. Figure 7 shows the total amount of trips that would result from the existing traffic (see Figure 4) plus traffic generated by the proposed project (see Figure 6).

The direct traffic impacts resulting from the proposed project were analyzed by adding the traffic volume anticipated by the proposed project to the volume indicated in the adopted community plan forecast plus a recently approved project, La Jolla Cancer Research Foundation (EQD No. 88-0842). Roadway improvements required of this project were assumed in place for this analysis. The resulting daily volumes were then rounded using the City of San Diego Transportation Planning Division's Rounding Policy. The traffic analysis concluded that traffic volumes on all but one of the street segments within the study area for the proposed project would be under the adopted community plan forecast volumes; traffic volumes on Genesee just west of I-5 would exceed the adopted community plan forecast. As discussed under existing conditions, this section is currently operating over capacity. In the University Community Plan, this street segment shows a daily traffic volume of 65,000 ADT. When the

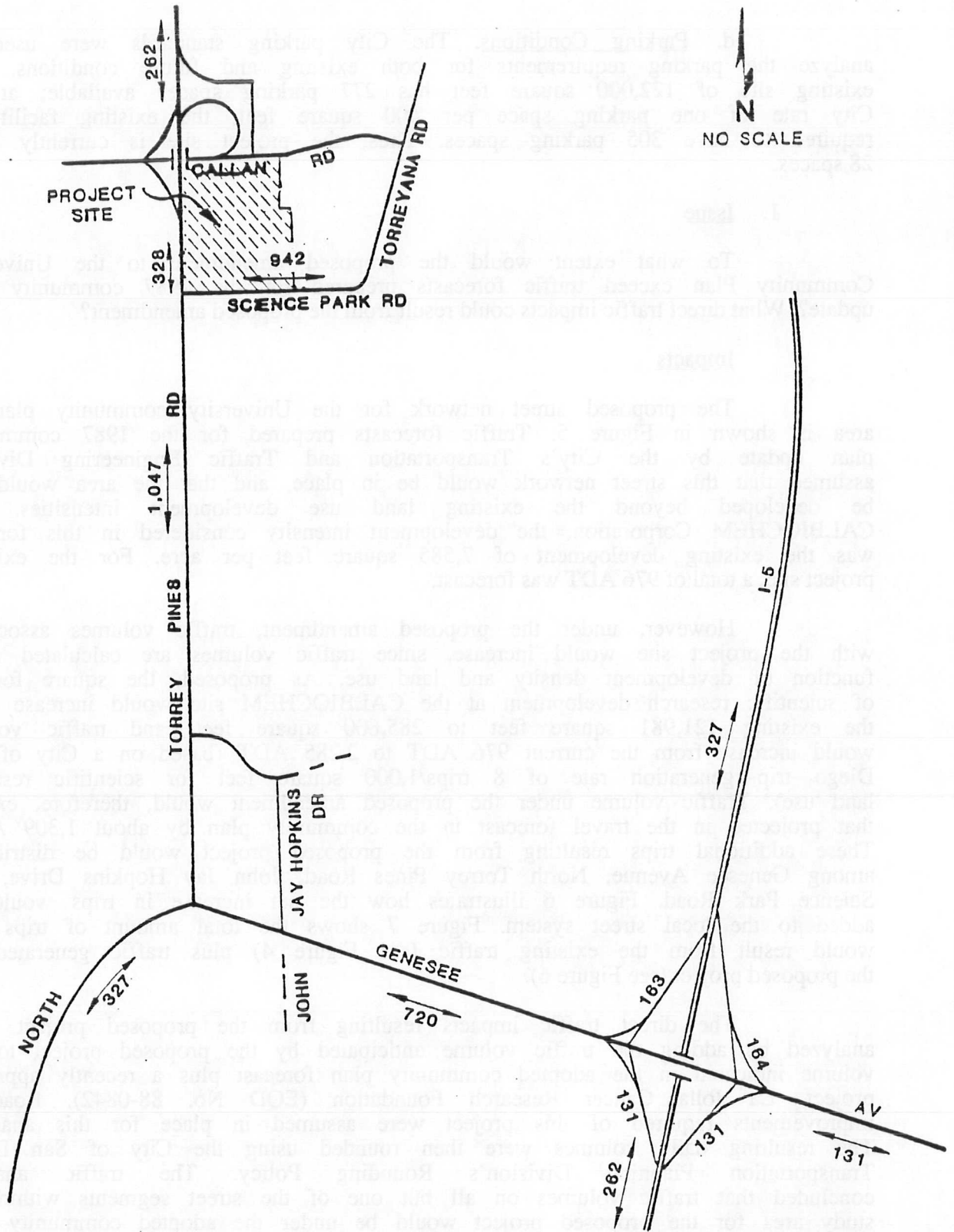
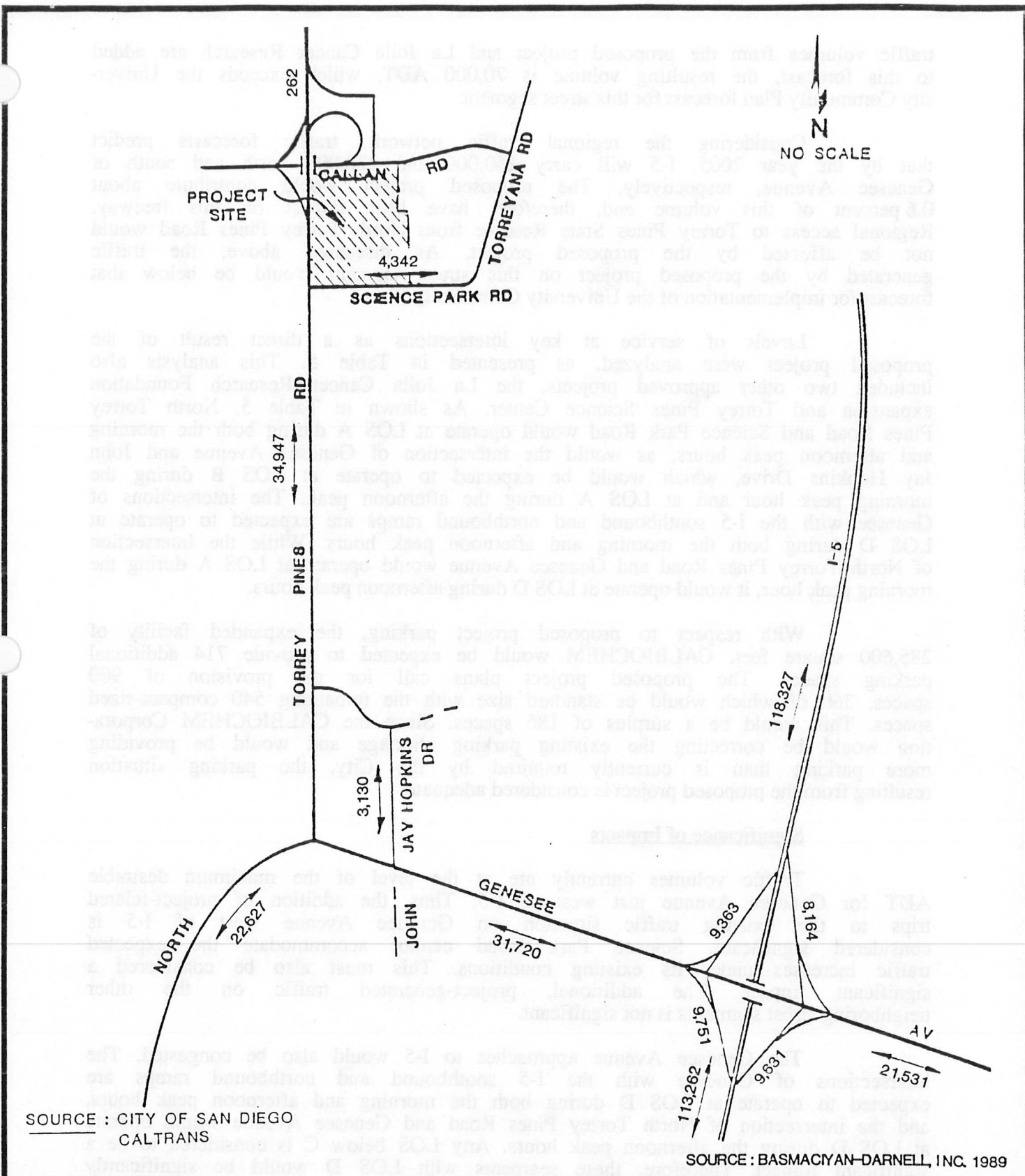


FIGURE 6. ASSIGNMENT OF DAILY TRIPS (NET INCREASE)
TO/FROM PROJECT



SOURCE : CITY OF SAN DIEGO
CALTRANS

SOURCE : BASMACIYAN-DARNELL, INC. 1989

FIGURE 7. ASSIGNMENT OF EXISTING PLUS PROJECT GENERATED TRAFFIC

traffic volumes from the proposed project and La Jolla Cancer Research are added to this forecast, the resulting volume is 70,000 ADT, which exceeds the University Community Plan forecast for this street segment.

Considering the regional traffic network, traffic forecasts predict that by the year 2005, I-5 will carry 260,000 and 220,000 north and south of Genesee Avenue, respectively. The proposed project would contribute about 0.6 percent of this volume and, therefore, have little impact on this freeway. Regional access to Torrey Pines State Reserve from North Torrey Pines Road would not be affected by the proposed project. As discussed above, the traffic generated by the proposed project on this street segment would be below that forecast for implementation of the University Community Plan.

Levels of service at key intersections as a direct result of the proposed project were analyzed, as presented in Table 5. This analysis also included two other approved projects, the La Jolla Cancer Research Foundation expansion and Torrey Pines Science Center. As shown in Table 5, North Torrey Pines Road and Science Park Road would operate at LOS A during both the morning and afternoon peak hours, as would the intersection of Genesee Avenue and John Jay Hopkins Drive, which would be expected to operate at LOS B during the morning peak hour and at LOS A during the afternoon peak. The intersections of Genesee with the I-5 southbound and northbound ramps are expected to operate at LOS D during both the morning and afternoon peak hours. While the intersection of North Torrey Pines Road and Genesee Avenue would operate at LOS A during the morning peak hour, it would operate at LOS D during afternoon peak hours.

With respect to proposed project parking, the expanded facility of 285,600 square feet, CALBIOCHEM would be expected to provide 714 additional parking spaces. The proposed project plans call for the provision of 900 spaces, 360 of which would be standard size with the remaining 540 compact-sized spaces. This would be a surplus of 186 spaces. Since the CALBIOCHEM Corporation would be correcting the existing parking shortage and would be providing more parking than is currently required by the City, the parking situation resulting from the proposed project is considered adequate.

Significance of Impacts

Traffic volumes currently are at the level of the maximum desirable ADT for Genesee Avenue just west of I-5. Thus, the addition of project-related trips to the existing traffic situation on Genesee Avenue west of I-5 is considered significant. Science Park Road cannot accommodate the expected traffic increases under its existing conditions. This must also be considered a significant impact. The additional, project-generated traffic on the other neighboring street segments is not significant.

The Genesee Avenue approaches to I-5 would also be congested. The intersections of Genesee with the I-5 southbound and northbound ramps are expected to operate at LOS D during both the morning and afternoon peak hours, and the intersection of North Torrey Pines Road and Genesee Avenue would operate at LOS D during the afternoon peak hours. Any LOS below C is considered to be a significant impact. Therefore, these segments with LOS D would be significantly affected.

**TABLE 5
SUMMARY OF SHORT-TERM PEAK-HOUR LEVELS OF SERVICE
AT KEY INTERSECTIONS**

Intersection	A.M. Peak		P.M. Peak	
	ICU	LOS ¹	ICU	LOS
N. Torrey Pines Road/Science Park Road ²	0.42	A	0.57	A
N. Torrey Pines Road/Genesee Avenue	0.59	A	0.86	D
Genesee Avenue/John Jay Hopkins Drive	0.61	B	0.56	A
Genesee Avenue/I-5 southbound ramp	0.86	D	0.82	D
Genesee Avenue/I-5 northbound ramp	0.84	D	0.82	D

¹Per Table H-1 in Appendix H (Appendix A of this EIR).

²Using the City's average capacity flow rate, all others using observed capacity flow rate.

Mitigation

At the Community Plan Amendment level, these impacts could only be mitigated by implementation of the No Project alternative or Alternative Location alternative. If the CPA is approved, the project would be required to obtain a PID and a CDP prior to any development on the site. The PID and CDP could provide mitigation measures for the project's direct traffic impacts, such as requiring the applicant to contribute on a fair share basis to the ultimate improvements being planned for the North Torrey Pines Road/Genesee Avenue intersection, and restriping Science Park Drive to accommodate four travel lanes. However, at this time the project's impacts would remain significant and unmitigated.

2. Issue

What cumulative or indirect impacts would the project have on the community and regional transportation network, especially I-5 and freeway ramps at Genesee Avenue?

Impacts

To evaluate the cumulative impacts of the proposed project on the community and regional transportation network, the traffic technical report utilized a traffic forecast for year 2005 of the University Community Plan which was rerun by the City's Transportation and Traffic Engineering Division with increased land use intensities for Subarea 9; a land use intensity of 20,000 square feet per acre was assumed for the entire Subarea 9. Other projects which have been proposed or are currently under way in this subarea and have thus been considered in this analysis include the following projects: an EIR prepared for the 304-acre Torrey Pines Science Center, which would include the existing 65-acre General Atomics development as well as additional scientific research facilities (EQD No. 86-0884); an EIR prepared for the La Jolla Cancer Research Facility directly across from the project to the south, which proposes to increase the development intensity of the facility (EQD No. 88-0842); La Jolla Pines, proposed on North Torrey Pines Road, south of the site (EQD No. 88-0244); Spin Physics, The Pines at La Jolla, which proposes to increase the development intensity from its currently existing 65,000-square-foot development to a development totaling 550,000 square feet at Torreyana and Science Park Road (EQD No. 89-0269); and east of I-5, a 120,000-square-foot office building at Scripps Memorial Hospital has been approved (EQD No. 88-0640).

An analysis of trips generated by 9900 Genesee Avenue, which was left out of the forecast for the University Community Plan, was completed separately by Basmacyan-Darnell, Inc., and is included as Appendix B to this EIR. This letter report concluded that the rounded forecast trip volumes are the same, with or without 9900 Genesee Avenue. The traffic analysis prepared for the CALBIOCHEM project is unaffected by this omission from the University Community Plan forecast.

By comparing the results of the two forecasts, including the forecast prepared for the 1987 community plan update and the rerun forecast considering an increased intensity of 20,000 square feet per acre for Subarea 9, with the City's recommended maximum daily traffic volumes for these roadways (based on their design classification), the same roadway segments would experience

daily traffic volumes in excess of the City's recommended maximums. It should be noted that CALBIOCHEM is proposed for development to 285,600 square feet, which translates into an intensity of 17,761 square feet per acre. This is 11 percent lower than what the property was assumed at in the above-discussed rerun forecast.

Table 6 depicts the traffic forecast volumes in the year 2005, with and without the increased intensity in Subarea 9. As can be seen in Table 6, the same roadway segments would experience daily traffic volumes in excess of the recommended maximums, including the sections of Genesee Avenue between North Torrey Pines Road to John Jay Hopkins Drive, between John Jay Hopkins Drive and I-5, and east of I-5. The difference between the two forecasts is that the forecast which considers the increased development intensity for Subarea 9 results in a higher ADT for all of these street segments than the 2005 forecast for the University Community Plan. Again, the same segments would expect to receive traffic volumes in excess of their recommended maximums under both forecasts. The capacity of North Torrey Pines Road and John Jay Hopkins Drive would not be affected, since these facilities would be operating within their recommended maximums; North Torrey Pines Road north of Genesee Avenue is expected to reach its maximum recommended daily volume under both forecasts.

Table 6 also shows that the net traffic generated by the proposed project represents a very small percentage (3 percent) of the future traffic expected if the development intensity of Subarea 9 was increased to 20,000 square feet per acre, with the exception of Science Park Road (8 percent of 2005 forecast volume). Science Park Road is not classified in the community plan. The existing roadway (two lanes, with 5,000 ADT maximum with parking permitted along both sides of the road) could not accommodate the projected daily traffic increase of 12,000 ADT, since this traffic volume would necessitate a four-lane facility.

Key intersections were also analyzed to determine the year 2005 peak-hour traffic conditions. As discussed earlier in this section, five critical intersections in the project vicinity include those at North Torrey Pines Road/Genesee Avenue, North Torrey Pines Road/Science Park Road, John Jay Hopkins Drive/Genesee Avenue, and Genesee Avenue/I-5 northbound and southbound ramps. The peak-hour turning movements at those intersections were estimated based on the rounded year 2005 forecast link volumes with Subarea 9 development intensity increases. The morning and afternoon peak-hour volumes were assumed to represent about eight and nine percent, respectively, of the daily volume, based on the assumption that a community-wide peak demand management strategy would be implemented by the year 2005, as recommended in the community plan.

The intersections of Genesee Avenue/I-5 would operate at an unacceptable level under both the adopted community plan forecast and if Subarea 9 development intensity is increased to 20,000 square feet per acre. Table 7 presents the anticipated level of service for key intersections at year 2005 with Subarea 9 development intensity increased. The Genesee Avenue and I-5 northbound ramp would operate at LOS D during the morning peak hour and LOS E during the afternoon. The Genesee Avenue and I-5 southbound ramps would operate at LOS E during both morning and afternoon peak hours. However, while the proposed project would result in more traffic at this intersection, the level of service would remain at LOS E, as forecast in the community plan. As seen in

**TABLE 6
COMPARISON OF ROUNDED TRAFFIC FORECAST VOLUMES (YEAR 2005)
FOR 1987 UPDATED COMMUNITY PLAN INTENSITIES, WITH SUBAREA 9 INTENSITY INCREASED**

Street Segment	2005 Forecast Recommended Maximum ADT	2005 Forecast Community Plan ADT	2005 Forecast Community Plan/ Recom. ADT ¹	Rounded 2005 Daily Traffic Volume with Subarea 9 Increased ²	2005 Forecast Daily Volume with Subarea 9 Increase/ Recom. ADT ¹	CALBIOCHEM Net Increase in Trips	Net Increase Project Trips 2005 Volume
North Torrey Pines Road: South of Genesee Avenue	40,000	30,000	0.75	30,000	0.75	327	1.09
North of Genesee Avenue	50,000	50,000	1.00	50,000	1.00	1,047	2.09
Genesee Avenue: N. Torrey Pines Road to John Jay Hopkins Dr.	50,000	55,000	1.10	60,000	1.20	720	1.20
John Jay Hopkins Dr. to I-5	50,000	65,000	1.30	70,000	1.40	720	1.03
East of I-5	50,000	70,000	1.40	75,000	1.50	131	0.17
Science Park Road: East of N. Torrey Pines Road	15,000	-	-	12,000	0.80	942	7.85
John Jay Hopkins Drive: North of Genesee Avenue	15,000	-	-	14,000	0.93	-	-

SOURCE: Basmacyan-Darnell, Inc. 1989.

¹Traffic volume forecast if development intensity of Subarea 9 is increased to 20,000 square feet per acre.

²Ratio of traffic volume forecast for 2005 as generated for the University Community Plan to the traffic volume recommended per City of San Diego design guidelines.

**TABLE 7
SUMMARY OF YEAR 2005
PEAK-HOUR LEVELS OF SERVICE
AT KEY INTERSECTIONS**

Intersection	A.M. Peak		P.M. Peak	
	ICU	LOS ¹	ICU	LOS
N. Torrey Pines Road/ Science Park Road ²	0.64	B	0.73	C
N. Torrey Pines Road/ Genesee Avenue ³	0.67	B	0.81	D
Genesee Avenue/ John Jay Hopkins Drive ³	0.79	C	0.86	D
Genesee Avenue/ I-5 southbound ramp ⁴	0.97	E	0.98	E
Genesee Avenue/ I-5 northbound ramp ⁵	0.90	D	0.93	E

¹Per Table K-1 in Appendix K of traffic technical report (Appendix A of this EIR).

²Using the City's average capacity flow rate.

³Using observed capacity flow rate.

⁴Under adopted community plan, a.m. peak-hour LOS is E (0.92) and p.m. peak-hour LOS is E (0.95) (ICU worksheets are included in Appendix K of traffic technical report).

⁵Under adopted community plan, a.m. peak-hour LOS is D (0.87) and p.m. peak-hour LOS is E (0.91) (ICU worksheets are included in Appendix K of traffic technical report).

Table 7, the proposed amendment would result in a 5 percent increase in intersection capacity utilization (ICU) during the morning peak hour and a 3 percent increase in ICU during the afternoon peak hour over the ICU forecast for the University Community Plan. This impact was recognized as a significant, unmitigated cumulative impact in the updated community plan, and therefore, the proposed project would add to the previously identified cumulative impact. Although the proposed amendment would contribute significantly to the cumulative impacts forecast in the community plan for intersections, it should be noted that cumulative adverse traffic impacts at this interchange would remain even if the proposed amendment is not adopted.

In general then, if build-out of the community occurs consistent with the land use intensities in the approved community plan, adverse levels of service are predicted on certain elements of the community circulation system, as discussed under Existing Conditions in this section. The land uses assigned to CALBIOCHEM Corporation in the development intensity element of the updated University Community Plan were calculated to produce 976 ADT. Under the proposed amendment, the development intensity would increase to produce an additional 1,309 ADT for a total of 2,285 ADT. Because the cumulative total for the community has been identified as producing significant unmitigated traffic impacts, the proposed amendment would exacerbate the impacts predicted in the community plan EIR. The adverse levels of service on some elements of the circulation network would be lessened but not eliminated even if the proposed project is not adopted.

As stated in the direct impact discussion, CALBIOCHEM would be required to provide restriping of Science Park Drive, as a requirement of the PID. In addition, CALBIOCHEM would be required to participate in the community-wide transportation phasing and financing plan and implement the City's Transportation Systems Management program. Specific measures are stated below as mitigation measures. These mitigation measures would not fully mitigate community-wide transportation impacts, however, and the development intensity specified would contribute to cumulative traffic impacts at a slightly higher level than that forecast in the existing community plan.

Significance of Impacts

The proposed project would contribute to significant cumulative impacts in the community, including impacts at the I-5/Genesee Avenue interchange. The adopted community plan year 2005 forecast peak-hour conditions (without the project) also show the Genesee Avenue approaches to I-5 to be congested, operating at LOS E. Thus, while the project-generated increases would result in more traffic, the LOS would be the same with or without the project and would continue to represent a significant cumulative impact, as was indicated when the community plan was updated.

A significant impact to traffic volumes on Genesee west of I-5 would be expected, since traffic volumes currently exceed the recommended maximums for this roadway. Genesee Avenue east of I-5 is anticipated to operate over design capacity in the University Community Plan forecast, as well as in the forecast for the proposed project. Therefore, the project would contribute to a significant cumulative impact along this roadway.

In addition, Science Park Road cannot accommodate the predicted traffic increase under its existing condition. This must also be considered a significant impact.

Mitigation

As discussed below, mitigation measures that could be implemented as a result of approval of a PID would not fully mitigate the significant cumulative impacts associated with this project. The Community Plan Amendment does not propose mitigation of cumulative traffic impacts. Only the No Project alternative or Alternative Location alternative would avoid the project's contribution to cumulative traffic impacts.

The project would be required to obtain a PID and CDP prior to any development on-site. The PID and CDP could provide partial mitigation measures for the proposed project's cumulative impacts, including the following:

- a. CALBIOCHEM Corporation would be required to participate in the community-wide Facilities Benefit Assessment (FBA) program, as required by City Council resolutions. Contributions to the program by the proposed project would assist in the financing of necessary public infrastructure improvements throughout the University community and shall be made prior to issuance of the building permit;
- b. Expansion of the CALBIOCHEM Corporation would be phased according to the University Community Transportation Phasing Plan. This phasing plan, established by the City Council, sets limits to development that constrain the amount of development allowed before necessary transportation improvement projects are initiated. As improvement projects are successfully accomplished to enhance the capacity of the street system in north University City, the amount of allowable development increases. Compliance with the phasing plan shall be monitored and verified by the Planning Director;
- c. CALBIOCHEM Corporation shall participate in any Transportation Systems Management program established in University City or city-wide as a result of studies conducted by the City of San Diego Planning Department; and
- d. CALBIOCHEM Corporation would be required to restripe Science Park Road to provide four travel lanes without on-street parking.

B. AIR QUALITY

Existing Conditions

a. Regulatory Framework. Air quality standards are set by the federal Clean Air Act of 1970, as amended in 1977. Ambient Air Quality Standards (AAQS) represent the maximum level of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The pollutants of primary concern for which standards have been established are sulfur dioxide, lead, carbon monoxide, nitrogen dioxide, ozone, and suspended particulate matter. National Ambient Air Quality Standards (NAAQS) were promulgated by the Environmental Protection Agency (EPA) in 1971 with states retaining the option to develop different (more strict) standards. Due to unique air quality problems in California, the California Air Resources Board (CARB) has developed additional AAQS.

In San Diego County, it is the responsibility of the Air Pollution Control District (APCD) to ensure that state and national air quality standards are achieved. In 1979, the first major revision to the San Diego portion of the State Implementation Plan (SIP) was prepared, since the standards for the five major air pollutants were not being met. A second major revision was made in 1982 in order to accelerate the movement of the basin toward compliance with the clean air standards. To this end, a number of planning agencies combined in a regional cooperative effort to devise air pollution control tactics necessary to achieve clean air in the region. These additional controls are called Regional Air Quality Strategies (RAQS). APCD's current air quality plan is based on the 1982 SIP revisions, and was adopted that same year.

In preparing revisions to the SIP, the APCD bases projections of future air quality and pollutant emissions on population and employment growth estimates developed by SANDAG. The present SANDAG population growth estimates are known as the Series 6 projections, which are in turn based on community and general plan land use designations. When the University Community Plan was comprehensively revised in 1986-87, the EIR prepared for the community plan revision found that the community-wide generation of traffic that would result from the land use allocations in the plan would result in portions of the circulation network operating at adverse levels of service. Because of the adverse traffic levels of service, the revised community plan was found to have adverse air quality impacts. Specifically, the community plan EIR found that "the intensity of development and concomitant vehicle emissions are higher than those anticipated in regional air quality plans" and that "the traffic congestion generated ... would preclude implementing tactics necessary to meet state air quality standards" (City of San Diego 1986b).

Although they were not sufficient to eliminate the identified adverse air quality impacts, a number of transportation actions and tactics were incorporated into the revised community plan to partially mitigate the impacts. These included encouraging ride-sharing, public transit, and bicycle travel, as well as a community-wide program of traffic flow improvements to which development projects in the community contributed. In adopting the revised community plan, the City Council made specific findings that the implementation of alternatives to the plan which would eliminate the impacts were not feasible

and that the adopted plan resulted in economic, social, and other benefits which overrode the identified impacts.

b. Climate. The Torrey Pines Mesa, as with most of San Diego County's coastal areas, has a semiarid Mediterranean climate characterized by hot, dry summers and mild, wet winters. The mean annual temperature in the project vicinity is 64° Fahrenheit, with summer high temperatures in the low 80s and winter lows in the mid-40s. Precipitation in the vicinity of the study area averages 9.32 inches annually, the majority of which falls between November and April (National Oceanographic and Atmospheric Society 1982). The dominating meteorologic feature affecting the region is the Pacific High Pressure Zone, a semipermanent high pressure cell located over the Pacific Ocean. This high pressure cell maintains clear skies for much of the year, drives the prevailing westerly to northwesterly winds, and creates two types of temperature inversions (reversals of the normal decrease of temperature with height) that act to degrade local air quality.

When a buoyant parcel of polluted air rises, it cools by expansion. If the air around the parcel is warm, as in an inversion, the parcel sinks back down toward its source and is effectively prohibited from dispersing. In summer, a marine/subsidence inversion is formed when the warm, sinking air mass in the Pacific High Pressure Zone is undercut by a shallow layer of cool marine air flowing onshore. This inversion forms over the entire coastal plain and allows for mixing below the inversion base at 1,100-1,500 feet, but not any higher. During the winter offshore flow regime, cold air pools in low areas and air in contact with the cold ground cools while the air aloft remains warm. A nightly shallow inversion layer (at about 800 feet) forms between the two air masses which can trap vehicular pollutants such as carbon monoxide and oxides of nitrogen. Elevations on the project site range from a high of 448 feet above mean sea level (MSL) to a low of 390 feet.

The predominant pattern is sometimes interrupted by so-called Santa Ana conditions, when high pressure over the Nevada-Utah area overcomes the prevailing westerlies, sending strong, steady, hot, dry winds east over the mountains and out to sea. Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or breakdown of these conditions or if the Santa Ana is weak, air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwest-erlies reassert themselves and send this cloud of contamination ashore in the San Diego Air Basin. There is a potential for such an occurrence about 45 days of the year, but the region is adversely affected on only about five of them. When this impact does occur, the combination of transported and locally produced contaminants produces the worst air quality measurements recorded in the basin.

c. Ambient Air Quality. The project area is within the San Diego Air Basin (SDAB). The concentration of pollutants within the SDAB is measured at eight stations maintained by both APCD and CARB. The air quality monitoring station nearest to the project area is located in the city of Del Mar, approximately 3.5 miles northwest of the project site; however, this station monitors ozone levels only. The Mount Soledad station (approximately 4.6 miles to the south of the project site) monitors ozone and nitrogen dioxide levels, while all the pollutants of primary concern, described above, are monitored at the Kearny

Mesa station, approximately 8.0 miles southeast of the site. Air quality at a particular location is a function of the type and amount of pollutants being emitted into the air locally and throughout the basin, and of the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Local agencies can control neither the source nor the transportation of pollutants from outside the basin. The San Diego County APCD policy, therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards. The 1982 SIP revision was nevertheless able to report substantial improvements; by that year, the region had achieved the health standard for nitrogen dioxide, and had violated neither the lead standard for 18 months nor the carbon monoxide standard for two years.

Because of climatological and meteorological factors, ozone and particulates present special control strategy difficulties in the SDAB. Ozone is the end product of the chain of chemical reactions that produces photochemical smog from hydrocarbon emissions. A major source of hydrocarbon emissions is motor vehicle exhausts. In the SDAB, only part of the ozone contamination is derived from local sources; under certain conditions, contaminants from the South Coast Air Basin (such as the Los Angeles area) are windborne over the ocean into the SDAB. When this happens, the combination of local and transported pollutants produces the highest ozone levels measured in the basin.

In 1982 it was apparent that while pollution controls had effectively reduced ozone contamination, they would not allow the SDAB to attain control standards. Therefore, the 1982 SIP revision proposed more stringent but reasonably applicable tactics that would reduce local contributions to below the safe standard by 1985, though population growth would once again raise concentrations dangerously close to the nonattainment level by the year 2000. APCD contended, however, that the long term of this increase would allow development and implementation of new tactics as they were needed. This proposal was reviewed and approved by the CARB and by the EPA and is now part of the SIP for the basin.

For several reasons, all of them hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present particulate standards. Local authorities have for some time advocated changing the particulate standard to reflect a more appropriate health-related scale. The state has adopted a new particulate standard for particulates 10 microns or larger in size, instead of total suspended particulates. A new federal 10-micron particulate standard was adopted in 1987, and it is somewhat less stringent than the state standard (Selnick, APCD, 6/5/87). The APCD now has a regional strategy that can show present or near-future attainment of federal clean air standards for particulates.

In summary, at this time, the air basin is a nonattainment area for ozone. It is technically a nonattainment area for carbon monoxide because of violations of the federal standard in 1988. On the basis of the 10-micron particulate standard of 1987, the basin has been designated as a "class III zone," which means that there is less than a 20 percent probability that the

standard will be exceeded. And finally, the SDAB is an attainment area for the other pollutants, lead, sulfur dioxide, and nitrogen dioxide (APCD, 6/6/89).

The CALBIOCHEM Corporation was included in the revised community plan at a development intensity equal to 976 ADT and contributed to both the impacts and the mitigating transportation actions and tactics mentioned above. The existing development has incorporated several tactics consistent with the regional air quality implementation plan, including provision of adequate parking on-site to avoid increased demand for on-street parking and creation of pedestrian amenities and features in a compact setting to encourage pedestrian use of the site.

1. Issue

Would the proposed project affect the ability of the revised RAQS to meet the federal clean air standards?

Impacts

The EIR for the 1987 University Community Plan Update concluded that development of the community at the proposed intensity would result in significant unmitigated cumulative air quality impacts, as a result of community-wide traffic generation and congestion. Thus, the primary air quality impacts resulting from the expansion of the CALBIOCHEM facilities would be air pollutant emissions from vehicular traffic to and from the development. The proposed project would allow development at an intensity that would produce 1,309 more ADT than the intensity specified for the site in the community plan and would, thus, contribute to cumulative adverse air quality impacts.

Development in the air basin can affect the implementation of RAQS if traffic generated by the project would result in inadequate traffic flow on streets and intersections. Any proposed development should incorporate necessary improvements to traffic signal operations and should not result in street intersections which would operate below LOS C. Because the project would contribute toward levels of services of D and worse at some area intersections (e.g., at the I-5/Genesee Avenue interchanges), there is the potential for an incremental air quality impact as a result of the project. The cumulative increase in air pollution as a result of this congestion represents an adverse air quality impact. The traffic section of this report analyzes the effect of the proposed project on the circulation system and recommends mitigation to reduce adverse impacts on traffic flow and intersections.

Additionally, short-term dust impacts and other pollutants would occur through grading and construction of the site and dirt transport by trucks. These one-time, short-term, construction-related impacts are common to all projects of this sort and would be regulated by the Grading Ordinance and provisions of the City of San Diego and University Community Plan.

The individual RAQS tactics, as listed in the 1982 SIP (County of San Diego 1982), that are applicable to the proposed project are listed below. The RAQS consist of a total of 38 tactics to be applied to stationary sources, motor vehicle controls, and transportation. Most of these are intended to be implemented on a regional planning level by organizations such as the Metropolitan Transit Development Board, APCD, and SANDAG. The following lists those

tactics to which a contribution by the proposed project is possible in the proposed development plans:

- a. The extension and maximum use of public transit (tactic T-5).
- b. The maximum use of carpools and park-and-ride facilities (tactic T-24).
- c. Utilization of energy conservation techniques in building construction to minimize on-site energy consumption (tactics C-24, C-25a, and C-25b).
- d. Implementation of construction techniques to minimize particulate and chemical emissions (tactics F-1 and F-6).

Tactics related to reducing energy consumption and fugitive dust generation could be implemented as part of required conservation measures and grading controls.

Significance of Impacts

The SDAB is considered a nonattainment area for some air pollutants, and thus, all sources of emissions in the basin may be considered as contributing to a significant cumulative impact on air quality. The proposed project would add more traffic as a result of the increased intensity, thereby contributing to significant community-wide cumulative air quality impacts.

Mitigation

While the proposed project could include design features which would serve to help implement RAQS for the air basin, the project's contribution to cumulative air quality impacts would not be reduced to a level less than significant. Only implementation of the No Project alternative or Alternative Location alternative would avoid the project's contribution to a cumulative reduction in the region's air quality.

C. LAND USE AND SAFETY

Existing Conditions

The 16.08-acre site is located within Subarea 9 (the Torrey Pines Mesa Subarea) of the University Community Plan area, in the city of San Diego. The site is located on the east side of North Torrey Pines Road; Callan Road borders the site to the north, with Science Park Road to the south. Scientific research facilities abut the eastern portion of the site (see Figures 1 and 2).

The project site is currently occupied by scientific research uses of CALBIOCHEM Corporation, including research, development, production, and administrative offices. These uses occupy 121,981 square feet of building floor space on approximately 11.58 acres of the 16.08-acre site; 4.5 acres are undeveloped. Existing structures on site include the administration building, a large laboratory complex (containing a warehouse, engineering and support facilities, and facilities for chemical production and packaging, all internally connected), a small library, four small mechanical equipment sheds, and several parking areas. The south wing of the laboratory complex is occupied by the La Jolla Cancer Research Foundation-Telios Pharmaceutical.

The lands surrounding the project site are developed. CALBIOCHEM facilities are bordered on the west, north, and south by roadways, and by scientific research facilities to the east. Adjacent to the site on the west is North Torrey Pines Road; across the roadway and to the north is the 74-room Torrey Pines Inn and the Torrey Pines Municipal Golf Course, which is adjacent to the Torrey Pines State Preserve. Also across North Torrey Pines Road and to the south of the site, construction is underway for the 400-room Sheraton Grand Hotel (CUP No. 86-0679). The Scripps Clinic and Research Foundation is located further to the southwest, on the west side of North Torrey Pines Road. Callan Road borders the site to the north; First Capital Life is located directly opposite the project across Callan Road, and east of First Capital Life is IRT Corporation and Systems, Science and Software Corporation. The southern border of the project site is Science Park Road. La Jolla Research Center is opposite CALBIOCHEM on this roadway. Further to the east along Science Park Road is the M/A-COM Linkabit facility. The eastern portion of the CALBIOCHEM property is undeveloped and is bordered in part by Trade Services Corporation and parking areas on Callan and Torreyana, and a large complex of new buildings in the finishing stages of construction at the corner of Science Park Road and Torreyana.

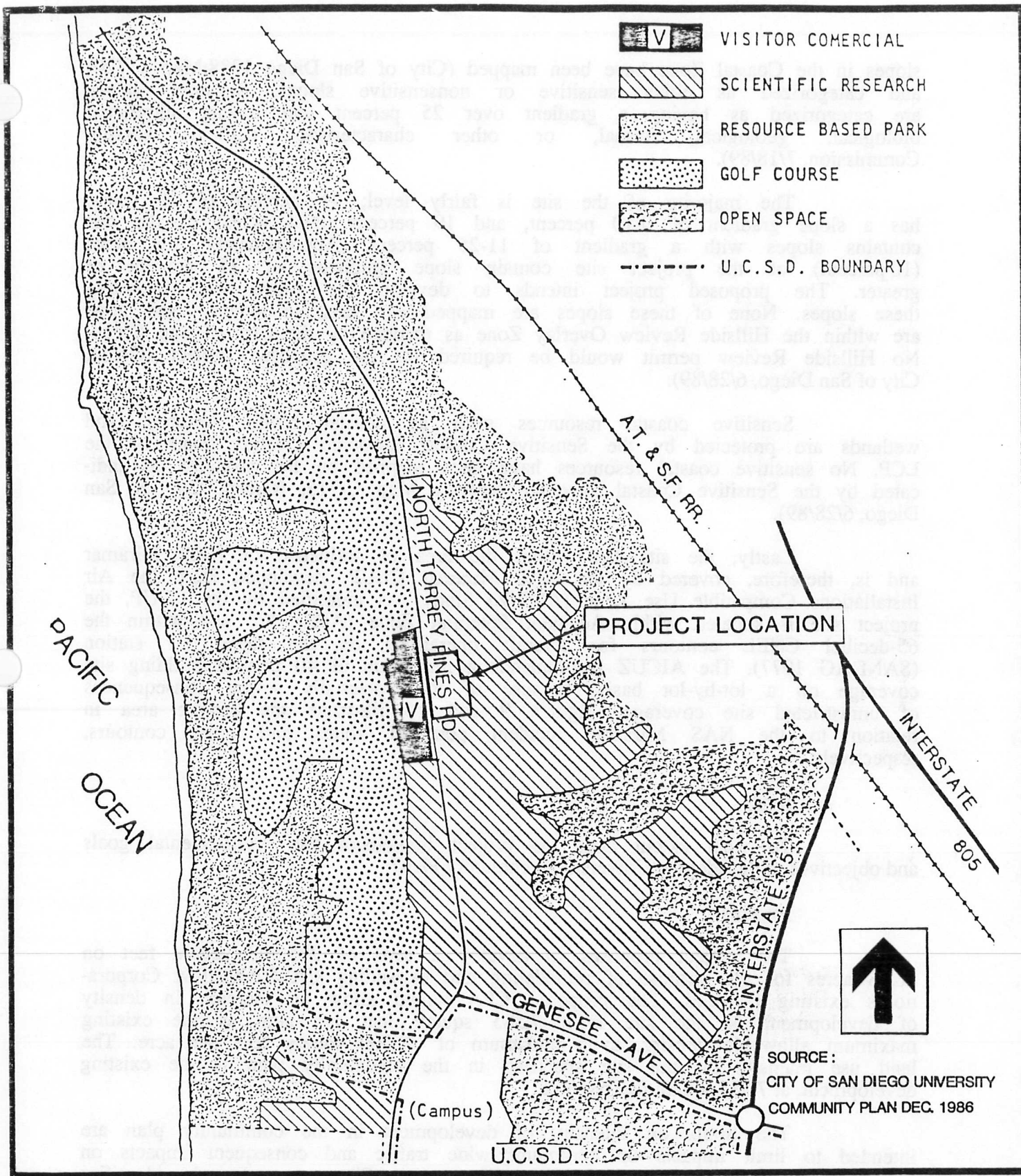
Other projects have been proposed or are currently underway in the area. To the southeast, an EIR has been prepared for the 304-acre Torrey Pines Science Center, which would include the existing 65-acre General Atomics development as well as additional scientific research facilities (EQD No. 86-0884). An EIR was prepared for the La Jolla Cancer Research Facility directly across from the project to the south, which proposes to increase the development density of the facility (EQD No. 88-0842). A project has been proposed on North Torrey Pines Road south of the site, La Jolla Pines (EQD No. 88-0244); and Spin Physics, The Pines at La Jolla proposes a total development of 550,000 square feet at Torreyana and Science Park Road (EQD No. 89-0269). To the southeast, east of I-5, a 120,000-square-foot office building at Scripps Memorial Hospital has been approved (EQD No. 88-0640). Photograph 1 depicts an aerial view of the site area.



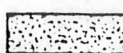
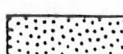
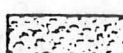
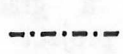
The project site is located within the Torrey Pines Mesa Subarea (Subarea 9) of the University Community Plan, and is currently zoned SR. The University Community Plan (City of San Diego 1986a, 1987) designates scientific research and development land use for the site; Figure 8 shows the University Community Plan's land use designations for the project and for the surrounding area. The community plan includes development criteria relating to intensity of development, grading, site design, and landscaping. These objectives emphasize the aesthetic features of the slopes west of I-5 in the Sorrento Valley corridor and include the following:

- a. Create a physical, social, and economic environment complementary to the University of California at San Diego and its environs and the entire San Diego Metropolitan area.
- b. Provide a workable circulation system which accommodates the anticipated traffic without reducing the Level of Service below D.
- c. Preserve environmental quality by management of natural resources - floodplains, vegetation, aquifers, slopes, hill-sides, canyons, and coastal and waterfront areas.
- d. Future development should not contribute significantly to erosion, geologic stability, or alteration of natural landforms along canyons, bluffs, or cliffs.
- e. Reduce air, noise, and water pollution.
- f. All land impacted by noise or safety hazards from NAS Miramar operations should be developed only with compatible land uses.
- g. The aesthetic quality of the subarea, especially with regard to topographic features, native vegetation, and landscaping, should be retained and enhanced.
- h. Development within canyon bottoms and on slopes with greater than 25 percent gradients should be strongly discouraged. As a general guideline, only a small portion (a maximum of 10 percent) of the slopes with a 25 percent or greater gradient should be graded.

The project area is also within the California Coastal Zone, and development proposed under the CPA must conform to the North City LCP (University-La Jolla Subarea). The LCP contains a Land Use Plan and Implementing Ordinances for the North City Community; the LCP "contains specific recommendations and land use proposals for the community with an emphasis on planning coordination with the State Coastal Conservancy for the restoration and enhancement of the Los Penasquitos Lagoon" (City of San Diego 1981). The LCP contains guidelines that pertain to development affecting steep slopes, and sensitive coastal resources.

The LCP was amended in October 1988 to include the Hillside Review Overlay Zone as an implementing ordinance, which contains specific guidelines concerning the grading of slopes which exceed a 25 percent gradient. Steep



-  VISITOR COMERCIAL
-  SCIENTIFIC RESEARCH
-  RESOURCE BASED PARK
-  GOLF COURSE
-  OPEN SPACE
-  U.C.S.D. BOUNDARY

PROJECT LOCATION



SOURCE:
CITY OF SAN DIEGO UNIVERSITY
COMMUNITY PLAN DEC. 1986

FIGURE 8. UNIVERSITY COMMUNITY PLAN

slopes in the Coastal Zone have been mapped (City of San Diego 1988:Map C-720) and categorized as either sensitive or nonsensitive slopes. Sensitive slopes are categorized as having a gradient over 25 percent and having significant biological, geological, visual, or other characteristic (Lirley, Coastal Commission, 7/18/89).

The majority of the site is fairly level; 71 percent (11.36 acres) has a slope gradient of 0-10 percent, and 19 percent (3.04 acres) of the site contains slopes with a gradient of 11-25 percent. Approximately 1.6 acres (10 percent) of the project site contain slope gradients of 25 percent or greater. The proposed project intends to develop the entire site, including these slopes. None of these slopes are mapped as "sensitive slopes," and none are within the Hillside Review Overlay Zone as mapped by the City of San Diego. No Hillside Review permit would be required for the proposed project (Green, City of San Diego, 6/28/89).

Sensitive coastal resources such as coastal bluffs, beaches, and wetlands are protected by the Sensitive Coastal Resource Overlay Zone of the LCP. No sensitive coastal resources have been mapped on the property, as indicated by the Sensitive Coastal Resource Overlay Map C-713, (Green, City of San Diego, 6/28/89).

Lastly, the site lies within the area of influence of NAS Miramar and is, therefore, covered by the NAS Miramar CLUP, developed from the Air Installations Compatible Use Zone (AICUZ) Study. As identified by the CLUP, the project site is situated within Accident Potential Zone (APZ) "C" and within the 65-decibel CNEL contours for aircraft operations on the naval air station (SANDAG 1977). The AICUZ recommends a maximum of 40 percent building site coverage on a lot-by-lot basis, because of the potentially severe consequences of unrestricted site coverage. Figures 9 and 10 illustrate the project area in relation to the NAS Miramar accident potential zones and noise contours, respectively.

1. Issue

To what extent does the project implement the environmental goals and objectives of the adopted University Community Plan?

Impacts

The project proposes to develop a total of 285,600 square feet on 16.08 acres for the purpose of remodeling and expanding CALBIOCHEM Corporation's existing facilities. The proposed CPA would allow an increase in density of development on the site from 7,585 square feet per acre as the existing maximum allowable density, to a maximum of 20,000 square feet per acre. The land use intensity on the site specified in the community plan is the existing development, at 7,585 square feet per acre.

The limits on intensity of development in the community plan are intended to limit impacts on community-wide traffic and consequent impacts on regional air quality. The University Community Plan, as adopted, identifies significant, unmitigated cumulative impacts associated with traffic in the area resulting from the allowed intensity of development. In addition, the community plan also identifies significant unmitigated air quality impacts associated with

A.P.Z. "B" (Moderate Accident Potential)
A.P.Z. "C" (Minimal Accident Potential)

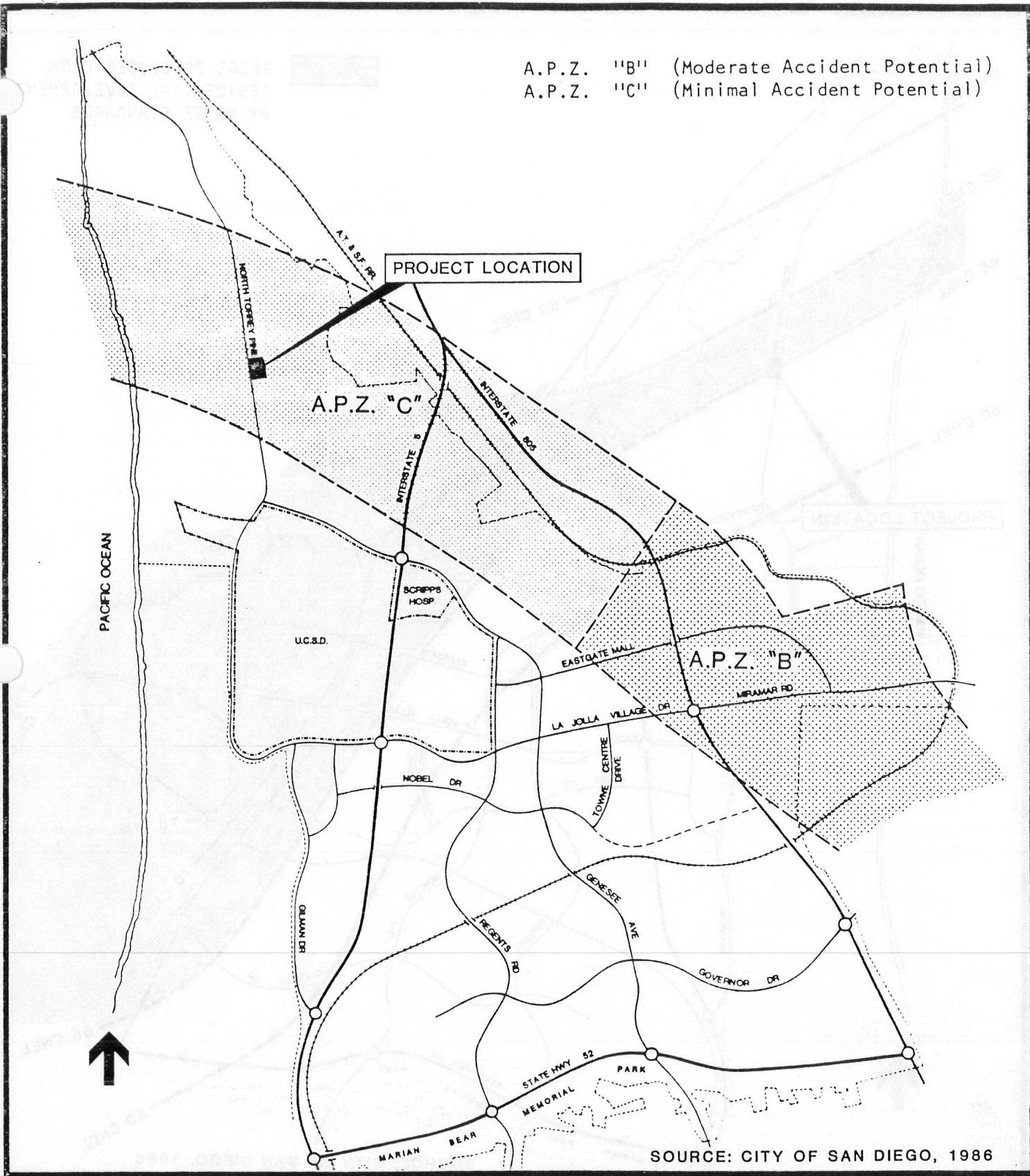


FIGURE 9. NAS MIRAMAR ACCIDENT POTENTIAL ZONES

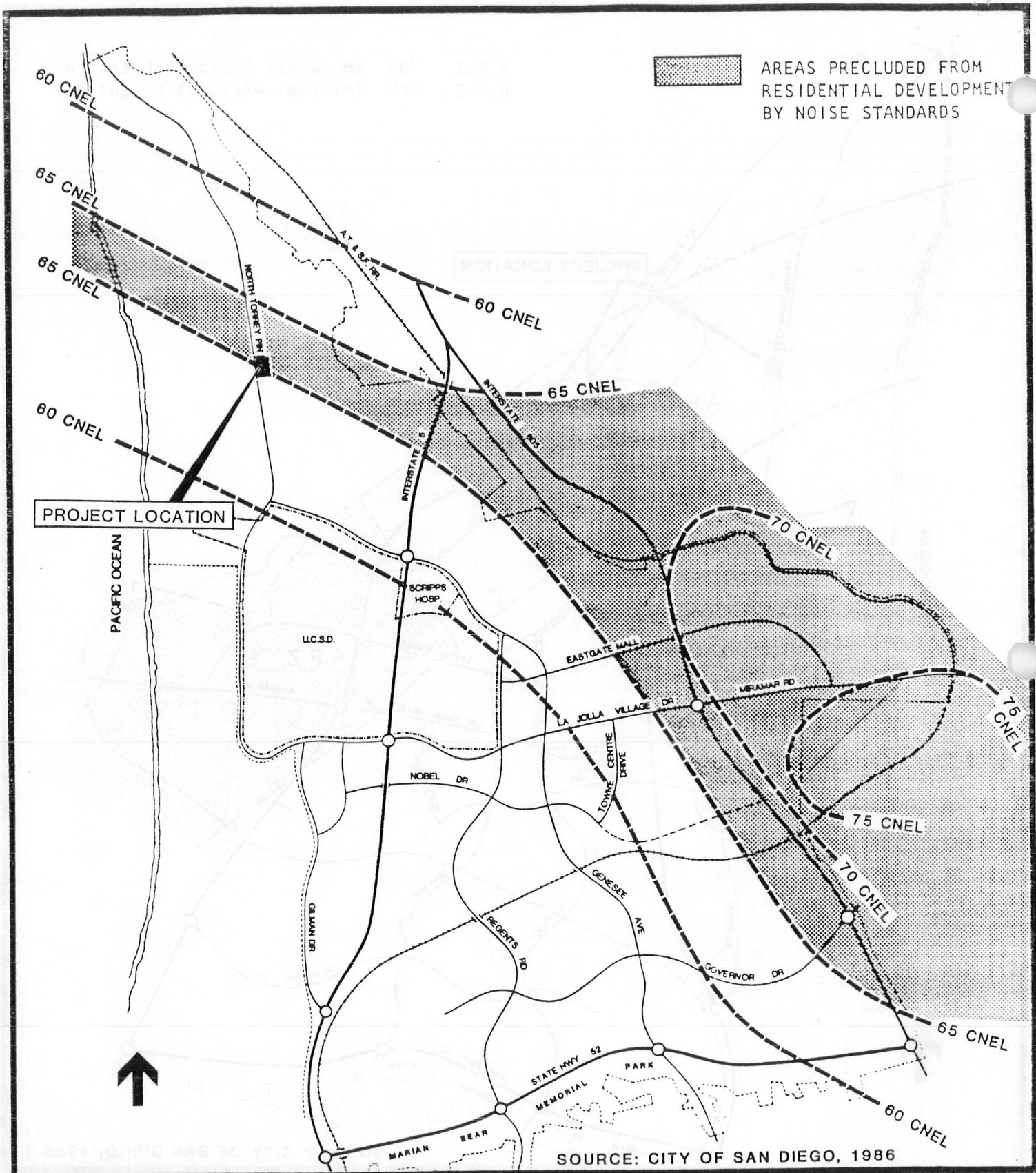


FIGURE 10. NAS MIRAMAR NOISE CONTOURS

community-wide traffic generation and congestion. Increases in the severity of these impacts due to increased intensity of development--that is, increases over the plan's specified intensity--would not implement the environmental goals and objectives of the plan. Those goals and objectives are intended to limit traffic and air quality impacts to the lowest desirable level.

In allowing an increased intensity of development on the project site, the proposed CPA would contribute to an increased severity of the community plan's already significant cumulative impacts on traffic and air quality.

Significance of the Impacts

The proposed project differs significantly from the environmental goals and objectives of the community plan regarding proposed development intensity.

Mitigation

The significant impact of increased development intensity on the site, with its attendant cumulative impacts on community-wide traffic and air quality, could be mitigated only by alternatives to the proposed project. The Project Alternatives section of this EIR presents a No Project alternative, which would avoid the identified impacts, and an Alternative Location alternative, which could mitigate the project's impacts.

2. Issue

To what extent does the project implementation differ from the environmental goals and objectives of the North City LCP Land Use Plan?

Impacts

The project, as proposed, would implement the environmental goals and objectives of the LCP. As noted above, the recently adopted ordinances that implement the policies of the LCP contain language which restricts the development of slopes officially mapped as "sensitive" for biological, visual, or geologic reasons. Sensitive coastal resources such as coastal bluffs, beaches, and wetlands are protected by the Sensitive Coastal Resource Overlay Zone. No sensitive slopes or sensitive coastal resources have been mapped for the project area. Ten percent (approximately 1.6 acres) of the site contains slope gradients with 25 percent or greater, but not included in the Hillside Review (HR) Overlay Zone.

Significance of the Impacts

The proposed project would implement the environmental goals and objectives of the LCP.

Mitigation

No significant impacts have been identified; therefore, no mitigation is proposed.

3. Issue

Would the project incorporate the NAS Miramar land use policies?

Impacts

The project site lies within the NAS Miramar area of influence and is therefore covered by the NAS Miramar CLUP. As identified in the CLUP, a portion of the project site is situated within APZ C (see Figure 9). Because the CALBIOCHEM Corporation project proposes uses in conformance with the existing SR zone, future land uses on the site would constitute "normally acceptable" land uses within APZ C.

The NAS Miramar CLUP also shows a portion of the project area within the 65-decibel CNEL noise contours (see Figure 10) associated with aircraft operations. As proposed, development on the property would occur in accordance with the SR zone. As shown in Table 8, these types of uses are also considered "normally acceptable" in areas with noise levels below 75 decibel CNEL, and future project development would therefore not be expected to experience significantly adverse noise levels.

The NAS Miramar AICUZ recommends a maximum of 40 percent building coverage on a lot-by-lot basis, because of the potentially severe consequences of unrestricted site coverage.

Significance of the Impacts

The land uses proposed in accordance with the SR zone would be compatible with the NAS Miramar CLUP Accident Potential Zone (APZ) and noise contours associated with aircraft operations. Since a PID or CDP was not considered by this EIR, and, therefore, site plans were not reviewed, the structural site coverage proposed by the project could exceed the 40 percent maximum set in the AICUZ. Therefore, a potential significant impact is identified because there is the potential for the proposed project to result in inconsistency with NAS Miramar land use objectives.

Mitigation

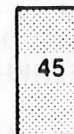
At this time, the project's conflicts with NAS Miramar land use objectives would be potentially significant and unmitigated. However, the project would be required to obtain a PID and CDP prior to any development on-site. The PID and CDP could provide mitigation measures for the project's land use impacts, such as a site plan which limits structural site coverage of the new buildings within the area of the site covered by APZ C to less than the 40 percent maximum limit set in the AICUZ.

LAND USE	Annual Day Night Average Sound Level In Decibels				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES		45			
4. RESIDENTIAL-SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIRE- MENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES		45			
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES		45	45		
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES			50		
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS			50	50	
9. COMMERCIAL-WHOLESALE; INDUSTRIAL; MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, & PUBLIC R-O-W					



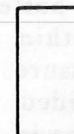
COMPATIBLE

The outdoor day night average sound level is sufficiently attenuated by conventional construction that the indoor noise level is acceptable, and both indoor and outdoor activities associated with the land use may be carried out with essentially no interference from aircraft noise.



CONDITIONALLY COMPATIBLE

The outdoor day night average sound level will be attenuated to the indoor level shown, and the outdoor noise level is acceptable for associated outdoor activities.



INCOMPATIBLE

The day night average sound level is severe. Although extensive mitigation techniques could make the indoor environment acceptable for performance of activities the outdoor environment would be intolerable for outdoor activities associated with the land use.

This matrix should be used with reference to the Implementation Directives shown on the reverse.

TABLE 8. AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX

TABLE 8 (continued)

AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION DIRECTIVES

All the uses specified are "compatible" up to the noise level indicated. Specified uses are also allowed as "conditionally compatible" in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:

- o Proposed buildings will be noise attenuated to the level shown on the matrix based on an acoustical study submitted along with building pads.
- o In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, an aviation easement for noise shall be required to be recorded with the County Recorder as a condition of approval of the project. A copy shall also be filed with the affected airport operator. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees, and renters of property in "conditionally compatible" areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.

Identified uses proposed in noisier areas than the level indicated on the matrix are considered "incompatible."

The directives below relate to the specific "conditionally compatible" land use categories identified by number on the matrix.

3. New schools, preschools, and libraries located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that the interior levels will not exceed 45 dB DNL.
4. New residential and related uses located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that interior levels will not exceed 45 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

"Residential hotels" are defined as those that have 75 percent or more accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.

5. Transient Lodging is defined as hotels and motels, membership lodgings (Y's, etc.), suite or apartment hotels, hostels, or other temporary residence units, not defined as residential hotels, above. Within the 60-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 45 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.
6. Office buildings include many types of office and service uses: business and business services; finance, insurance, real estate; personal services; professional (medical, legal, and educational); and government, research, and development and others. Within the 65-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.
8. For new commercial retail uses located within the 65-75 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

D. VISUAL QUALITY

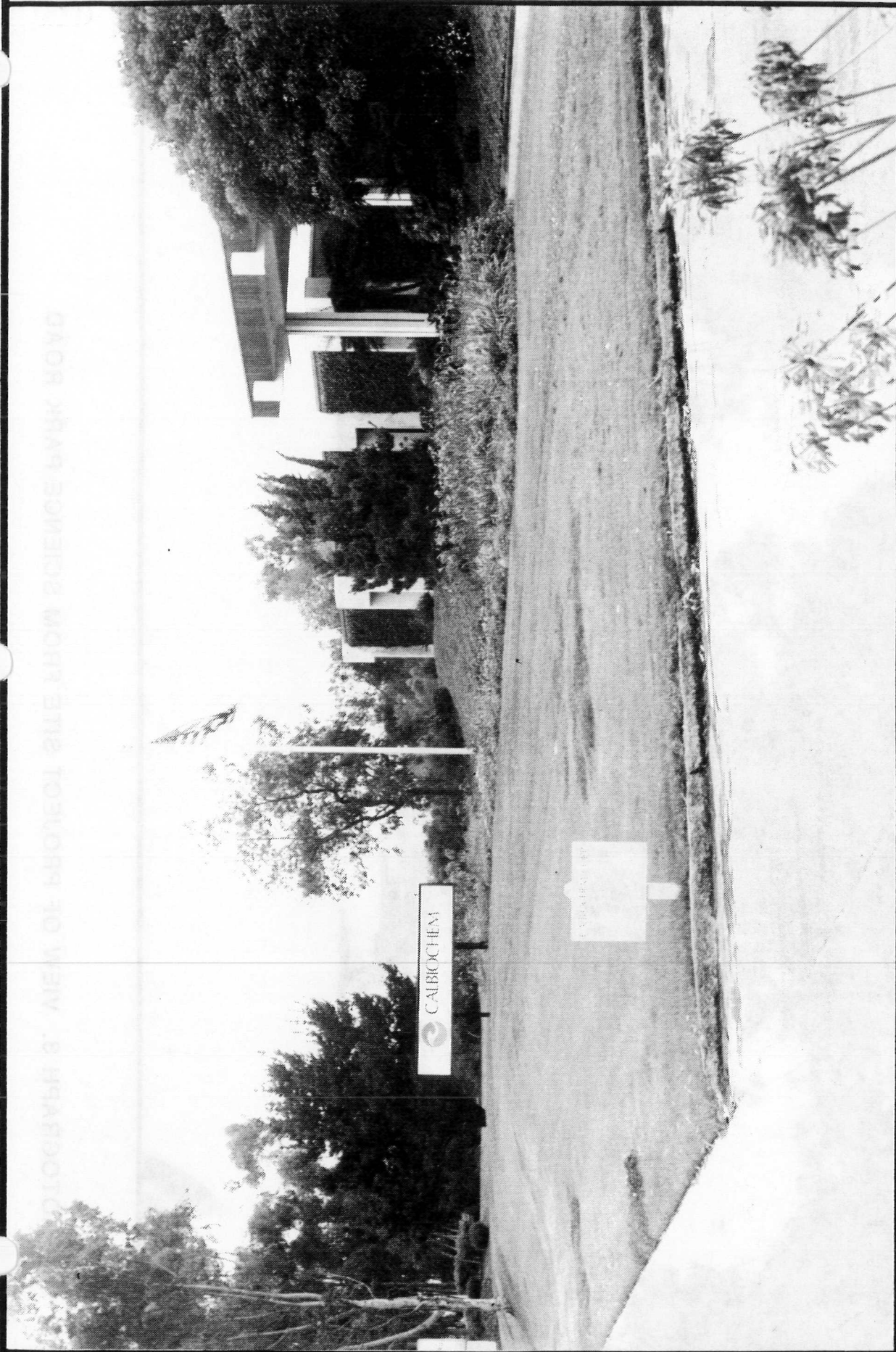
Existing Conditions

The 16.08-acre CALBIOCHEM Corporation property is located on the Torrey Pines Mesa Subarea (Subarea 9) of the University Community Plan area, north of Science Park Road and east of North Torrey Pines Road. The 16.08-acre site is within the coastal area of San Diego, just 4,000 feet east of the coastal cliffs at the ocean; the ocean is visible from the western portion of the project. It is an approximately square parcel, two-thirds of which has been developed and is currently in use for biomedical research, development, manufacturing, and administrative services. Elevations range from a high of 448 feet above MSL in the chaparral near the northern border to a low of 390 feet in the southeastern corner.

The developed portion of the site, which consists of approximately the western two-thirds of the property fronted by North Torrey Pines Road, has been landscaped and includes several Torrey Pines. The topography of the undeveloped 4.5 acres on the eastern border consists of slightly eroded terrace escarpments, much of which has been artificially contoured; general direction of the slope is toward the west. Much of the vegetation on these escarpments is exotic shrubs. In addition, four vegetation types are found in this area, including Diegan coastal sage scrub, southern mixed chaparral, nonnative shrubs, and disturbed weedy areas. This portion of the site is visible from I-5 and I-805, near their convergence (see Photograph 1); however, visibility is very low due to the distance and the small portion of the site which is visible.

The site is bordered by three roads: the entrance to the main administration building is on the western border of the site, on the east side of North Torrey Pines Road; Science Park Drive is adjacent to and south; and Callan Drive bounds the site on the north (see Figure 3). The eastern, undeveloped portion of the site is bounded by existing scientific research and business parks, and associated parking areas. The basic visual characteristics of the Torrey Pines Mesa area along North Torrey Pines Road, from its intersection with Genesee to the Torrey Pines State Park, include mostly views of research and business parks, and Scripps Hospital as well as Torrey Pines Municipal Golf Course to the west, adjacent to the Torrey Pines State Park. In the few undeveloped areas, native vegetation can be seen.

Existing structures on the site are visible to motorists on North Torrey Pines Road and Science Park Drive. However, a landscaped berm, which borders the site along both these roads, includes many mature trees such as eucalyptus and Torrey Pines, and provides an effective partial screen of the existing facilities from both roads. As can be seen in Photograph 2, the main administration building and existing laboratory building are visible from North Torrey Pines Road. A portion of these existing facilities are visible from the Torrey Pines Community Golf Course, located to the north across North Torrey Pines Road. Photograph 3 shows a typical view of the existing laboratory and administration structures visible from Science Park Road. Existing facilities are not visible to motorists on Callan Road.



PHOTOGRAPH 2. VIEW OF PROJECT SITE FROM NORTH TORREY PINES ROAD



PHOTOGRAPH 3. VIEW OF PROJECT SITE FROM SCIENCE PARK ROAD



PHOTOGRAPH 4. VIEW OF UNDEVELOPED PORTION OF THE PROJECT SITE

1. Issue

How would the project affect the visual quality of the area, particularly with respect to views from surrounding roadways and public recreation and open space areas?

Impacts

The proposed project would involve the development of the entire project site by expanding existing facilities, and constructing new facilities, parking areas and landscaping. As shown in Figure 3, existing structures would be selectively remodeled or demolished; the existing administration building and parts of the laboratory complex would be demolished. Remodeling plans for the existing laboratory complex include building into the high ceiling of the west wing of the existing complex to create a second-story laboratory addition, and constructing a new two-story northwestern wing. Proposed new facilities include a new two-story administration building, two new laboratories detached from the existing laboratory complex (one of them would consist of one level, the other would have two stories), a new cafeteria/library complex, two new structured parking garages (one with two levels, the other with three), and a service/storage yard. As can be seen in Figure 3, most of the new structures would be constructed directly behind (east) of the existing laboratory complex.

Grading volumes for development of the proposed project would include 100,000 cubic yards of cut, and 20,000 cubic yards of fill. The remaining 80,000 cubic yards would be exported. Grading would occur mostly on the eastern, undeveloped 4.5 acres as seen in Photograph 4 and in Figure 11. Landform alteration of the project site would occur through the creation of a manufactured slope along the eastern boundary, with a maximum height of 16 feet, and a varying gradient of 2:1 to 5:1, and daylight grading along the northern boundary. Another manufactured slope with a maximum height of 9 feet, with a gradient varying from 2:1 to 3:1 would be constructed along the northwestern corner of the site. These perimeter areas would be revegetated with eucalyptus and drought-tolerant erosion control plantings, which would also provide some screening of the facilities.

A landscape conceptual plan has been prepared for the project and is presented in conceptual form as Figure 12. The eucalyptus and drought-tolerant erosion control plantings are indicated for perimeter slopes in the landscape plan. Torrey pines would be planted at all entries to the project as site accent trees; the landscape plan calls for preserving most of the existing Torrey pines, as well as planting additional pines. The site theme trees include Pyrus "Aristocrat," European white birch, and Lombardy poplar and would be planted throughout the site. Rustyleaf fig and carrotwood would be planted in the parking areas. The main entrance into the project area would be guided by a corporate identity element in a landscaped island directly in front of the proposed half-circle shaped, two-story administration building. The half-circle shape is proposed to be preserved as a signature element throughout the site, particularly at the building entries (see Figure 12). The interior of the project would be planted with more lush growth; ground cover at the buildings includes jasmine, Hahn's ivy, and Algerian ivy, and shrubbery would include tobira, privet, toyon, fortnight lily, and lily of the Nile.

LEGEND

--- (dashed line)	SLOPE (2:1 MAX.)
--- (dashed line)	PROJECT BOUNDARY
--- (dashed line)	SETBACK LINE
--- (dashed line)	CURB
--- (dashed line)	EXISTING CONTOUR
--- (dashed line)	PROPOSED CONTOUR
--- (dashed line)	DAYLIGHT LINE
--- (dashed line)	DRAINAGE BEALS
--- (dashed line)	SPOT ELEVATION
--- (dashed line)	RETAINING WALL
--- (dashed line)	STORM DRAIN PIPE
--- (dashed line)	CURB INLET
--- (dashed line)	CLEARMOAT
--- (dashed line)	GRADED INLET
--- (dashed line)	LOW POINT
--- (dashed line)	HIGH POINT
--- (dashed line)	FISH FLOOR ELEVATION
--- (dashed line)	TOP OF GRATE ELEVATION



FIGURE 11. EXISTING SITE PLAN AND TOPOGRAPHY

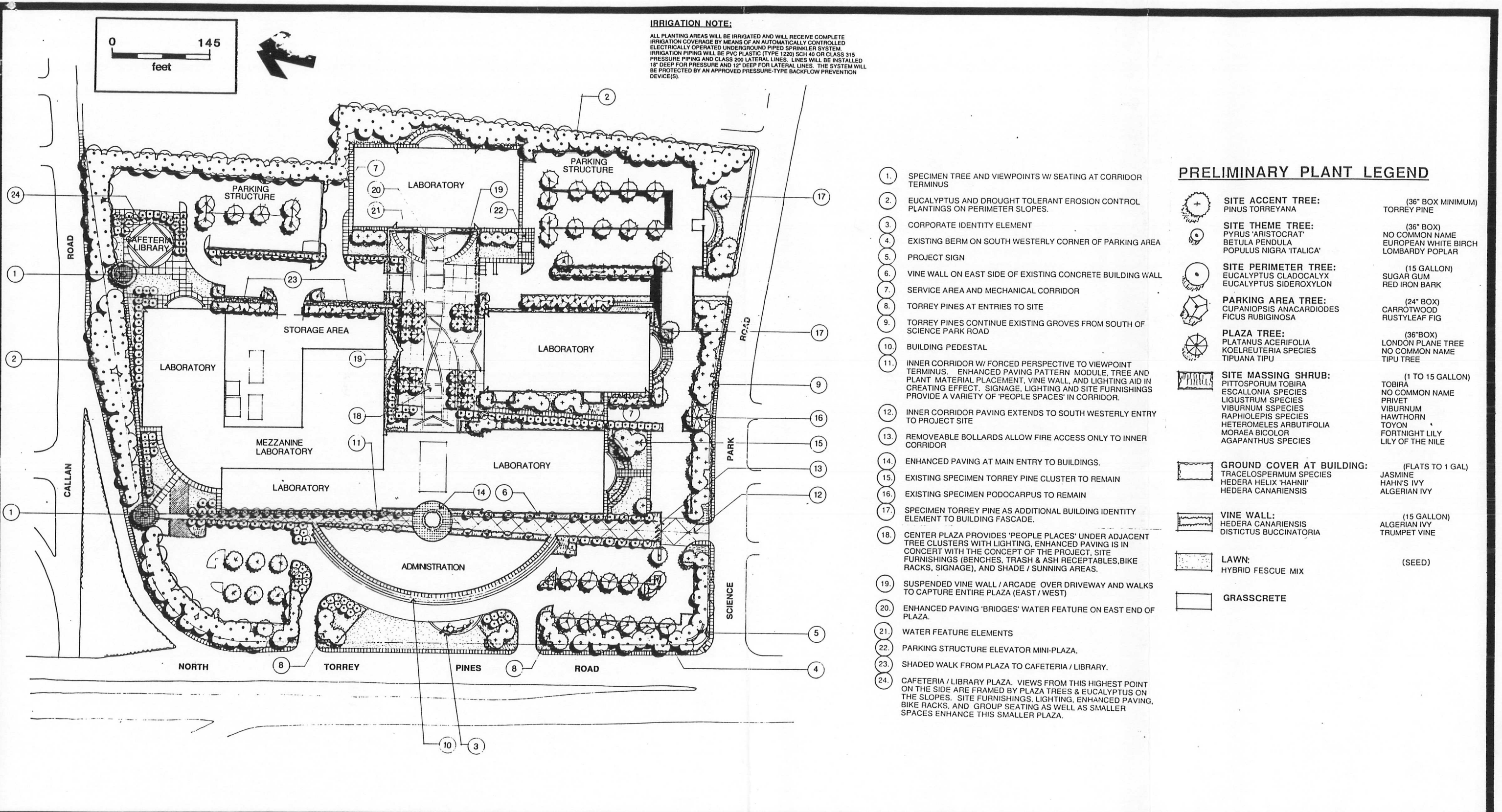


FIGURE 12. CONCEPTUAL LANDSCAPE PLAN

Although existing buildings on the site are currently visible from North Torrey Pines Road, Science Park Road, and Callan Road, the views of the proposed project from these roads would change; more buildings would be visible on the site. Since the entire 16.08-acre site would be developed by remodeling or construction of new facilities, views of the project site from these roads would consist of scientific research buildings softened by landscaping. Figure 13 conceptually shows cross sections of the proposed project structures from all three roads as well as along the eastern boundary. As seen in Figure 12, the perimeter of the site would be landscaped, providing a partial screen of the facilities. Figure 14 illustrates the project elevation changes proposed from North Torrey Pines Road and Science Park Road. Implementation of the landscape plan and architectural design guidelines for Scientific Research as presented in the community plan would result in no significant visual impacts from North Torrey Pines, Science Park, and Callan roads.

Views of the site from I-5 that currently exhibit naturally vegetated, undisturbed ridge/canyon topography would be altered. Upon implementation of the PID, views of the project site from I-5 would include scientific research buildings, surrounded by landscaping dominated by eucalyptus and drought-tolerant erosion control plantings. However, since only a small portion of the site is visible from I-5 (4.5 acres on the eastern border of the site) and visibility is low due to the distance, as well as considering that the surrounding area is already developed, the visual impact from I-5 is not considered significant.

Significance of the Impact

The visual characteristics of the project area would be altered in order to accommodate the proposed scientific research building and associated facilities. In the absence of a PID, CDP, and associated landscape plan, visual quality impacts are considered potentially significant.

Mitigation

The project does not provide mitigation for potentially significant visual impacts. The project would be required to obtain a PID and CDP prior to any development on-site. The PID and CDP could provide mitigation measures for the project's visual quality impacts by including a landscape plan containing the elements as described briefly above.

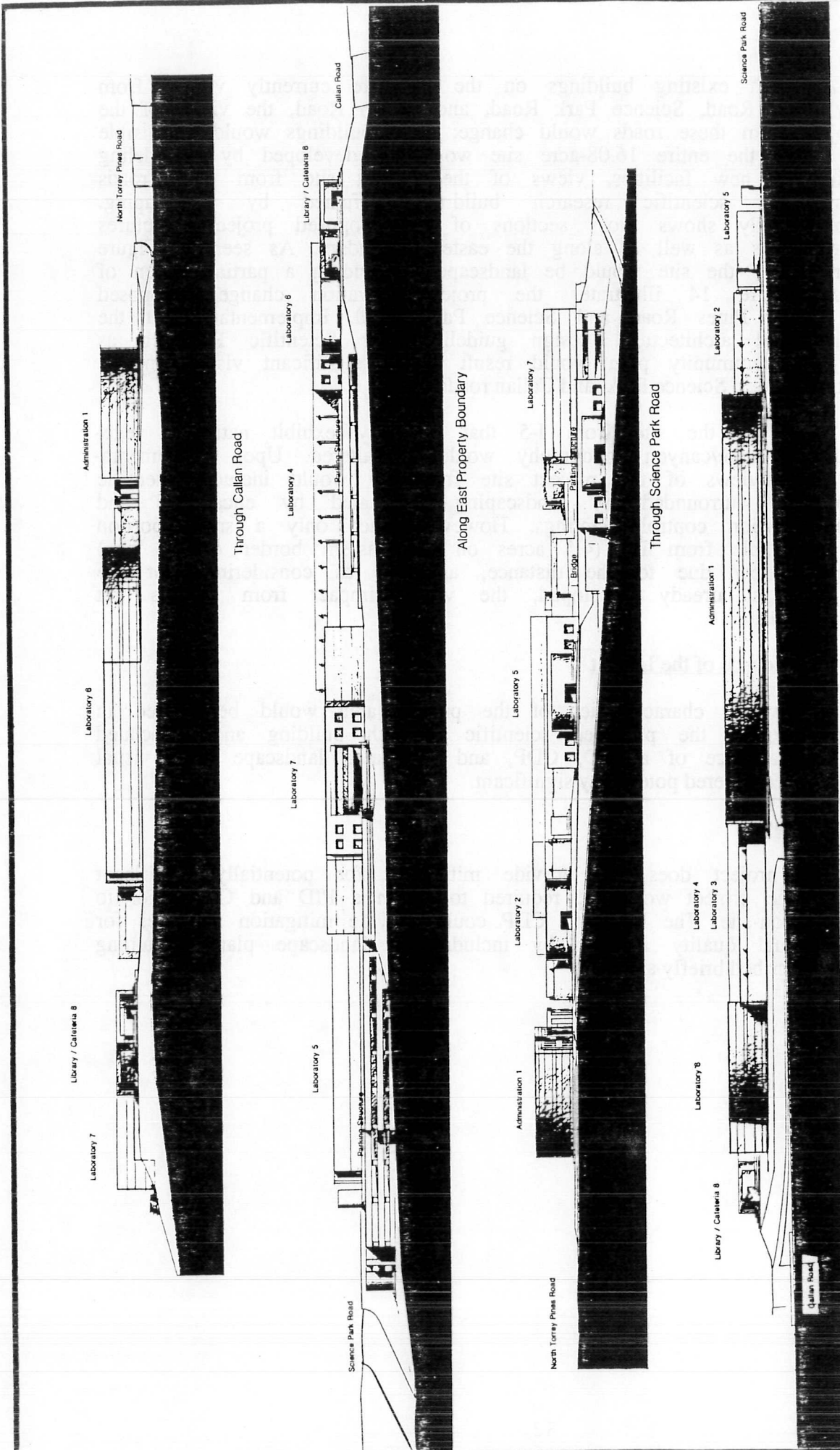
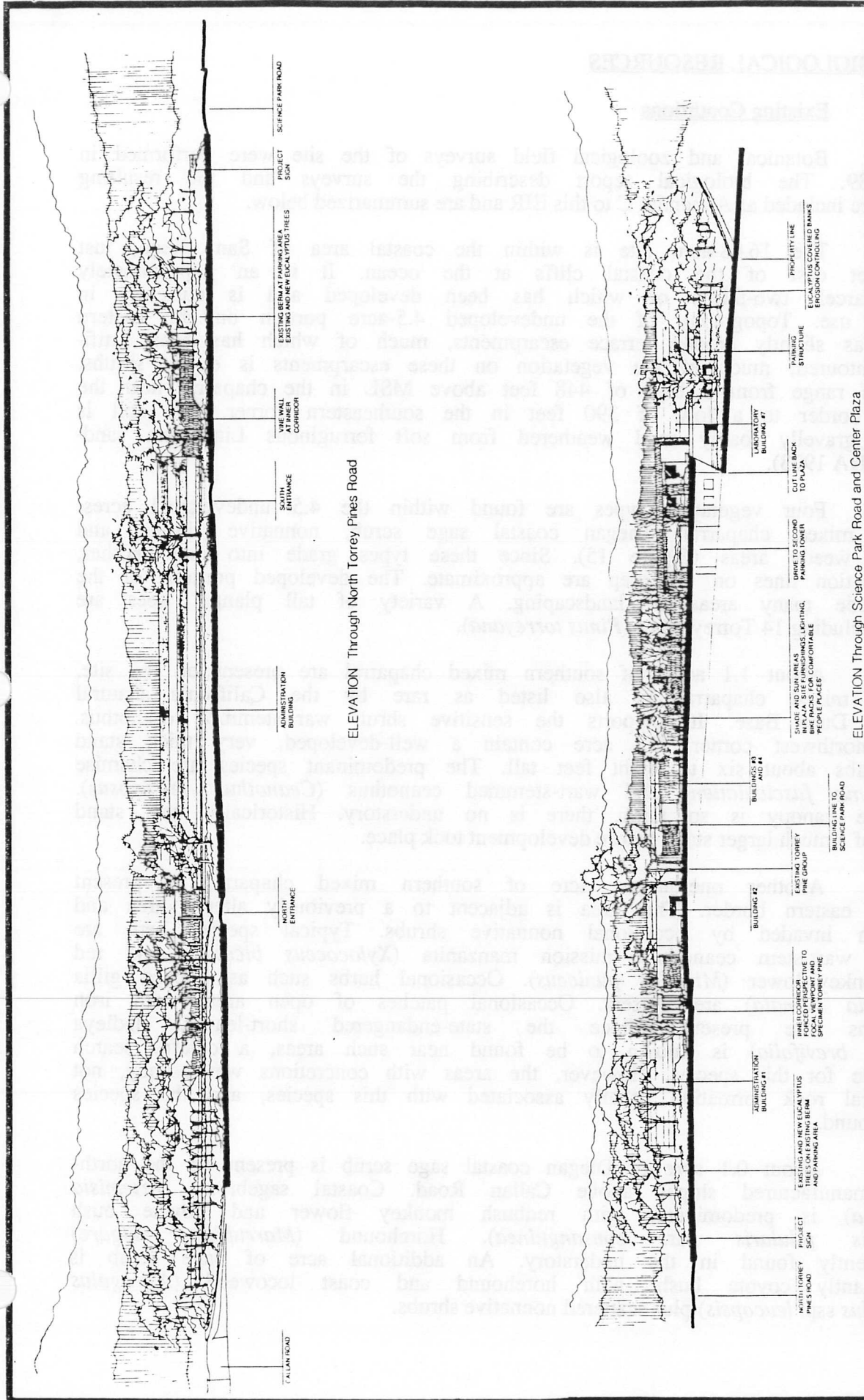


FIGURE 13. CONCEPTUAL CROSS SECTIONS OF PROPOSED PROJECT STRUCTURES



ELEVATION Through North Torrey Pines Road

ELEVATION Through Science Park Road and Center Plaza

FIGURE 14. CONCEPTUAL CROSS SECTIONS OF PROPOSED PROJECT

E. BIOLOGICAL RESOURCES

Existing Conditions

Botanical and zoological field surveys of the site were performed in June 1989. The biological report describing the surveys and the resulting findings are included as Appendix C to this EIR and are summarized below.

The 16.08-acre site is within the coastal area of San Diego, just 4,000 feet east of the coastal cliffs at the ocean. It is an approximately square parcel, two-thirds of which has been developed and is currently in industrial use. Topography of the undeveloped 4.5-acre portion on the eastern border was slightly eroded terrace escarpments, much of which has been artificially contoured; much of the vegetation on these escarpments is exotic shrubs. Elevations range from a high of 448 feet above MSL in the chaparral near the northern border to a low of 390 feet in the southeastern corner. The soil is Carlsbad gravelly loamy sand weathered from soft ferruginous Lindavista sandstone (USDA 1973).

Four vegetation types are found within the 4.5 undeveloped acres: southern mixed chaparral, Diegan coastal sage scrub, nonnative shrubs, and disturbed weedy areas (Figure 15). Since these types grade into one another, the vegetation lines on the map are approximate. The developed portions of the site include many areas of landscaping. A variety of tall planted trees are present, including 14 Torrey pines (*Pinus torreyana*).

About 1.1 acres of southern mixed chaparral are present on the site. Southern mixed chaparral is also listed as rare by the California Natural Diversity Data Base. It supports the sensitive shrub wart-stemmed ceanothus. In the northwest corner, 0.8 acre contain a well-developed, very thick stand with shrubs about six to eight feet tall. The predominant species are chamise (*Adenostema fasciculatum*) and wart-stemmed ceanothus (*Ceanothus verrucosus*). Since the canopy is so thick, there is no understory. Historically, this stand was part of a much larger stand before development took place.

Another one-quarter acre of southern mixed chaparral is present near the eastern border. This area is adjacent to a previously altered area and has been invaded by occasional nonnative shrubs. Typical species here are chamise, wart-stem ceanothus, mission manzanita (*Xylococcus bicolor*), and red bush monkey-flower (*Mimulus puniceus*). Occasional herbs such as hooked gillia (*Navarretia hamata*) are present. Occasional patches of open areas with iron concretions are present. Since the state-endangered short-leaved dudleya (*Dudleya brevifolia*) is known to be found near such areas, a careful search was made for this species. However, the areas with concretions were sandy, not the typical rock formation usually associated with this species, and the species was not found.

About 0.1 acre of Diegan coastal sage scrub is present on the north-facing manufactured slopes above Callan Road. Coastal sagebrush (*Artemisia californica*) is predominant, with redbush monkey flower and coyote bush (*Baccharis pilularis* var. *consanguinea*). Horehound (*Marrubium vulgare*) is frequently found in the understory. An additional acre of sage scrub is predominantly coyote bush, with horehound and coast locoweed (*Astragalus trichopodus* ssp. *leucopsis*) plus scattered nonnative shrubs.

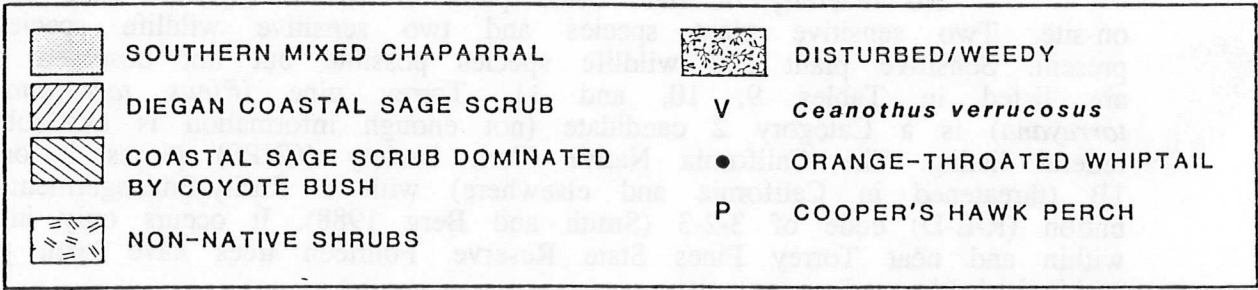
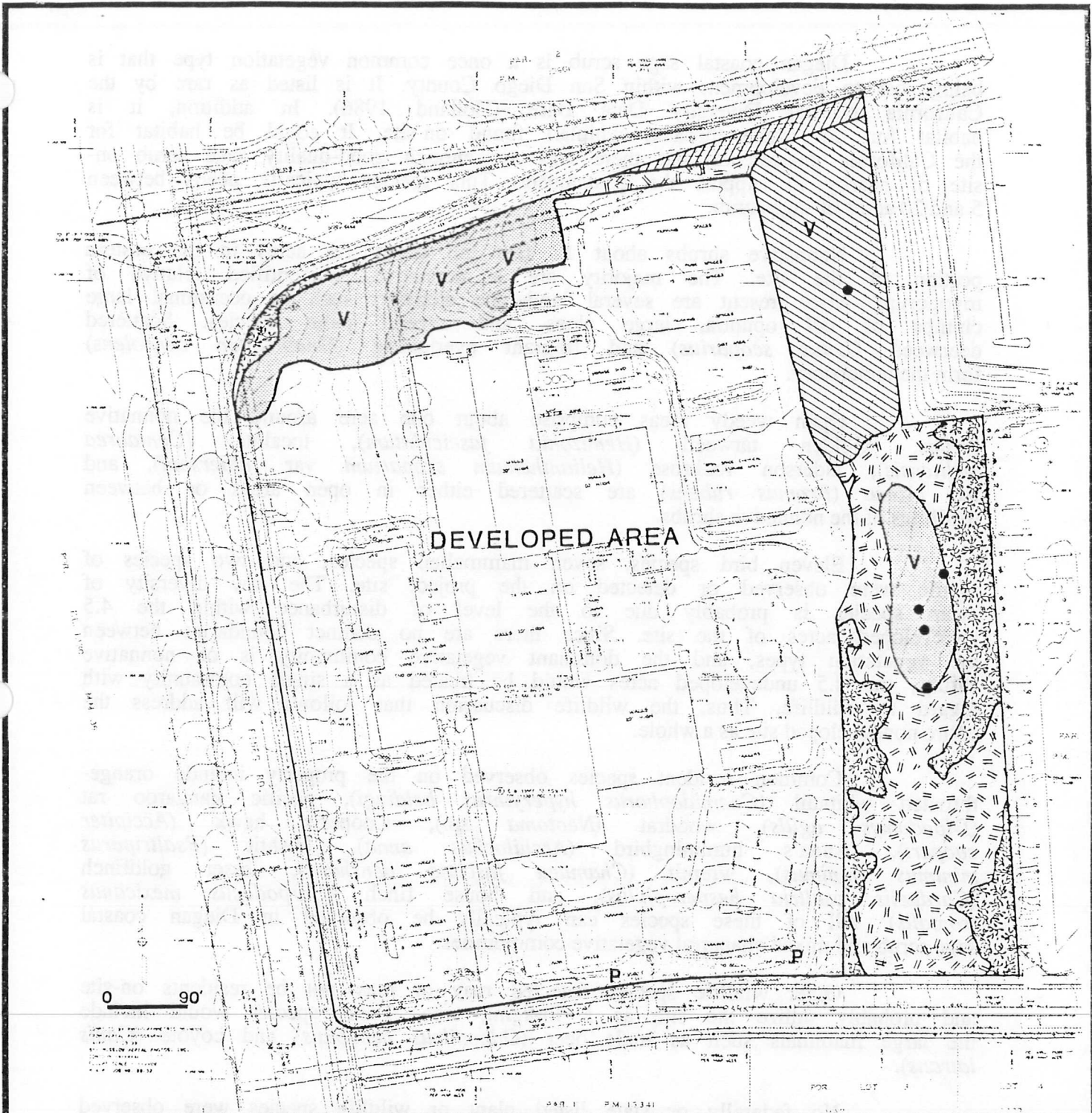


FIGURE 15. EXISTING VEGETATION

Diegan coastal sage scrub is a once common vegetation type that is being lost to development within San Diego County. It is listed as rare by the California Natural Diversity Data Base (Holland 1986). In addition, it is habitat for the orange-throated whiptail found on-site. It could be habitat for the California gnatcatcher, but there was not enough good-quality sage scrub on-site or nearby to support the gnatcatcher. This species typically needs between 5 and 20 acres of sage scrub.

Nonnative shrubs about 12 feet tall cover 1.5 acres in the eastern portion of the site. The majority are a nonnative, unidentified relative of myoporum. Also present are several landscape elements such as occasional large clumps of tall opuntia, large aloes, and several palm species. Scattered deerweed (*Lotus scoparius*) and fragrant everlasting (*Gnaphalium beneolens*) form the understory.

Open weedy areas comprise about one acre around the nonnative shrubs. Golden tarweed (*Hemizonia fasciculatum*), tocalote (*Centaurea melitensis*), alderson rockrose (*Helianthemum scoparium* var. *aldersoni*), and red brome (*Bromus rubens*) are scattered either in open areas or between seedlings of the nonnative shrubs.

Eleven bird species, seven mammalian species, and two species of reptile were observed or detected on the project site. The low diversity of avian species is probably due to the level of disturbance within the 4.5 undeveloped acres of the site. Since there are no distinct boundaries between the vegetation types, and the dominant vegetative community is of nonnative shrubs, the 4.5 undeveloped acres would be treated as a single community with regard to wildlife. Thus, the wildlife discussion that follows will address the entire nondeveloped site as a whole.

Common resident species observed on the property include orange-throated whiptail (*Cnemidophorus hyperythrus beldingi*), pacific kangaroo rat (*Dipodomys agilis*), woodrat (*Neotoma* sp.), Cooper's hawk (*Accipiter cooperi*), Anna's hummingbird (*Archilochus anna*), bushtit (*Psaltriparus minimus minimus*), wrentit (*Chamaea fasciata henshawi*), lesser goldfinch (*Carduelis psaltria hesperophilus*), and house finch (*Carpodacus mexicanus frontalis*). All of these species can typically be observed in Diegan coastal sage scrub and mixed chaparral vegetative communities.

Other wildlife species detected may or may not be residents on-site and probably utilize the site as a foraging area. These species would include the large mammals such as mule deer (*Odocoileus hemionus*) and coyote (*Canis latrans*).

No federally or state listed plant or wildlife species were observed on-site. Two sensitive plant species and two sensitive wildlife species are present. Sensitive plant and wildlife species possible but not observed on-site are listed in Tables 9, 10, and 11. Torrey pine (*Pinus torreyana* ssp. *torreyana*) is a Category 2 candidate (not enough information is available) for federal listing. The California Native Plant Society (CNPS) places it on List 1B (threatened in California and elsewhere) with a Rarity-Endangerment-Distribution (R-E-D) code of 3-2-3 (Smith and Berg 1988). It occurs only in areas within and near Torrey Pines State Reserve. Fourteen trees have been planted within the landscaped areas on-site.

TABLE 11
SENSITIVE WILDLIFE SPECIES OBSERVED (*) OR EXPECTED

Common Name	Scientific Name	Habitat	Status
San Diego horned lizard	<i>Phrynosoma coronatum blainvillei</i>	CMC,CS,W(coniferous)	HE,C2,S
Orange-throated whiptail*	<i>Cnemidophorus hyperythrus beldingi</i>	CMC,CS	HT,C2,S
Black-shouldered kite	<i>Elanus leucurus majusculus</i>	G,FM,RW,SM,W	CFP
Northern harrier	<i>Circus cyaneus hudsonius</i>	CS,G,FM,SM	S
Cooper's hawk*	<i>Accipiter cooperii</i>	RW,W	S
California gnatcatcher	<i>Polioptila californica</i>	CS,CMC,G	S,C2

Habitats

CMC = Coastal mixed chaparral, mixed chaparral, chamise chaparral
 CS = Coastal sage scrub, inland sage scrub
 FM = Freshwater marsh
 G = Grassland, pasturelands, etc.
 RW = Riparian woodlands
 SM = Saltwater marsh
 W = Woodlands

Status

HT = San Diego Herpetological Society (1980) threatened
 HE = San Diego Herpetological Society (1980) endangered
 S = California species of special concern
 CFP = California fully protected
 C2 = Federal Category 2

About 200 wart-stemmed ceanothus (*Ceanothus verrucosus*) were found within the chaparral areas. This species is on List 2 (rare in California, but more widespread elsewhere) of the CNPS with an R-E-D code of 1-2-1. This species, which is found near the coast between Agua Hedionda Lagoon and the Mexican border and which extends into Baja California, is threatened by development.

The orange-throated whiptail is a Category 2 candidate for federal listing (not enough information is known about the species to list it). Five individuals were observed on the property (see Figure 15). They were all observed within relatively open areas of the 4.5-acre undeveloped site. The whiptail is a resident of relatively open Diegan sage scrub and chaparral plant communities. This species is often associated with hillsides and mesas (San Diego Herpetological Society [SDHS] 1980). The whiptail's threatened status is due to habitat loss. The whiptail is also considered threatened by the SDHS.

Another species, Cooper's hawk, is a California Department of Fish and Game Species of Special Concern. One Cooper's hawk was observed perched in an eucalyptus tree on the southeast corner of the property (see Figure 15). This species inhabits willow and oak woodlands, and nests are built almost exclusively in oak woodlands (Unitt 1984). This raptor is declining due to human disturbance.

Table 11 lists the sensitive wildlife species observed and also those species which were not observed but have the potential to occur on the property based on known habitat requirements and distribution. Most notable of the potentially occurring species are the black-tailed gnatcatcher and the San Diego horned lizard (*Phrynosoma coronatum*).

California gnatcatchers prefer Diegan coastal sage scrub habitat and also more humid shrub habitats in late summer when the scrub plants are dry (Unitt 1984). Although data on territory sizes of this species are scarce, the reported range of territory sizes is from one pair per 5.0 acres to one per 19.5 acres depending on the habitat quality, which suggests that there might not be enough available habitat on-site to support the gnatcatcher. This resident subspecies is found in southwestern California from Ventura County to Baja California. Its decline is primarily due to loss of suitable habitat, and nest parasitism by the Brown-headed cowbird (*Molothrus ater*). This species is listed as a federal Category 2 species.

San Diego horned lizard has similar habitat requirements as the orange-throated whiptail, except that they are apparently restricted to broad open patches of sandy soils for basking and other social behaviors (SDHS 1980). They are similarly threatened due to habitat destruction. The horned lizard is a federal Category 2 species and is also considered threatened by the SDHS.

1. Issue

To what extent would sensitive species or habitats be impacted by the proposed project?

Impacts

The project proposes to develop the entire undeveloped portion (4.5 acres) of the site. The proposed project would involve the development of building pads and parking structures in the eastern one-half of the site, which at present is undeveloped. Thus, the entire undeveloped portion of the site would be impacted. In addition, some areas already developed or landscaped would be altered. The currently undeveloped areas include 1.1 acres of Diegan coastal sage scrub, which supports the orange-throated whiptail, 1.1 acres of southern mixed chaparral, and 2.5 acres of nonnative shrubs or disturbed weedy areas.

The most significant impact would be the loss of the entire on-site population of orange-throated whiptails. Five individuals were observed. Several other sensitive species would be affected. Perch sites and 4.5 acres of undeveloped foraging habitat for Cooper's hawk would be lost. Two hundred wart-stemmed ceanothus--would be lost. All Torrey pines (approximately 15 trees) in the existing landscaping and in a healthy condition would be either left in place or relocated on-site.

Significance of the Impacts

The loss of the entire on-site population of orange-throated whiptails would be a significant impact.

Loss of the southern mixed chaparral and Diegan coastal sage scrub habitats would not be significant because these are represented on such small areas on-site and because these areas are not contiguous with similar nearby habitat. Total areas of these two vegetation types are 1.1 acres each. However, only 0.8 acre of chaparral and 0.1 acre of sage scrub are relatively undisturbed and not invaded by nonnative shrubs.

The loss of perch sites and habitat would affect raptor foraging success and would be expected to result in an incremental loss of Cooper's hawk.

The loss of 200 wart-stemmed ceanothus would be an incremental loss of this species.

Mitigation

Biological impacts would be significant and unmitigated at this time. The project would be required to obtain a PID and CDP prior to any development on the site. The PID and CDP could provide mitigation measures for the biological impacts, such as the following mitigation and monitoring plan.

To help offset the incremental loss of the sensitive orange-throated whiptail, the applicant, prior to grading, could obtain the services of a qualified biologist, who would trap the whiptails located on-site, mark them with a biological paint, and relocate them to a suitable site (to be determined by the Planning Department), where they could be monitored. Trapping of animals must occur while they are active, during late spring or summer. The biologist would then monitor the relocated whiptails every other week, until such time as it is not feasible to follow the animals further due to molting. Molting is

anticipated to occur in the late fall. Written reports of the relocation and monitoring program for the whiptails would be completed by the biologist and submitted to the Planning Department on a monthly basis for the duration of the monitoring study.

However, since this EIR considers the Community Plan Amendment only, the impacts to biological resources remain significant and unmitigated.

The most significant impact would be the loss of the entire on-site population of western mixed-chaparral and Dipterocarp scrub. Five individuals were observed on-site and 4.5 acres of this habitat type are located on-site. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub.

Significance of the Impact

The loss of the entire on-site population of western mixed-chaparral and Dipterocarp scrub would be a significant impact.

Loss of the western mixed-chaparral and Dipterocarp scrub would not be significant because these are represented on-site by other habitat types. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub.

The loss of patch sites and habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub. The loss of this habitat would result in the loss of 1.5 acres of western mixed-chaparral and 3.0 acres of Dipterocarp scrub.

The loss of 300 war-stained reanthes would be an incremental loss of this species.

Mitigation

Biological impacts would be significant and unmitigated at this time. The project would be required to obtain a PID and CDP prior to any development on the site. The PID and CDP could provide mitigation measures for the biological impacts such as the following mitigation and monitoring plan.

To help offset the incremental loss of the sensitive orange-throated whiptail, the applicant prior to grading could obtain the services of a qualified biologist who would map the whiptails located on-site and then with a biologist plan and relocate them to a suitable site to be determined by the Planning Department, where they could be monitored. Trapping of animals must occur while they are scarce, during late spring or summer. The biologist would map the relocated whiptails every other week until such time as it is no longer necessary to follow the relocation plan. Mitigation is

F. HYDROLOGY

Existing Conditions

The CALBIOCHEM Corporation property site is a 16.08-acre area contained within the Penasquitos Hydrographic Unit, a triangular-shaped area of approximately 170 square miles extending from Poway on the east to La Jolla on the west. There are no major streams in this unit, although it is drained by numerous creeks. There is a very limited supply of groundwater within this unit, and there is only one major surface water reservoir (Miramar Reservoir), which stores water imported from the Colorado River (State of California 1975:II).

Los Penasquitos Lagoon (also known as the Torrey Pines, Sorrento, or Soledad Lagoon) is one of the two coastal lagoons contained within the Penasquitos Hydrographic Unit, the other one being Mission Bay. Los Penasquitos Lagoon is a salt marsh-lagoon complex at the seaward end of the Penasquitos drainage basin. It is located approximately 16 miles from downtown San Diego, near the northern edge of the city limits and about one-half mile south of the southern limits of the city of Del Mar (see Figures 1 and 2). The lagoon is approximately two miles north of the project site.

Los Penasquitos Lagoon has been identified as a valuable and highly sensitive coastal resource (Leedshill-Herkenhoff 1985:2-1). The flora and fauna of the lagoon are dependent upon continuous tidal action, which in turn hinges on properly managed tidal flow through the lagoon entrance. A stable lagoon mouth is one that naturally maintains an equilibrium between its hydraulic ability to flush sediment and the amount of sediment that enters the opening. Most of the time the mouth of Los Penasquitos Lagoon is closed, and no tidal flow can enter.

There have been numerous human-assisted openings of the mouth of the lagoon (bulldozings, shovelings) but, even when the mouth is open, a "cobble sill" located approximately zero feet below MSL prevents any flow from entering the lagoon during low tide. As a result, substantial sedimentation buildup has occurred within the lagoon system. Between 1968 and 1985, sediment from Carmel Valley raised the elevation of the northeast corner of the lagoon by 6.1 feet, altering the wetlands, and converting 25 acres of salt marsh vegetation into riparian and cattail marsh. Some of the sedimentation problems are due to development activities in the 95-square-mile lagoon watershed (Carmel Valley, Los Penasquitos Canyon, and Carroll Canyon), a rapidly urbanizing area that contains the fast growing communities of Mira Mesa, Poway, Scripps Ranch, and North City West, as well as the areas of industrial development associated with the NAS Miramar and the University of California at San Diego (City of San Diego 1985:2.2).

Storm water drainage is the major source of urban runoff, which reaches Los Penasquitos Lagoon, but there are additional sources of pollution. With urbanization, certain pollutants associated with developed areas and impervious surfaces are introduced into the surface and groundwaters. The hydrological significance is not always clearly evident at first. Initially, contaminants accumulate upon urban land surfaces as a function of factors such as dust-fall, frequency of street sweeping, and the time and intensity of the last rainfall. When it rains, raindrops dislodge contaminants from paved

surfaces, rooftops, etc., causing some contaminant particles to become suspended in the runoff. SANDAG estimates that approximately 0.5 inch of rainfall is necessary to remove 90 percent of the accumulated street contaminants (SANDAG 1978:A-2). Urban runoff water carries a relatively high quantity of suspended solids, such as oils, pesticides, and heavy metals. Such suspended solids will decrease the quality of the runoff, by increasing its turbidity (American Society of Engineers 1974:4-8).

1. Issue

What modification to the natural drainage system would be required for the development of the project as proposed? What drainage facilities would be needed to control runoff?

Impacts

Any development within the lagoon watershed, both approved and proposed, would increase the environmental problems associated with drainage and watershed preservation, and would further affect the hydrologic, hydraulic, and water quality of Los Penasquitos Lagoon. These problems would include increased quantities of runoff, siltation and erosion, contamination and decreased water quality, and decreased input into groundwater systems.

The project proposes to grade and develop the remaining 4.5 undeveloped acres on site. Grading volumes for development of the proposed project would include 100,000 cubic yards of cut, and 20,000 cubic yards of fill. The remaining 80,000 cubic yards would be exported. A manufactured slope would be constructed along the eastern boundary, with a maximum height of 16 feet, and a varying gradient of 2:1 to 5:1. Daylight grading would occur along the northern boundary. Another manufactured slope with a maximum height of 9 feet, with a gradient varying from 2:1 to 3:1 would be constructed along the northwestern corner of the site. While these perimeter areas would be revegetated with eucalyptus and drought-tolerant erosion control plantings, the changes in the project site's undeveloped landscape, from natural vegetation to developed land (roads, buildings, and domestic landscaping), characterized by impermeability, would increase the amount and rate of runoff. Irrigation of the domestic landscapes would also add to the amount of runoff.

The City of San Diego requires a demonstration by all development plans in the coastal lagoon watersheds that any proposed development will not increase the peak runoff reaching the lagoon in a 10-year design storm. Runoff could be controlled within both man-made facilities and natural drainage courses. Detention basins placed at key locations throughout the development could control rainfall runoff and some sedimentation. During initial construction phases, the basins would act as silt traps, removing solids before the water is discharged into the watershed; maintenance during these initial phases would be the responsibility of the developers. Runoff collection channels could be constructed adjacent to roads and parallel to sewer lines.

In general, development in a watershed changes the characteristics as well as the volume of runoff. Runoff from rural, undeveloped areas contains pollutants originating from wind and water erosion, aerial fallout and precipitation, decayed plant material, and animal wastes. Thus, the primary pollutant from rural and undeveloped areas is sediment.

Erosion control measures undertaken during and after the construction period would ensure that sedimentation, as a result of the development, would not exceed pre-development conditions. Temporary erosion control devices would include drainage swales, sandbagging, siltation traps, and other measures required by Coastal regulations and City of San Diego land development ordinances and standards. Such measures, incorporated into the project through the design review of construction plans, and built concurrently with the grading, are required of all projects in the City of San Diego.

To reduce the potential for erosion and sedimentation during project construction, grading activities would be limited to the dry season as required by development regulation under the LCP. All graded slopes would be stabilized before the beginning of the rainy season. Detention basins could be incorporated as part of the project design, to control runoff and sedimentation due to project construction. The basins could be located in the parking lots of the proposed project site, in the northwest and northeast corners, and/or along the southern border of the project site; applicant would assume responsibility for financing and maintenance of these basins.

Significance of Impacts

Potential significant impacts to the project area's hydrologic system could result from development of the proposed project. The potential impacts identified could be avoided by control of runoff and erosion during construction and operation of the project.

Mitigation

The project does not provide mitigation measures for potential impacts associated with runoff. The project would be required to obtain a PID and CDP prior to any development on-site. The PID and CDP could provide mitigation measures for the project's potential to impact the hydrological system of the area by including detention basins and other measures as discussed above to control runoff and erosion in development plans.

2. Issue

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

Impacts

The project site lies within the drainage basin Los Penasquitos Lagoon. While the project itself would not carry enough pollutants to significantly degrade the water quality downstream, the project would still contribute cumulatively, with other projects in the area, in affecting the water quality of the watershed.

Development of the natural areas, and the creation of impervious surfaces (paving and construction of roadways, parking lots, building pads, etc.), would cause an increase in the amount of runoff. Not only the quantity, but also the quality of the resulting runoff would be altered. Runoff flowing across these impervious surfaces and landscaping would contain pollutants such

as oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides. The pollutants would diminish the water quality in streams and lagoons, and this low quality water would eventually drain into Los Penasquitos Lagoon.

Significance of the Impacts

While project design features could reduce significant adverse impacts on water quality on Los Penasquitos Lagoon, the project would still contribute cumulatively, with other projects in the area, in affecting the water quality of the watershed.

Mitigation

The project does not provide mitigation measures for significant impacts associated with urban runoff. Only implementation of the No Project alternative or the Alternative Location alternative would avoid the project's contribution to water quality impacts to Los Penasquitos Lagoon. The project would be required to obtain a PID and CDP prior to any development on the site. Design features such as low water, low fertilizer requiring vegetation, and an on-site storm drainage system including grease traps could be incorporated into the PID and CDP and provide partial mitigation measures for the project's impacts on water quality in Los Penasquitos Lagoon. However, the project's contribution to cumulative water quality impacts would not be reduced to a level less than significant.

G. HAZARDOUS MATERIALS

Existing Conditions

The project site is currently occupied by facilities for scientific research, development, and production, and administrative offices of the CALBIOCHEM Corporation, encompassing 121,981 square feet, on approximately 11.58 acres of the 16.08-acre site; 4.5 acres are undeveloped. At present, CALBIOCHEM leases out part of its laboratory facilities to Telios Pharmaceuticals. The purpose of the proposed amendment to the community plan is to increase the allowed density on the project site from the existing 7,585 square feet per acre to 20,000 square feet per acre, to allow expansion of existing facilities. The proposed project would consist of selective demolition and remodeling of existing laboratory and administration buildings, followed by construction of new administration and laboratory buildings, structured parking, and landscaping.

Scientific research land uses of the site must conform to uses permitted in the Industrial Element of the University Community Plan including, "research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities" (City of San Diego 1986b:95). Proposed facilities and project uses must also conform to the City of San Diego Planning and Zoning Regulations, and the Uniform Building Code. As discussed above, the proposed uses of the site include the expansion of biomedical facilities for research, development, and manufacturing of reagents and pharmaceuticals. The use and storage of hazardous materials, and disposal of hazardous waste in association with these activities presently occurs on the site and would continue to occur as the existing facilities are expanded. The storage, use, and disposal of any hazardous, toxic, flammable, volatile, corrosive, or other regulated material must comply with all applicable federal, state, and county regulations. The CALBIOCHEM Corporation, as is any other hazardous materials user, is regulated by the San Diego County Department of Health Services, Hazardous Materials Management Division, and the City of San Diego Fire Department. Emissions of hazardous materials into the air or sewer system are regulated by the Air Pollution Control District and the City of San Diego Water Utilities Department.

The Fire Department operates under, and enforces, the 1988 Uniform Fire Code for the storage and use of hazardous, combustible, and flammable materials. The type of industry, and the associated types and quantities of hazardous, combustible, or flammable materials used and stored on-site would determine the types of permits required by the Fire Department. These factors would also determine the required structural characteristics, such as installation of sprinkler systems and the design of the storage areas. In addition, the Fire Department would conduct a mandatory inspection each year to ensure permit compliance. Since the types of permits required are dependent on the exact use and type of material used, the Fire Department would be contacted prior to occupancy, and ideally before construction, to determine the appropriate permits and structural requirements necessary for compliance with the Uniform Fire Code. The Building Inspection Department would also be contacted regarding hazardous materials disclosure. Compliance with applicable regulations is the responsibility of the hazardous materials user.

The County Hazardous Materials Management Division is responsible for determination of hazardous materials permits and enforcement of state, federal, and county hazardous materials regulations. The type of industry and types and quantities of hazardous materials used, generated, or disposed of will determine all regulations with which the hazardous waste generator must comply. Therefore, the County Department of Health Services, Hazardous Materials Management Division, should be contacted for a determination of permits required and other regulatory compliance procedures to be followed. Compliance with the applicable regulations is the responsibility of the hazardous materials user/hazardous waste generator.

1. Issue

What hazardous and toxic materials would be used in the operation of the existing CALBIOCHEM facility and its future expansion?

Impacts

The proposed project would expand the existing facilities for research, development, and manufacturing of reagents and pharmaceuticals. Hazardous materials are stored and used on-site and disposed of under permits from the City Fire Department, County Department of Health Services, Air Pollution Control District, and City Water Utilities Department. The proposed expansion would be subject to similar permits.

Recent changes associated with California law require that all industries which generate hazardous waste in California must prepare and maintain a "Business Plan." This Business Plan is enforced through the Department of Health Services and consists of three components: inventory, emergency response plan, and employee training. The main purpose of the Business Plan is to prepare both on-site and off-site emergency response personnel for managing emergencies that could occur at the site. In compliance with these regulations, the CALBIOCHEM Corporation maintains a Hazardous Materials Business Plan, which includes an inventory of hazardous materials used and stored at the site. This Business Plan is included as Appendix D to this EIR. The Business Plan would be amended to include any hazardous materials that would be utilized in conjunction with the expansion of the project. Telios Pharmaceuticals must comply with all applicable laws and regulations, and must maintain its own Business Plan. The following discussion addresses CALBIOCHEM Corporation's operations only.

The hazardous waste inventory included in the Business Plan includes any hazardous material that is used or likely to be used at the facility, in the expected volumes; 66 hazardous materials are included in the inventory. It is important to note that the definition of hazardous materials, and management of the same, is specific to the substance; therefore, there is no one management strategy for the management of these materials. The reader is referred to the Business Plan in Appendix D for additional information.

Under the California Occupational Safety and Health Association (CAL OSHA) rules, CALBIOCHEM is required to maintain a safe working environment for its employees. Material Safety Data Sheets (MSDS's) are maintained on site for all hazardous materials used and stored on site. The primary safeguards against worker exposure are mechanical devices and include flume hoods and sealed reaction vessels. Work areas are required to have eyewashes, safety showers, and

fully equipped first aid kits. In addition, workers are required to wear protective clothing such as gloves, eye protection, etc. Under the Business Plan, all employees who handle hazardous waste are regularly trained in the safe handling and use of these materials. The Business Plan for CALBIOCHEM also includes an Emergency Response Plan that gives details on the location of the alarm "pull boxes," emergency notification and handling procedures, and evacuation procedures (see Appendix D).

Most of the hazardous materials use and hazardous waste generation at the CALBIOCHEM facilities occurs during the manufacturing of reagents and pharmaceuticals. Laboratory research uses much smaller quantities of chemicals, and, thus, generates a much smaller quantity of waste. The biggest use of chemicals, and correspondingly the biggest waste stream at CALBIOCHEM is that of flammable solvents, which account for approximately 95 percent of the hazardous waste generated at the site. Solvents such as methyl alcohol and acetone, are used for a variety of purposes, including the cleaning of reaction vessels and as crystallizing solvents. The majority of solvents are reclaimed through traditional methods, and recycled or disposed of. Emissions of volatile solvents from the manufacturing process which are not reclaimed, pass through 1 of 3 air scrubbers prior to release into the atmosphere. All air emissions are regulated and permitted through the APCD. Common permitted emissions into the atmosphere contain methanol, acetone, chloroform, isopropyl alcohol, and small quantities of other substances. Pollutants removed in the scrubbers are discharged into the wastewater stream and discharged into the City's sewer system, under an annual discharge permit. This permit specifies types and quantities of wastes permitted in the discharge, which commonly includes salts such as sodium sulfate, ammonium sulfate, and ammonium chloride. As a permit requirement, CALBIOCHEM is required to manage a self-monitoring program of its discharges into the sewer system and submit quarterly monitoring reports to the City Water Utilities Department.

Hazardous materials are stored on-site in a diked hazardous materials storage area in compliance with state and federal law, which is designed to contain any spills that could occur. Materials with high vapor pressure are stored separately, per Fire Department regulations, in a volatile solvent shed, surrounded by a grated trench which would collect any spills in a centralized, contained location. The Fire Department also requires that corrosives such as hydrochloric acid and sodium hydroxide be stored in separate diked areas.

Hazardous wastes are collected, manifested, and disposed of by a licensed hazardous waste disposal company, in compliance with all applicable regulations. As stated previously, the major waste stream generated by CALBIOCHEM is comprised of flammable solvents. The majority of these solvents are collected after use in four, 1,000-gallon tanks, which are then manifested and transported off-site to be recycled as fuel. Other hazardous wastes generated are collected and stored in 55-gallon drums or other appropriate containers and stored temporarily in the hazardous waste storage area for a maximum of 90 days, prior to collection and disposal.

The Business Plan would be amended to reflect any changes in the types or use of hazardous materials at the site as required by the expanded facilities. All use and storage of hazardous materials, and disposal of hazardous waste would need to continue to comply with all applicable regulations.

Significance of the Impacts

The storage, use, and disposal of any hazardous, toxic, flammable, volatile, corrosive, or other regulated material must comply with the appropriate federal, state, and county regulations. The CALBIOCHEM Corporation, as is any other hazardous materials user, is regulated by the San Diego County Department of Health Services, Hazardous Materials Management Division and the City Fire Department. Emissions of hazardous materials into the air or sewer system are regulated by the APCD and the Industrial Discharge Program of the City Water Utilities Department. CALBIOCHEM Corporation currently maintains a Hazardous Materials Business Plan. Amendment of this Business Plan to reflect any changes required by the expansion of the facilities as proposed is required under California law. All use and storage of hazardous materials, and disposal of hazardous waste, would continue to comply with all applicable regulations; therefore, no significant impacts resulting from the use of hazardous materials at the site are anticipated.

Mitigation

No significant impacts are anticipated; therefore, no mitigation is required.

H. CUMULATIVE EFFECTS

Existing Conditions

The project site is currently occupied by CALBIOCHEM Corporation's facilities for scientific research, development and production uses, and administrative offices. The site is located on Torrey Pines Mesa, within Subarea 9 of the University Community Plan area, and is designated for Scientific Research land use. The site is located immediately adjacent to, and on the east side of North Torrey Pines Road, with Callan Road as its northern boundary, Science Park Road immediately to the south, and other scientific research facilities to the east.

The existing facilities encompass 121,981 square feet on approximately 11.58 acres of the 16.08-acre site; 4.5 acres are undeveloped. Existing structures on site include the administration building, a large laboratory complex (containing a warehouse, engineering and support facilities, and facilities for chemical production and packaging, all internally connected), a small library, four small mechanical equipment sheds, and several parking areas. The south wing of the laboratory complex is occupied by the La Jolla Cancer Research Foundation-Telios Pharmaceutical.

The maximum density allowed for the site under the existing Community Plan is 7,585 square feet per acre. The applicant is proposing to amend the community plan to allow expansion of its facilities and buildout the site to a maximum density of 20,000 square feet per acre.

1. Issue

What are the cumulative impacts of this and other projects in this area?

Impacts

Other projects have been proposed or are currently under construction in the project area. Directly across North Torrey Pines Road, construction is underway for the 400-room Sheraton Grand Hotel (CUP No. 86-0679). To the southeast, an EIR has been prepared for the 304-acre Torrey Pines Science Center, which would include the existing 65-acre General Atomics development as well as additional scientific research facilities (EQD No. 86-0884). An EIR was prepared for the La Jolla Cancer Research Facility directly across from the project to the south, which proposes to increase the development density of the facility (EQD No. 88-0842). A project has been proposed on North Torrey Pines Road, south of the site, to be called La Jolla Pines, (EQD No. 88-0244). Spin Physics (The Pines at La Jolla) is a proposed 550,000 square-foot development for a site to the southeast of the project, at Torreyana and Science Park Road (EQD No. 89-0269). To the southeast, east of I-5, a 120,000-square-foot office building at Scripps Memorial Hospital has been approved (EQD No. 88-0640).

As discussed in the Air Quality and Traffic sections of this EIR, when the University Community Plan was comprehensively revised in 1986-87, the EIR prepared for the community plan revision found that the community-wide generation of traffic associated with development of the community at the plan's

specified intensities would result in portions of the circulation network operating at adverse levels of service. This traffic generation and congestion would in turn result in significant unmitigated cumulative air quality impacts. All development within the University Community Plan would thus contribute to significant cumulative impacts on air quality and traffic circulation. The proposed CALBIOCHEM project would increase the project site's contribution to these significant cumulative impacts. The Traffic and Air Quality sections of this EIR offer a detailed analysis of the cumulative impacts associated with development of the proposed project; a summary of that analysis is given below.

The traffic volume associated with the development would increase from the current 976 ADT to 2,285 ADT as a result of the proposed project. By adding traffic to segments already over capacity, however, the proposed project would increase the already adverse conditions in the community.

The traffic report prepared for this project assumed that "worst-case" cumulative impacts of the project would occur if all of Subarea 9 were to develop at an intensity of 20,000 square feet per acre. Cumulative traffic impacts of the project discussed in the Traffic section of this EIR are based on an analysis of this assumption. The Genesee Avenue segment between North Torrey Pines Road and the I-5 southbound ramp currently holds more traffic (31,000 ADT) than what it was designed for (30,000 ADT maximum). Thus, the proposed project would exacerbate this already congested street condition.

Buildout of Subarea 9 at 20,000 square feet per acre would add still more traffic to congested portions of the community's circulation system. This added traffic would cause intersections in the project area to change from LOS C or better to LOS D or worse. The Genesee Avenue approaches to I-5 would operate at LOS E both as a result of buildout of the adopted community plan, and as a result of the assumed overall increase in development intensity of Subarea 9 to 20,000 square feet.

As stated above, the traffic generation and congestion resulting from buildout of the University Community Plan would in turn result in significant unmitigated cumulative air quality impacts. Specifically, the community plan EIR found that "the intensity of development and concomitant vehicle emissions are higher than those anticipated in regional air quality plans" and that "the traffic congestion generated ... would preclude implementing tactics necessary to meet state air quality standards" (City of San Diego 1986b).

The primary air quality impacts resulting from the expansion of the CALBIOCHEM facilities would be air pollutant emissions from vehicular traffic to and from the development. The proposed project would allow development at an intensity that would produce 1,309 more ADT than the intensity specified for the site in the community plan. In addition, because the project would contribute toward levels of services of D and worse at some area intersections (i.e., at the I-5/Genesee Avenue interchanges), there is the potential for an incremental air quality impact as a result of the project. The cumulative increase in air pollution as a result of this congestion represents an adverse air quality impact.

Development of the natural areas within the Torrey Pines Mesa and the creation of impervious surfaces (paving and construction of roadways, parking lots, building pads) would cause an increase in the amount of runoff in this area. Not only the quantity but also the quality of the resulting runoff would be altered. Runoff flowing across these impervious surfaces and landscaping would contain pollutants such as oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides. The pollutants could diminish the water quality in streams and lagoons, and this low-quality water would eventually drain into Los Penasquitos Lagoon.

Although the urban runoff from the proposed project site does not directly drain into Los Penasquitos Lagoon and would not carry enough pollutants to significantly degrade the water quality downstream, the project would still contribute cumulatively, with other projects in the area, in affecting the water quality of the watershed.

Significance of Impacts

Cumulative impacts on traffic, air quality, and water quality of Los Penasquitos Lagoon as a result of the proposed project would be significant, as previously identified in the relevant sections of this EIR.

Mitigation

In order to avoid the project's contribution to cumulative impacts associated with traffic, a concomitant reduction in air quality and water quality of Los Penasquitos Lagoon, the No Project alternative or the Alternative Location alternative would have to be adopted.

V. MANDATORY CEQA DISCUSSION SECTIONS

A. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The major long-term effects of the proposed project would be to increase the development intensity for scientific research use on the 16.08-acre project site, thereby further committing the University community to a particular type and intensity of land use. This increase in density would be accompanied by a corresponding increase in traffic, with both short- and long-term effects, particularly on streets and intersections already at or beyond capacity. Because the site is already developed and the proposed amendment would allow expansion of existing facilities, rather than development of currently undeveloped land, long-term productivity would not be significantly affected.

B. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Adoption of the proposed amendment would further commit the community plan area to increased density of development, and hence, long-term urban development. However, it should be noted that the project site has already been developed, and significant irreversible environmental changes have taken place during this prior construction. Expansion of the project site would involve the commitment of energy generally derived from nonrenewable resources, such as fossil and nuclear fuels. Construction materials, too, though perhaps recyclable at some long-term future date, could for practical purposes be considered permanently consumed.

VI. PROJECT ALTERNATIVES

Section 15126(d) of the CEQA Guidelines requires that "the discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to below a level of insignificance." Two alternatives are discussed below that could reduce the anticipated impacts resulting from the proposed project.

A. NO PROJECT ALTERNATIVE

Under the No Project alternative, the proposed plan amendment to increase the development intensity for the project site to 20,000 square feet per acre would not be adopted, and the level of development on the site would remain at the 7,585 square feet per acre specified under the current University Community Plan. At that level, no additional traffic would be generated and the environmental characteristics would remain substantially the same as described under the existing conditions discussions in Section IV, Environmental Analysis, of this report.

Implementation of this alternative would avoid adding 1,309 more vehicle trips than forecast in the community plan to community streets. There would be no increased project-generated traffic impacting already congested segments of the circulation system, especially along Genesee Avenue and at the Science Park Road/North Torrey Pines intersection. This project would not, however, alter or eliminate the anticipated significant traffic impacts and concomitant air quality impacts anticipated from buildout of the community plan. The project site would not contribute to a cumulative increase in traffic in Subarea 9 over anticipated community plan levels, as analyzed in the traffic report for the project. However, the no project alternative would not preclude potential future proposals and possible approvals of increased development in the subarea or community.

B. ALTERNATIVE LOCATION

Under this alternative, the proposed plan amendment to increase the development intensity of the site from 7,585 to 20,000 square feet per acre would not be adopted; the development intensity specified in the University Community Plan (existing development on-site) would remain. Instead, the purpose of the project, which includes expansion of the CALBIOCHEM facilities, would be fulfilled, in part, by siting the proposed project in a location outside the University Community Plan area, in a community of San Diego where cumulative impacts are not anticipated to occur. Specifically, the alternative location must be an area where the traffic generated by the proposed project would not create or contribute to significant traffic or air quality impacts and must be outside of the Los Penasquitos Lagoon drainage basin, to avoid the potential significant cumulative impacts associated with the proposed project. While this alternative does not eliminate anticipated significant impacts in the University community planning area, it, like the no project alternative, would avoid exacerbation of those impacts associated with the increase in development intensity as proposed by the project.

The alternative location for the proposed project should also be zoned for scientific research or industrial uses to avoid potential land use conflicts. Such zones include the City's SR and M-IP zones. These zones have

landscaping requirements which would allow future expansion of CALBIOCHEM facilities to effectuate design and landscaping criteria similar to those at the existing facilities on North Torrey Pines Road.

If an alternative location is found which satisfies the above requirements, then this alternative would mitigate the significant, cumulative impacts associated with the development of the project in its currently proposed location. Impacts to natural resources such as archaeology and biology could be avoided by a location in an area already approved, with accompanying environmental review, for this kind development. Such locations would include vacant existing buildings or a building site in a developing industrial or scientific research park. If the alternative location for the added square footage were located in an appropriately zoned area, so that traffic generated on the alternative site was consistent with the applicable community plan's forecast, it would be anticipated that other potential impacts could most probably be mitigated to a level of less than significance by project engineering and design features.

One possible location for site selection would be within the Scripps Miramar Ranch Community Plan area. A site that could be considered within this planning area is the Meanley property, a 101-acre parcel of land which has recently been approved for a PID Permit. Environmental review of the proposed project determined that no adverse environmental effects were anticipated as a result of a community plan amendment redesignating the property from residential to industrial park. A traffic study performed for the proposed project indicated that the community circulation network would not experience any significant adverse impacts. The environmental review also stated that additional emissions generated as a result of the community plan amendment would not significantly affect regional air quality based on the RAQS standards. It is therefore reasonable to assume that the alternative siting of the proposed project on the Meanley property would provide an alternative location in a community of San Diego not subject to significant traffic and air quality impacts and not subject to potentially significant cumulative hydrologic impacts within the Los Penasquitos Lagoon watershed.

Another community plan area which might also provide alternative site locations includes Rancho Bernardo. The Rancho Bernardo Community Plan area contains the Rancho Bernardo Technology Park PID. Siting of CALBIOCHEM facilities to the Rancho Bernardo Technology Park would require an application to the City to zone the project site selected M-IP (Manufactured Industrial Park). While an EIR was completed for the technology park PID, siting of the project here would involve additional environmental review specific to the proposed project. As with the Scripps Miramar Ranch community planning area, the Rancho Bernardo Community Plan area is not located within the Los Penasquitos Lagoon watershed and has not identified significant cumulative traffic or air quality impacts as a result of implementation of the community plan. Therefore, locating the proposed project within the Rancho Bernardo Community Plan area would result in avoiding the significant cumulative impacts associated with the proposed project.

This alternative only partially fulfills the basic goals and objectives of the project. As stated in the Project Description section of the EIR, the purpose of the proposed amendment to the community plan proposed by CALBIOCHEM Corporation is to expand its existing research, development, and

manufacturing facilities to maintain leadership in the production of reagents and pharmaceuticals for use within the biomedical research community within which it is located. This alternative could also reduce the advantages of an integrated research facility on a single site. Communication and interaction would be hindered to some degree by widely separated facilities. Somewhat more traffic would probably be generated than for a single-site facility in the form of trips to interchange personnel and materials between the sites. As a final consideration, while the proposed project would simply expand facilities on the existing site, this alternative would require the acquisition of additional property.

The alternative location would not eliminate the anticipated significant traffic impacts and concomitant air quality impacts anticipated to result from buildout of the community plan and would not preclude potential future proposals and possible approvals of increased development in the surrounding community. Indeed, separation of the facilities into two localities would result in additional travel miles between these locations. Resulting traffic and air quality impacts would therefore occur on a regional rather localized basis.

VII. EIR PREPARATION

This Environmental Impact Report was prepared by the City of San Diego Planning Department, Environmental Quality Division (EQD), located at 1010 Second Avenue, Suite 600, San Diego, California. The following professional staff participated in its preparation.

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IX. REFERENCES CITED

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FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

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

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

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

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

(Sec. 21081 of the California Environmental Quality Act)

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

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

December 8, 1989

**DRAFT
CANDIDATE FINDINGS FOR THE COMMUNITY PLAN AMENDMENT
TO THE UNIVERSITY COMMUNITY PLAN
FOR CALBIOCHEM CORPORATION**

The following findings are made relative to the conclusions of the final environmental impact report (EIR) for the Community Plan Amendment (CPA) for the CALBIOCHEM project, in the city of San Diego (EQD No. 89-0702, SCH No. 89071907). The discretionary action for the project is an amendment to the University Community Plan. The CPA would increase the allotted development density from the existing 7,585 square feet per acre to 20,000 square feet per acre. The 16.08-acre site is currently occupied by 121,900 square feet of research, development, and manufacturing facilities and is located at the northeast corner of the intersection of North Torrey Pines Road and Genesee Avenue in La Jolla. Approval of a Planned Industrial Development (PID) Permit and a Coastal Development Permit (CDP) are the future discretionary actions necessary in order to allow expansion of the existing facilities to 285,600 square feet, a development intensity of 17,761 square feet per acre.

These findings are made pursuant to Section 21081 of the California Public Resources Code and Sections 15091 and 15093 of the California Administrative Code.

FINDINGS

A. PUBLIC RESOURCES CODE SECTION 21081(a)

The City Council, having reviewed and considered the information contained in the final EIR for the project and the public record, finds, pursuant to CEQA and CEQA State Guidelines, that no changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant and potentially significant environmental effects as identified in the final EIR. However, it should be noted that the EIR provided environmental review of the CPA only; development of the site will require approval of a PID and CDP, which may include mitigation measures designed to reduce the significant environmental effects identified.

B. PUBLIC RESOURCES CODE SECTION 21081(b)

The City Council, having reviewed and considered the information contained in the final EIR for the project and the public record, finds that there are no changes or alterations to the project which avoid or substantially lessen the significant environmental impacts that are within the responsibility and jurisdiction of another public agency.

C. PUBLIC RESOURCES CODE SECTION 21081(c)

The City Council, having reviewed and considered the information contained in the final EIR for the project and the public record, finds there are specific economic, social, or other considerations which make infeasible the project alternatives identified in the final EIR.

1. The first alternative considered was the No Project alternative. This alternative would retain the level of development intensity specified in the current University Community Plan. Direct traffic impacts to Genesee Avenue and three intersections, including both intersections of Genesee with I-5 south and northbound ramps and the intersection of Genesee and N. Torrey Pines Road, would be eliminated. The project's contributions to cumulative traffic and air quality impacts, as well as its potential to cumulatively impact water quality in Los Penasquitos Lagoon, would also be eliminated. However, this alternative would not eliminate the significant impacts previously identified with buildout of the community plan.

In addition, this alternative would preclude implementation of the goals of the Progress Guide and General Plan and the University Community Plan calling for scientific research development on Torrey Pines Mesa. The University Community Plan emphasizes the city-wide importance of and encourages the location of scientific research uses in the north University City area because of its close proximity to the University of California, San Diego (UCSD) (City of San Diego 1986a:18). The No Project alternative would preclude the expansion of Scientific Research development on the site, limiting CALBIOCHEM's operations.

2. An Alternative Project Location would also eliminate the significant and potentially significant impacts associated with the proposed project. Specifically, this alternative would require locating the project in a community of San Diego where the traffic generated by the project would not create or contribute to significant traffic or air quality impacts, and where water quality impacts to Los Penasquitos Lagoon would be avoided. Selection of an alternative site would, however, require additional environmental analysis to identify any potential environmental impacts specific to the alternative site. Again, this alternative would not eliminate the significant impacts previously identified with buildout of the community plan.

This alternative also would preclude implementation of the goals of the Progress Guide and General Plan and the University Community Plan calling for scientific research development on Torrey Pines Mesa. The community plan emphasizes the city-wide importance of and encourages the location of scientific research uses in the north University area because of its proximity to the University of California at San Diego.

CALBIOCHEM Corporation's present location among similar land uses in the University community contributes considerably to its successful operation. CALBIOCHEM provides critical industrial support to the emerging biotechnical research industry located on Torrey Pines Mesa, and greatly adds to San Diego's reputation as a center of biotechnical research and development. An alternative location of the proposed project would split the operation into two parts and substantially impact the ability of the corporation to provide the desired level of support to the biomedical industry as well as its ability to effectively compete for business in this area. In fact, the industrial nature of CALBIOCHEM's operations, including research, development, and manufacturing, make it virtually impossible to "split" its operations in such a manner.

Even if the assumption is made that the facility's operations could be split, the location of the added square footage outside the University community has several disadvantages. As stated previously, SR zoned land in the Torrey Pines Mesa area is worth approximately \$22 to \$25 per square foot (Psylos, Coldwell Banker, 12/7/89). Therefore, if the limitations for development required in the community plan were eliminated, the 4.5 acres of undeveloped SR zoned land owned by CALBIOCHEM would be worth approximately 4.3 million dollars. An alternative project location would not only leave the applicant with 4.3 million dollars of unusable land but also require that the applicant purchase additional SR zoned land elsewhere in the city, such as the Scripps Miramar Community Plan area or the Rancho Bernardo Community Plan MIP zoned land. SR zoned land in this I-15 corridor is valued at approximately \$10 to \$14 per acre. Therefore, the applicant would be required to purchase 4.5 acres of land at a low market price of approximately 1.96 million dollars.

Furthermore, the inefficiencies of a split operation must be considered. The advantages of an integrated research facility on a single site would be greatly reduced. A centralized location allows for efficiency; widely separated facilities would hinder communication and interaction which impact the research and production capabilities. Additionally, CALBIOCHEM provides substantial employment opportunities for a broad spectrum of skill levels, including labor intensive jobs, as well as professional and research positions. Expansion of facilities would increase the opportunities for employment in the University community area that would otherwise be lost if the facilities were relocated. As a final consideration, should the entire 16-acre facility require relocation, and assuming that 16 acres of SR land is available, CALBIOCHEM would be required to undertake a substantial additional cost. While purchasing a larger parcel of land would be less costly than purchasing a smaller 4.5-acre parcel, the cost of purchasing such land would render the project infeasible.

Adoption of this alternative could lead the CALBIOCHEM Corporation to explore relocation of their facilities to a site outside of the city with adequate space for expansion, to allow expansion of the facilities in one location. This move would result in the loss of a key presence in the scientific research community in the Torrey Pines Mesa.

STATEMENT OF OVERRIDING CONSIDERATIONS
Public Administration Code Section 15093

The Planning Director, Planning Commission, and City Council, in approving the community plan amendment that is the subject of EIR No. 89-0702, make the following statement of overriding considerations in support of findings that the benefits of the project outweigh its adverse environmental effects.

The project will help fulfill the goals and objectives of the Progress Guide and General Plan of the City of San Diego, and the University Community Plan by emphasizing and encouraging the city-wide importance of scientific research uses in the north University area. In particular, the University Community Plan "encourages the location of scientific research uses in the North University City area because of its proximity to the University of California at San Diego" (City of San Diego 1986b:18). CALBIOCHEM is one of several facilities, including La Jolla Cancer Research Foundation, Scripps Clinic and Research Foundation, Scripps Hospital, the UCSD Medical School, and the Salk Institute, that provide a strong medical research presence in the northwestern part of the University community. Moreover, CALBIOCHEM provides critical industrial support to the biotechnical research industry on Torrey Pines Mesa.

In addition, the project will help fulfill the employment goals of the University Community Plan. Specifically, page 17a of the University Community Plan states the following goals:

1. Promote job opportunities within the University Community.
2. Encourage the development of life sciences-research facilities which maximize the resources of the University.

The proposed expansion of CALBIOCHEM facilities would directly support both of these goals. The CALBIOCHEM project could create 500 new jobs in the scientific research and development field. These new jobs would include a diversity of positions, at the clerical, technical, professional, and research scientist levels. Thus, the hiring pool would encompass a range of skills, experience, and technical expertise. The project would also help to concentrate life science research facilities in the center of the Torrey Pines community, described above. Consolidation and expansion of CALBIOCHEM would help to ensure CALBIOCHEM's continuing contribution to the scientific environment and economic health of north University City.

While the EIR for the proposed Community Plan Amendment finds potential significant unmitigated impacts at this time, it is important to note that mitigation for potential project impacts would be addressed during the review of the PID and CDP.

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