City of San Diego
Development
Services
Department

Land Development
Review Division
(619) 236-6460

Environmental Impact Report

LDR No. 96-0165
SCH No. 96031091

SUBJECT: New Century Center. GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA), REZONE (RZ), VESTING TENTATIVE MAP (VTM), PLANNED COMMERCIAL DEVELOPMENT (PCD), PLANNED INDUSTRIAL DEVELOPMENT (PID) and RESOURCE PROTECTION ORDINANCE (RPO) PERMIT to amend the existing general plan and Kearny Mesa community plan. The property would be rezoned from M-1A and M-1B to M-1A M-1B, CA and OS-TDR. A VTM, PCD, PID and RPO Permit would allow redevelopment of the General Dynamics Kearny Mesa site with a mixture of retail/entertainment, commercial and industrial uses, an 8.5-acre Missile Park and a 4.3-acre vernal pool conservation bank. The 243.7-acre property is located at 5001 Kearny Villa Road, between Clairemont Mesa Boulevard and Balboa Avenue, in the Kearny Mesa community (Lots 4, 5, 6, 11, 12, 13 and Portion of Lots 20, 21 and 22 of the Highlands, Map No. 284; Portion of Blocks 1, 2, 9 and 10 of Rosedale, Map No. 826). Applicant: General Dynamics.

REVISED UPDATE:

On October 23, 1997, the Planning Commission recommended approval of the proposed project and certification of the Final Program Environmental Impact Report (EIR) with the following changes: 1) revision of the cumulative impact analysis to coastal sage scrub to nonsignificance, based on the adoption of the Multiple Species Conservation Program Plan; 2) minor revision to page 4 of the Findings; and 3) linkage of Solid Waste Mitigation Measure 2 to preparation of a waste management plan. These changes have been included in the text of the EIR Conclusions, Findings, and Mitigation Monitoring and Reporting Program.

~~REVISED~~ UPDATE:

Vesting Tentative Map

Subsequent to public review, the applicant revised the proposed Vesting Tentative Map (VTM) to include grading. Grading on approximately 222 acres of the site would occur. Grading

activities would result in approximately 450,000 - 500,000 cubic yards of balanced cut and fill on-site. The Final Program Environmental Impact Report and VTM (Figure 3-4) have been revised accordingly.

CONCLUSIONS:

Under a separate Demolition Program Agreement (Document No. C-06725), the City of San Diego authorized, on November 15, 1995, the phased demolition of 61 existing on-site structures; phased demolition commenced in 1995. Of the 243.7-acre site, the General Dynamics complex comprised 233.7 acres, and the Computer Science Corporation (CSC) facility 10 acres. The CSC facility was not a part of the demolition program.

The proposed project is a Vesting Tentative Map to subdivide a 244-acre parcel into 86 lots and grade approximately 222 acres for development of a mixture of retail/entertainment, commercial and industrial uses, an 8.5-acre Missile Park and a 4.3-acre vernal pool conservation bank, and retention of the existing 10-acre Computer Science Corporation facility. Other actions associated with the development include:

- a General Plan Amendment (GPA) to redesignate the property from industrial to industrial and commercial land uses;
- a Community Plan Amendment (CPA) to increase the area designated for general commercial uses, decrease the area designated for industrial and business park uses, and designate Missile Park as open space;
- a Rezone (RZ)from M-1A and M-1B to (industrial/retail/office) to M-1A, M-1B, CA (community and regional shopping centers) and OS-TDR (Open Space);
- a Planned Commercial Development (PCD) Permit for development of 85.1 acres with up to 1,430,000 square feet of retail and mixed-use commercial uses and Market Square, an urban open space amenity containing entertainment, commercial and recreational uses;
- a Planned Industrial Development (PID) Permit for development of 158.6 acres with up to 3,035,000 square feet of industrial and business park uses, support commercials uses, an 8.5-acre Missile Park and a 4.3-acre vernal pool conservation bank;
- and a Resource Protection Ordinance (RPO) Permit for wetlands and biologically sensitive lands.

Natural Communities Conservation Program/Multiple Species Conservation Plan

On March 25, 1993, the U.S. Fish and Wildlife Service (USFWS) listed the California gnatcatcher as a threatened species under the federal Endangered Species Act (ESA). On

December 10, 1993, the federal ESA Section 4(d) rule became effective, affecting projects at all stages of the development process. The applicant will be required to obtain a permit to take the California gnatcatcher and/or its habitat from either the USFWS (under ESA Section 7 or 10(a)), or from the City (under ESA Section 4(d)) which is tied to the State's Natural Communities Conservation Program (NCCP). The City is enrolled as a participating agency in the State's NCCP, which requires tracking of impacts to coastal sage scrub (CSS) habitat. The NCCP allows the City to approve the loss of up to five percent of existing CSS habitat. As of January 7, 1997, 493.35 acres have been "taken" and 530.57 acres have been planned for interim habitat loss within the City of San Diego. The addition of 9.0 acres of CSS impacts due to the proposed New Century Center Vesting Tentative Map would result in a planned cumulative habitat loss of 1,032.92 acres for the subregion, which would not exceed the five percent interim "take" threshold of 1,186 acres. The applicant, however, has initiated Section 7 consultations with the USFWS, and has therefore elected not to participate in the City's Interim Habitat Loss Permit process in accordance with the 4(d) Rule. From a "local" perspective, the projected loss of CSS habitats within the project site would not preclude or prevent the preparation of a subregional NCCP. The project proposes to mitigate the biological impacts to below a level of significance through either the off-site acquisition of habitat or payment into the City of San Diego Habitat Acquisition Fund as identified below. Consequently, the loss of CSS habitat due to project implementation would not appreciably reduce the overall survival and recovery of the California gnatcatcher.

In terms of project conformance with the Multiple Species Conservation Plan (MSCP) goals relative to the preservation of CSS habitat, projected impacts to the isolated patches of CSS in the eastern portion of the subject property would not conflict with these goals. First, the project site is isolated and does not occur within a core area or linkage area identified in the draft MSCP. Second, the CSS habitat on-site does not comprise the densest CSS habitat in the subregion. Third, the CSS habitat on-site supports only two pair of California gnatcatchers. Consequently, the New Century Center project site does not qualify as a Higher or Intermediate Value District (i.e., does not show a high potential value for long-term conservation), because it is not located within a corridor between higher value areas and does not support significant populations of target species. Specifically, the NCCP Guidelines define a significant gnatcatcher population as more than five pairs in any area. Therefore, on-site CSS habitat has a low potential for long-term conservation due to its isolation and low densities of target species. The loss of 9.0 acres of CSS from project implementation would require mitigation, but would not significantly affect the long-term conservation of biological resources.

SIGNIFICANT UNMITIGATED IMPACTS:

Land Use (Direct and Cumulative): The projects direct traffic impacts to local circulation would be mitigated through preparation of a Transportation Phasing Plan, construction of required roadway improvements, payment of Development Impact Fees, and initiation of an amendment to the Kearny Mesa Community Facilities Financing Plan, as identified below. The project's incremental contribution to cumulative impacts on two freeway segments, however, is

considered significant and unavoidable. These freeway segments, however, would operate at congested levels of service with or without the project.

The purpose of the development regulations of the RPO is to protect wetlands and sensitive biological habitats. The loss of 0.2 acres of vernal pool wetlands and 9.0 acres of coastal sage scrub (CSS) would exceed RPO encroachment allowances. No mitigation is available for the direct and cumulatively significant loss of wetlands ~~or the cumulatively significant loss of CSS habitat~~ under the RPO. Therefore, alternative compliance would be required. While a RPO permit may be approved through the alternative compliance process, together with the necessary findings, there is no alternative compliance for the project's inconsistency with the development regulations. Therefore, the excessive encroachment into wetlands~~ and biologically sensitive lands~~ remains a direct and cumulative land use impact.

Transportation and Circulation (Cumulative): The projects direct traffic impacts to local circulation would be mitigated through preparation of a Transportation Phasing Plan, construction of required roadway improvements, payment of Development Impact Fees, and initiation of an amendment to the Kearny Mesa Community Facilities Financing Plan, as identified below. The project's incremental contribution to cumulative impacts on two freeway segments (Interstate 15, from Interstate 8 to Aero Drive, and Interstate 805, from Murray Ridge Road to Clairemont Mesa Boulevard) is considered significant and unavoidable. These freeway segments, however, would operate at congested levels of service with or without the project.

Air Quality (Direct and Cumulative): When considered in conjunction with other new developments, the proposed project would contribute to the nonattainment of clean air standards in the San Diego Air Basin due to an increase in emissions from mobile sources. This is considered a direct and cumulatively significant air quality impact. No mitigation is available to reduce this direct and cumulative impact to below a level of significance

Biological Resources (Direct and Cumulative): The direct loss of 16 vernal pool basin areas covering approximately 0.2 acres, three with San Diego fairy shrimp and two with approximately 44 individuals of San Diego mesa mint in the Eastern Section would be partially mitigated either through on-site mitigation or the acquisition of off-site habitat, as identified below. The project would also contribute to the incremental loss of vernal pool habitat on a regional basis, as this habitat is considered rare in the region and supports sensitive plant and animal species on-site. The loss of vernal pool habitat is considered a significant unavoidable direct and cumulative impact. No mitigation is available to reduce this direct and cumulative impact to below a level of significance.

The direct loss of 9.0 acres of CSS habitat and two pair of California gnatcatchers would be mitigated either through the off-site acquisition of habitat or payment into the City of San Diego Habitat Acquisition Fund, as identified below. ~~The project would also contribute, however, to the incremental loss of CSS habitat on a regional basis, as this habitat is considered rare in the region and supports sensitive animal species on-site. This loss is considered cumulatively~~

~~significant. No mitigation is available to reduce this cumulative impact to below a level of significance.~~

Noise (Direct): Construction activities would temporarily increase noise levels in the project area to above 65 dB(A). This would be considered a significant direct impact. Partial mitigation would be achieved through the measures identified below. No mitigation is available to reduce this direct impact to below a level of significance.

Public Utilities (Cumulative): When considered in conjunction with other new developments, the project's contribution to cumulative waste generation would be considered significant and unavoidable. No mitigation is available to reduce this cumulative impact to below a level of significance

RECOMMENDED ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS:

Approval of the Reduced Intensity Alternative, as described in Section 9.0 of the Program EIR, would reduce land use and biological impacts to below a level of significance because 40 percent less development would occur on the project site, thereby avoiding wetlands and other biologically sensitive lands. Although impacts would be reduced, freeway, air quality and solid waste impacts would remain significant and unavoidable on a cumulative basis. The Reduced Intensity Alternative is considered environmentally superior to the proposed project. The No Project "A" Alternative would also eliminate the significant land use and biological impacts, as well as cumulative freeway, air quality and solid waste impacts, because the site would be left vacant and existing areas of natural vegetation and vernal pools would be avoided. The No Project "A" Alternative, however, does not meet the objectives of the Kearny Mesa Community Plan, which assumes the reuse of the site would also provide employment opportunities. The other project alternatives analyzed would result in the same or increased impacts over the proposed project.

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

MITIGATION MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

Land Use (Direct): The projects direct traffic impacts to local circulation would be mitigated through preparation of a Transportation Phasing Plan, construction of required roadway improvements, payment of Development Impact Fees, and initiation of an amendment to the Kearny Mesa Community Facilities Financing Plan, as identified below.

The direct loss of 0.2 acres of vernal pool wetlands would be partially mitigated through on-site

mitigation or the acquisition of off-site habitat. The direct loss of 9.0 acres of CSS habitat would be mitigated either through the off-site acquisition and preservation of 9.0 acres of CSS habitat or payment of approximately $148,500.00 into the City of San Diego Habitat Acquisition Fund.

Transportation and Circulation (Direct): The project's direct traffic impacts to local circulation would result in the operation of seven intersections and three roadway segments at unacceptable levels of service (LOS E or F). This would be considered a significant direct traffic impact. This impact would be mitigated through a combined preparation of a Transportation Phasing Plan, construction of required roadway improvements, payment of Development Impact Fees, and initiation of an amendment to the Kearny Mesa Community Facilities Financing Plan.

Biological Resources (Direct): The direct loss of 16 vernal pool basin areas covering approximately 0.2 acres, three with San Diego fairy shrimp and two with approximately 44 individuals of San Diego mesa mint in the Eastern Section would be partially mitigated either through on-site mitigation or the acquisition of off-site habitat. On-site mitigation would be accomplished through the purchase of credits in the conservation bank established in the Southern Section and off-site mitigation through the purchase of off-site vernal pool habitat within the Del Mar Mesa area or other areas determined to be appropriate. Mitigation ratios for the loss of vernal pool basin areas within the Eastern Section would vary from 4:1 for vernal pools containing endangered species to 2:1 for all remaining vernal pools. Mitigation could also consist of a combination of on-site and off-site mitigation. Impacts to San Diego mesa mint and San Diego fairy shrimp would be mitigated through on-site creation of 1,500 square feet of vernal pool basin area in the conservation bank.

The direct loss of 9.0 acres of CSS habitat and two pair of California gnatcatchers would be mitigated either through the off-site acquisition and preservation of 9.0 acres of CSS habitat or payment of approximately $148,500.00 into the City of San Diego Habitat Acquisition Fund. This mitigation reflects a 1:1 compensation ratio due to the low potential for long-term conservation, the isolation of the habitat and the low density of target species.

Noise (Direct): Short-term construction noise above 65 dB(A) would be considered a significant direct noise impact. Partial mitigation would be achieved through shielding noise-generating equipment from nearby businesses with noise-attenuating buffers such as temporary fencing, structures or trucks, and through ensuring that construction equipment would be properly outfitted and maintained with noise reduction devices.

Future traffic volumes associated with Ruffin Road, Electronics Way east of Kearny Villa Road and Convair Drive east of Kearny Villa Road would result in an increase in noise levels of up to 8 dB(A). This would be considered a significant direct noise impact on usable exterior areas for offices. This direct impact would be mitigated through setbacks, sound walls, berms and/or other design features shown on building plans.

Paleontological Resources (Direct): A soils report would be submitted with each grading plan to determine the locations of sensitive geological formations. The direct impacts to paleontological resources would be mitigated through implementation of a paleontological monitoring and salvaging program during grading.

Public Utilities (Direct): The project's generation of approximately 23.2 tons of solid waste per year would be considered a significant direct impact to solid waste disposal services. This direct impact would be mitigated through implementation of an approved waste management plant. The plan would include specific goals for waste reduction and recycling,

The increase of storm water runoff by approximately six percent would exceed the capacity of the off-site drainage systems at discharge points along the project boundary and downstream of the site. This significant direct impact on storm drain facilities would be mitigated through preparation of a final drainage plan and on-site detention to ensure that post-development stormwater discharges would not exceed existing levels.

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

Lawrence C. Monserrate

Lawrence C. Monserrate
Environmental Review Manager
Development Services

June 27, 1997
Date of Draft Report

September 25, 1997
Date of Final Report

Analyst: Cárdenas

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:

City of San Diego
- Councilmember Stallings, District 6
- Community and Economic Development
- Development Services
- Environmental Services
- Historical Site Board
- Park and Recreation
- Wetland Advisory Board

U.S. Government

NAS Miramar
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

State of California
California Department of Fish and Game, Region 5
California Office of Historic Preservation
CALTRANS, District 11
Resources Agency
Regional Water Quality Control Board, Region 9
State Clearinghouse

County of San Diego
Air Pollution Control District
Environmental Health Services, Hazardous Materials Management Division

Metropolitan Transit Development Board
San Diego Housing Commission
San Diego Association of Environmental Biologists
Sierra Club
San Diego Natural History Museum
San Diego Audubon Society
California Native Plant Society
San Diego Regulatory Alert
Ellen Bauder
SW Center for Biological Diversity
Citizens Coordinate for Century III
South Coastal Information Center
San Diego Museum of Man
San Diego Historical Society
Save our Heritage Organization
San Diego County Archaeological Society
Kearny Mesa Town Council
Kearny Mesa Community Planning Group
Edward Abate, General Dynamics
Stephen C. Hess, Stephen Eimer & Associates, Inc.
Thomas E. Smith, BonTerra Consulting

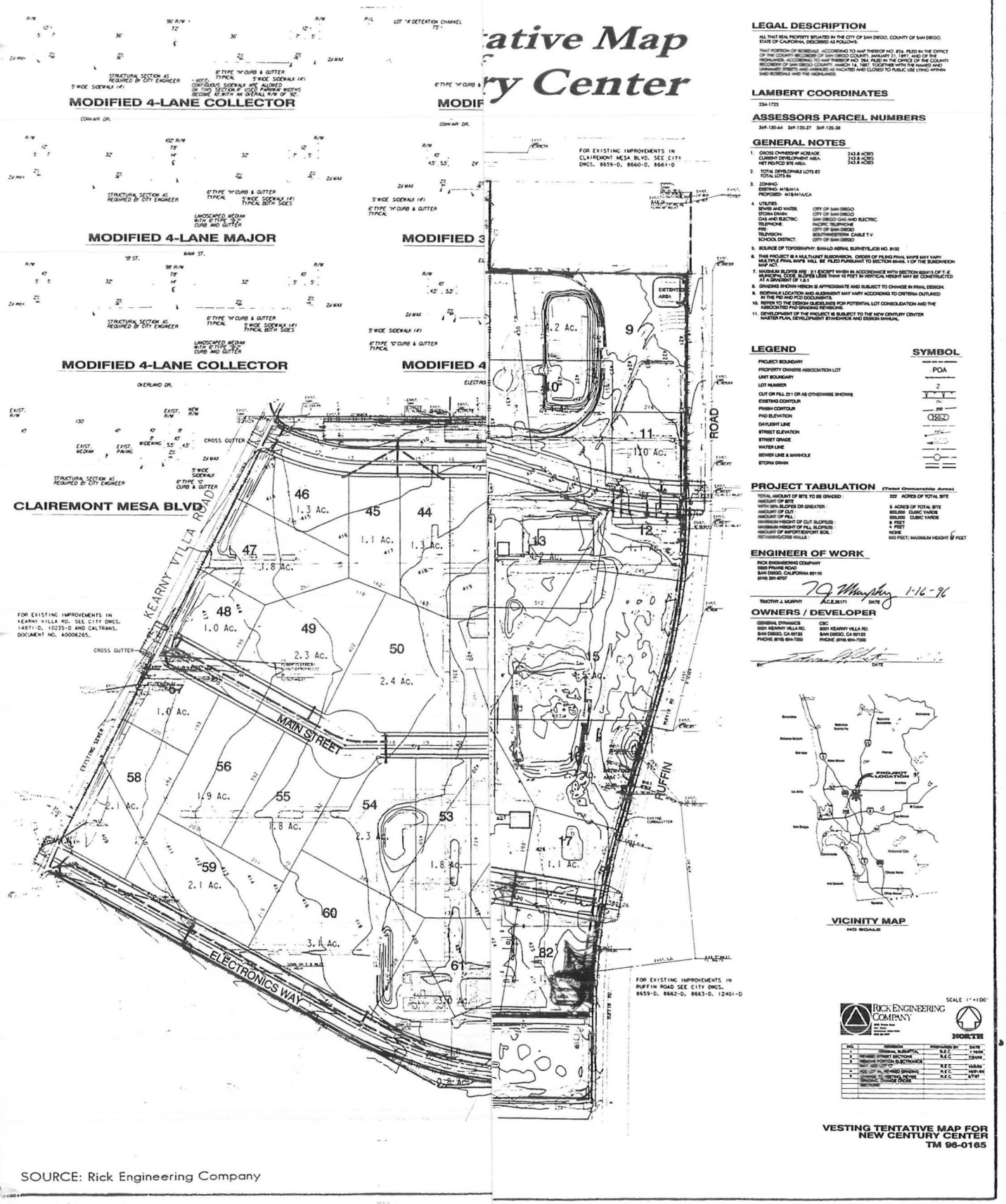
Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Land Development Review Division, or purchased for the cost of reproduction.

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.



SOURCE: Rick Engineering Company

Vesting Tentative Map

New Century Center

FIGURE 3-4

LETTERS OF COMMENT AND RESPONSES

The New Century Center Draft Program Environmental Impact Report (EIR) was released for public review on June 27, 1997. The 45-day review period closed on August 11, 1997. Written comment letters were received from the following agencies organizations, and companies. The comment letters and responses follow.

COMMENTORS	DATE OF CORRESPONDENCE
Federal Agencies	
U.S. Department of the Interior, Fish and Wildlife Service	August 13, 1997
U.S. Marine Corps, Marine Corps Air Bases Western Area, El Toro	August 7, 1997
State Agencies	
California Department of Fish and Game	August 7, 1997
California Department of Transportation	August 8, 1997
Local Agencies and Organizations	
Kearny Mesa Planning Group	August 4, 1997
Sierra Club, San Diego Chapter	August 11, 1997
San Diego County Archaeological Society	July 31, 1997
Companies	
Urban Systems Associates, Inc.	August 8, 1997

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

AUG 13 1997

Mr. Lawrence Monserrate, Environmental Resources Manager
City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, California 92101

RE: Draft Program Environmental Impact Report on the New Century Center

Dear Mr. Monserrate:

The U. S. Fish and Wildlife Service (Service) has reviewed the New Century City Draft Program Environmental Impact Report (DEIR) and the Technical Appendices Volume II for the construction of New Century Center complex in the community of Kearny Mesa in the City of San Diego. This proposed project will subdivide a 244-acre parcel presently occupied by the abandoned General Dynamics complex into 86 lots for mixed entertainment/retail, commercial and industrial development, preserving an 8.5 acre community park (Missile Park), and a 4.3 acre vernal pool conservation bank. This project will include the phased demolition of the existing aerospace/defense related structures with the exception of the existing Computer Science Corporation facility and Missile Park. This project site is located approximately five miles northeast of downtown San Diego and is bordered by State Route 163, Ruffin Road on the east, Electronics Way on the south, and Kearny Villa Road on the west. The following comments are based on information provided in the above referenced reports, and are intended to ensure the project's consistency with the Multiple Species Conservation Program (MSCP), which was approved on July 16, 1997.

Sensitive Species-Habitat Impacts

The project site consists of 14.1 acres of natural vegetation and approximately 230 acres of existing development area. Of the 14.1 acres, 9.8 acres are located in the eastern section of the site and approximately 4.3 acres are located in the southern section. These two areas support four vegetation communities including 12.9 acres of coastal sage scrub, 0.2 acre of southern mixed chaparral, 0.6 acre of San Diego hardpan vernal pools, and 0.4 acre of ruderal. Four

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federally and/or State listed species were observed within this remaining habitat including two pair of federally threatened coastal California gnatcatchers (*Polioptila californica californica*; gnatcatcher), the federally and State endangered San Diego mesa mint (*Pogogyne abramsii*) and San Diego button celery (*Eryngium aristulatum* var. *parishii*), and the federally endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*). Four other sensitive plant species exist on-site including the proposed federally threatened spreading navarretia (*Navarretia fossalis*), knotweed spineflower (*Chorizanthe polyonoides* var. *longispina*), Orcutt's brodiaea (*Brodiaea orcuttii*) and ashy spike-moss (*Selaginella cinerascens*). Sensitive vertebrate species observed include the orange-throated whiptail (*Cnemidophorus hyperythrus*) and Cooper's hawk (*Accipiter cooperii*).

Implementation of the project would result in the direct loss of all biological resources in the eastern section of the site which includes 0.2 acre of vernal pool hardpan (16 pools), 9.0 acre of CSS, 0.2 acre of southern mixed chaparral and 0.4 acre of ruderal habitat. The loss of this habitat would directly affect 44 individuals of San Diego mesa mint, 121 individuals of Orcutt's brodiaea, San Diego fairy shrimp from three pools , approximately 2,860 individuals of knotweed spineflower, 0.4 acre of ashy spike-moss, one pair of gnatcatchers and five to ten individuals of orange-throated whiptails. Indirect impacts include the loss of the second pair of gnatcatchers.

Wetland Mitigation Measures

Development impacts to the remaining 14.1 acres of natural habitat on-site will be addressed through two separate regulatory avenues. The loss of 16 vernal pools, San Diego fairy shrimp and San Diego mesa mint, shall be addressed through a section 404 permit under the Clean Water Act and formal section 7 consultation pursuant to the Endangered Species Act between the Corp and the Service. To date, preliminary discussions have been initiated between the applicant, the Service, the Corp and the City of San Diego to address project impacts to these endangered species. The section 7 consultation will only address impacts to the listed wetland species. The details of the vernal pool restoration will be determined during the formal consultation process. The final EIR should incorporate the reasonable and prudent measures and the terms and conditions of the section 7 consultation.

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It is noted that the Section 7 consultation will be limited to the potential impacts of the New Century Center project on endangered species associated with on-site vernal pool habitat. The Final Program EIR will be completed prior to the conclusion of the Section 7 consultation process, as required by the United States Army Corps of Engineers (USACE) and the U.S. Fish and Wildlife Service (USFWS). The Draft Program EIR includes the reasonable and prudent mitigation measures as determined by the City of San Diego and in keeping with the requirements of the Resource Protection Ordinance (RPO), and as discussed preliminarily with the resources agencies. However, the applicant will still be required to comply with the reasonable and prudent measures and the terms and conditions of Section 7 of the federal Endangered Species Act and Section 404 of the Clean Water Act.

Upland Mitigation Measures

The DEIR states on page 2 that a section 7 consultation has been initiated with the Service and therefore the applicant has opted not to participate in the City of San Diego Interim Habitat Loss Permit process. On the same page, last paragraph, the DEIR discusses the terms of conformance with the MSCP due to 1) the project site is isolated and does not occur within a core and linkage area of the MSCP, 2) CSS on-site is not the densest in the subregion, 3) the CSS only supports two pair of gnatcatchers, and therefore the eastern portion of the New Century City does not qualify as a Higher or Intermediate Value District. This rational appears to be NCCP 4(d) criteria established to ascertain mitigation ratios during the interim period prior to completion of a subarea plan. If the project is to address upland impacts through the MSCP the rational and

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The applicant has coordinated closely with the City of San Diego in order to ensure that mitigation for impacts to coastal sage scrub and coastal California gnatcatchers is consistent with the San Diego Draft Multiple Species Conservation Plan (MSCP) and the City of San Diego Multi-Habitat Planning Areas (MHPA). The criteria for determination of mitigation ratios as well as proposed mitigation are provided on pages 4.4-27 and 4.4-28 of the Draft Program EIR and are consistent with the current version of the MSCP and the City of San Diego Subarea Plan. The upland mitigation ratio for Tier II impacts outside the MHPA with preservation within the MHPA is 1:1.

criteria for mitigation should reflect that position. The Service recommends that all upland vegetation communities be mitigated in accordance with the MSCP and the City of San Diego Subarea Plan. 2 con't

In summary, the project impacts to upland vegetation communities and their associated species should be addressed and mitigated according to the MSCP and the City of San Diego Subarea Plan. A section 7 consultation with the Corp and the Service will be formally initiated to address the impacts to vernal pools and their associated species. Please contact Susan Wynn or Patrice Ashfield (760-431-9440) of this office with any questions or comments. Thank you for the opportunity to review and comment on the Draft EIR for the New Century Center development. 3

Sincerely,

Sheryl R. Barrett

for Gail C. Kobetich
Field Office Supervisor

1-6-97-HC-275

cc: CDFG, San Diego, CA (Attn: William Tippets)

The applicant has coordinated closely with City of San Diego in order to ensure that mitigation for impacts to coastal sage scrub and coastal California gnatcatchers be consistent with the MSCP and the City of San Diego MHPA. As such, the applicant will obtain authorization for impacts to coastal sage scrub and coastal California gnatcatchers through the City's permit process. The Section 7 consultation with the USACE and USFWS to address impacts to vernal pools and their associated species will be completed after project approval.

UNITED STATES MARINE CORPS
MARINE CORPS AIR BASES WESTERN AREA EL TORO
PO BOX 95001
SANTA ANA CA 92709-5001

IN REPLY REFER TO:
11103.8
AQ/NewCent
7 Aug 1997

RECEIVED
AUG 14 1997
ENVIRONMENTAL ANALYSIS SECTION

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
ATTN MIKE WESTLAKE
1222 FIRST AVENUE MS 501
SAN DIEGO CA 92101

RE: KEARNY MESA; NEW CENTURY CENTER, DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT, LDR NO. 96-0165

Dear Mr. Westlake,

This is in response to the Draft Program Environmental Impact Report, LDR No. 96-165 for the New Century Center which addresses the redevelopment of the former General Dynamics Kearny Mesa site in San Diego, California. Pursuant to the Base Closure and Realignment Act of 1993 Marine Corps Air Stations (MCASs) El Toro and Tustin will close by 1999 and aviation units will continue to transition to Miramar.

The proposed project is contained with the Naval Air Station Miramar Comprehensive Land Use Plan Airport Influence Area (AIA) adopted by the City of San Diego in 1990 (amended 1992). Consequently, any use of fireworks, pyrotechnics, lasers and search lights would impact Miramar operations to include transiting transiting rotary-wing aircraft. Therefore, we recommend these issues be examined under "safety" within the text of this document. Additional information on the impacts from military aircraft overflight can be obtained from the Final Environmental Impact Statement for MCAS Miramar. A copy of this document can be viewed at the local libraries throughout the area in adjacent communities. 4

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Ms. C. Laura Thornton at (714) 726-3702.

Sincerely,

D. P. PENDER
Colonel, U.S. Marine Corps
Community Plans and Liaison Officer
By direction of the Commander

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The Draft Program EIR Section 4.1, Land Use, analyzed the potential land use impacts to and from the NAS Miramar Comprehensive Land Use Plan (CLUP) and related Airport Influence Area. The EIR analysis concludes that the proposed project would not exceed height restrictions of the plan. Because the site is not located within an Accident Potential Zone, as defined in the NAS Miramar CLUP, public safety was not considered to be an issue for the Draft Program EIR.

With respect to the potential use of "fireworks, pyrotechnics, lasers and search lights" by future land uses at the New Century Center site, the Fire Department issues permits for fireworks and pyrotechnics displays prior to their occurrence. There are no permits issued for lasers and search lights only allowed for one time events such as openings.

ATE OF CALIFORNIA - THE RESOURCES AGENCY PETE WILSON, Governor
EPARTMENT OF FISH AND GAME
egion 5
10 Golden Shore, Suite 50
ng Beach, California 90802
62) 590-5113

RECEIVED
AUG 13 1997
ENVIRONMENTAL ANALYSIS SECTION

August 7, 1997

Mr. Sean Cardenas
City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, California 92101

Dear Mr. Cardenas:

Draft Environmental Impact Report (DEIR)
New Century Center
SCH 96031091, San Diego

The California Department of Fish and Game (Department) has completed its review of the DEIR, relative to impacts to the biological resources. The proposed project is located in Kearny-Mesa.

Because of the potential significant impacts the project may have on biological resources, the Department recommends the project implements the **"Reduced Intensity Alternative."**] 5

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Alex J. Vejar, Fishery Biologist, at (619) 571-2053.

Sincerely,

Patricia Wolf

Patricia Wolf
Acting Regional Manager

cc: Alex Vejar
Department of Fish and Game
San Diego, California

The Department's preference for the "Reduced Intensity Alternative" is noted.

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E OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY — PETE WILSON, Governor

PARTMENT OF TRANSPORTATION
HOT 11, P.O. BOX 85406, MAIL STATION 55, SAN DIEGO, 92186-5406
688-6424 TDD Number
688-6954

August 8, 1997

11-SD-163
P.M. 8.81

RECEIVED
AUG 12 1997
ENVIRONMENTAL ANALYSIS SECTION

Chris Belsky
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Belsky:

Draft EIR for the New Century Center - SCH 96031091

Caltrans District 11 comments are as follows:

- Caltrans designs facilities based on traffic projections 20 years in the future. This project is using the year 2006 projections, which would be less than nine years from today. Figure 3.5-1 shows that traffic in the area will continue to grow beyond the year 2006. Without the 20 year projection, we are unable to evaluate the true future condition. 6

- This document assumed ramp meters will be operated at 1000 vph/lane. That rate is the maximum possible in a metered condition. The assumption is not correct. Most of the ramps shown will be metered at a fraction of the assumed 1000/lane. 7

The Year 2006 analysis is only one of the analysis periods evaluated. The Kearny Mesa Community Plan buildout conditions are reflected in the Future Year With- and Without-Project impact analysis scenarios. Please refer to Section 4.2, Transportation and Circulation, of the Draft Program EIR and to Sections 3.5.2 through 3.5.4 and Sections 4.4 and 4.5 of the EIR Technical Appendices (Volume II, Part B) for a thorough discussion of the analysis.

The meter rate of 1,000 vph/lane was specifically directed by Caltrans in a letter dated August 28, 1996 (attached).

The timing of ramp meters, like the timing of traffic signals at an intersection, is a traffic operational issue subject to frequent adjustment and modification based on changing traffic conditions. In practice, the setting of meter rates is a balancing process intended to optimize the freeway system while at the same time considering delays in the City street system. The variable nature of the ramp meter rates was acknowledged in a subsequent communication from Caltrans (see the response to comment 14), which indicated that even the current "estimates" provided were subject to "additional adjustments" in the future. In this regard, it should be noted that, given the Caltrans existing meter rates, theoretical traffic queues would be expected at most ramps in the project vicinity even if no traffic were generated by the project.

Even if precise meter rates for the Future Year Community Buildout period were known today, attempting to conduct a quantitative traffic analysis using such rates would be considered speculative. Thus, while applying existing ramp meter rates to future traffic demands may suggest very long traffic queues, as indicated in the Caltrans comment letter, in practice such queues would not occur since vehicles experiencing long delays would seek alternative paths via other City streets or regional freeway systems, or would change their commuting time frame to avoid long queues.

The ramp metering analysis required by the City traffic impact analysis guidelines is intended to focus upon potential impacts to critical traffic movements. In the context of the current project, the ramp metering analysis has focused upon the feasibility of interchange-related improvements associated with the SR-163/Clairemont Mesa Boulevard interchange, specifically the potential effect of queuing upon the feasibility of the partial cloverleaf improvements described in the Kimley-Horn traffic analysis prepared for the Draft Program EIR. Using the "estimated" meter rates provided by Caltrans, an additional analysis was performed on the four critical traffic movements that could affect the functionality of the proposed cloverleaf design. The following [illegible] summarize the results of this analysis:

CLAIREMONT MESA ROUTE 163 INTERCHANGE RAMP METERING
YEAR 2006 CONDITIONS

Ramp	Peak Hour	Demand	Meter Rate[1]	Excess Demand	Delay (Min.)	Queue (Feet)
WB to SB	AM	525	1,100	0	0	0
EB to NB[2]	AM	248	750	0	0	0
WB to SB	PM	843	1,100	0	0	0
EB to NB[1]	PM	635	750	0	0	0

[1] Ramp meter rate reflects actual existing rate or rates that will be in effect when meters are turned on (Source: Max Wickham, Caltrans 9/2/97).

[2] On-ramp provides HOV bypass. Estimated ten percent of peak hour traffic assumed to be HOV.

FUTURE YEAR BACKGROUND WITH PROJECT BUILD OUT

Ramp	Peak Hour	Demand	Meter Rate[1]	Excess Demand	Delay (Min.)	Queue (Feet)
WB to SB	AM	762	1,100	0	0	0
EB to NB	AM	380	750	0	0	0
WB to SB	PM	1,198	1,100	98	5	2,450[1]
EB to NB	PM	729	750	0	0	0

[1] Estimated length of interchange loop is ± 2,600 feet.

As reflected in the tables, the application of the estimated meter rates to the key ramps affecting the SR-163/Clairemont Mesa Boulevard interchange verifies the adequacy of the proposed partial cloverleaf design for the interchange. The eastbound to northbound ramp will have no queue, and the westbound to southbound ramp queue will be able to store completely within the loop and not extend onto the Clairemont Mesa Boulevard bridge.

The following tables summarize the relationship between the meter rates necessary to maintain a 15 minute delay for each of the ramps potentially impacted by project traffic in both the Year 2006 and Future Year Background with Project Buildout scenarios:

YEAR 2006: FREEWAY RAMP METER DEMAND AND QUEUES (ASSUMING EXISTING CALTRANS METER RATES OR 15 MINUTE DELAYS)

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (b)	AM	369	500	0	0	0
	WB to SB	AM	525	1,100	0	0	0
	EB to SB	AM	375	800	0	0	0
	EB to NB (b)	AM	248	750	0	0	0
	WB to NB (b)	PM	711	568	143	15	3,575
	WB to SB	PM	843	1,100	0	0	0
	EB to SB	PM	1,025	820	205	15	5,125
	EB to NB (b)	PM	635	750	0	0	0
SR-163/KEARNY VILLA ROAD	NB	AM	210	280	0	0	0
	NB	PM	1,088	870	218	15	5,450

(a) Ramp meter rate reflects actual existing rate or rates that will be in effect when meters are turned on. (Source: Max Wickham, Caltrans, September 2, 1997).
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
(c) Where the existing meter rate results in unrealistic delays (in excess of 15 minutes), the meter rate has been adjusted to show a 15 minute delay and the resulting queue.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

FUTURE YEAR WITH PROJECT: FREEWAY RAMP METER DEMAND AND QUEUES (ASSUMING EXISTING CALTRANS METER RATES OR 15 MINUTE DELAYS)

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (b)	AM	671	537	134	15	3,338
	WB to SB	AM	782	1,100	0	0	0
	EB to SB	AM	500	800	0	0	0
	EB to NB (b)	AM	360	750	0	0	0
	WB to NB (b)	PM	1,037	830	207	15	5,170
	WB to SB	PM	1,198	1,100	98	5	2,450
	EB to SB	PM	1,160	928	232	15	5,800
	EB to NB (b)	PM	729	750	0	0	0
SR-163/KEARNY VILLA ROAD	NB	AM	218	280	0	0	0
	NB	PM	1,116	893	223	15	5,575

(a) Ramp meter rate reflects actual existing rate or rates that will be in effect when meters are turned on. (Source: Max Wickham, Caltrans, September 2, 1997).
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
(c) Where the existing meter rate results in unrealistic delays, the meter rate has been adjusted to show a 15 minute delay and the resulting queue.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

- There will be severe congestion on the city streets in many cases due to the ramp meter queues. For example: At State Route 163 (SR-163)/Kearny Villa Road our meter currently allows about 340 vph onto the freeway. It is unlikely that rate will be increased in the future due to congestion on northbound Interstate 15 (I-15). The shown year 2006 demand at this ramp is over 1100 vph. Using Caltrans standard 29 feet per vehicle, the resulting queue at this meter would be over 4 miles long. Queues will block lanes dedicated to through traffic, and impact operation at adjacent intersections.

8

Please refer to the response to comment 7 above.

- Table 2.4-1; The LOS information shown in this table is in error in many cases. Theoretical calculations were done for this table, when the LOS of these existing facilities should be determined by observation and measurement. All of the I-805 segments operate at LOS F, not D during peak hours. Several of the I-15 sections operate at LOS F during the PM peak.

9

The commentor suggests that the level of service (LOS) information in Table 2.4-1 of the Traffic Study is in error. The LOS information is based on a volume-to-capacity relationship which applies a standard capacity assumption for each travel lane. The analysis presented in Table 2.4-1 applied these capacity assumptions for freeway facilities consistent with TIA guidelines (i.e., volume-to-capacity ratios).

The level of service for existing facilities should not be determined by observation and measurement (i.e., speed) because subsequent LOS evaluation for future years must use assumed data and would therefore be inconsistent and misrepresent analysis of project impacts.

- Table 4.3-4; As in the above, the assumptions used for these calculations are not correct. The year 2006 condition shown is actually much better than current operation, which does not seem reasonable.

10

In comparing Table 2.4-1 to Table 4.3-4, each freeway segment carries more traffic under the year 2006 evaluation scenario. Again, as stated in the response to comment 9, comparisons to existing theoretical level of service have been conducted for consistency in assessing traffic impacts.

Belsky
t 8, 1997

ble 4.5-4; As in the above, the LOS calculations are not correct. The number of freeway
ies in the various sections of I-15 and State Route 52 (SR-52) is not realistic. SR-52 is
rently only 2 through lanes in each direction, while the report assumes 4 lanes with
HOV lane. The Interstate 805 (I-805) sections currently operate at LOS F, and by
suming the existing condition is LOS D (Table 2.4-1), the future condition is
derstated.

11

Since Table 4.5-4 evaluates build out conditions, ultimate freeway travel lanes have been assumed as well. These improvements are identified in the Regional Transportation Plan and Caltrans Route Concept Reports.

The practice of including planned but unfunded improvements in the build out traffic scenarios is consistent with practices for preparing traffic impact studies in the City of San Diego.

e purpose of metering ramps needs to be clarified. The assumption in this document is
it ramp meters will be adjusted to insure there is no queue on the city street. In
ictice, CALTRANS adjusts ramp meters for efficient operation of the freeway. The
n Diego Association of Governments (SANDAG), also views ramp meters as a means
improving the operation and efficiency of the freeway system, as stated in the Regional
nsportation Plan.

12

Please refer to the response to comment 7 above.

ost of the on-ramps in question are already metered. Those that are not currently metered,
ich a the NB ramps at SR-163/Clairemont Mesa Boulevard) are expected to be in
eration shortly. In our experience, it is extremely rare that a meter would be adjusted to
ow additional volume onto the freeway. Freeways become more congested with time, and
ien adjustments are made to meters, it is to make them more restrictive.

13

Please refer to the response to comment 7 above.

ease contact Max Wickham of Ramp Meter Operations, for appropriate ramp meter rate
sumptions at (619) 467-3029.

14

Please refer to the response to comment 7 above. Existing meter rates and those expected to be in place when ramp meters are turned on were obtained from Caltrans (Max Wickham correspondence dated 9/2/97, attached).

r state highway facilities, the Caltrans method of intersection analysis procedures,
ersection Lane Volumes, needs to be followed. See the Highway Design Manual.

15

The traffic impact analysis was conducted using 1994 Highway Capacity Manual procedures. The suggested Intersection Lane Volume (ILV) methodology is a variant of the 1964 Highway Capacity Manual methodology. The current methodology is considered to be a more accurate analysis technique in that it considers traffic signal operations. The City of San Diego and Congestion Management Plan guidelines dictate the use of the most current Highway Capacity Manual techniques for evaluating intersections and arterials. The ILV method will be used in the PSR for the SR-163/Clairemont Mesa Boulevard interchange.

lboa Avenue is also a state highway, conventional State Route 274 (SR-274); as such, the pacts need to be resolved with Caltrans. 16

e actual future year build-out needs to be identified for an appropriate evaluation. Caltrans :igns for a 20-year period. 17

ice the proposal is to eliminate the loop-ramps, the analysis should also show that the lened diamond ramps would provide enough room for storage so as not to adversely affect operations of the freeway and the adjacent on-ramps. This is particularly critical for the 3 SR-52/SB SR-163 connector which merges with an auxiliary lane just north of the iiremont Mesa Boulevard/SR-163 interchange. 18

cause the cost for improvements to state highway facilities may exceed $1,000,000, per ltrans policy, a Project Study Report will be necessary to evaluate the impacts of the)ject, scope, concept, cost, and programming. 19

:eway Peak Hour analysis on SR-163, both NB and SB, is needed for additional impacts at Clairemont Mesa Boulevard and Balboa Avenue interchanges. 20

-52 from I-805 to I-15 is basically a six-lane freeway. There is no known proposal to ke this an 8-lane freeway. The HOV lanes are shown in SANDAG's Regional nsportation Plan in the year 2020 "Preferred" unfunded list. They should not be assumed place by 2006. 21

e I-15 HOV lanes shown as in place in 2006 are also in SANDAG's unfunded "Preferred" 20 list. 22

ie capacity shown on all the charts stays at 9200 no matter how many lanes are shown, but 00 would probably be valid only for 4-lanes with HOV (2000/General purpose lane and 00/HOV lane). 23

ajor improvements at the Clairemont Mesa Boulevard/SR-163 interchange should be quired of this project. 24

ltrans supports the concept of "Fair Share" contributions on the part of the developers. We commend that the developers responsible for this proposed project contribute their fair are towards transportation improvements through a Facilities Benefit Assessment (FBA) an. 25

Our contact person for I-15 and SR-274/Balboa Avenue is Greg Gastelum, Design (619) 688-6720. For SR-163 our contact person is Laurie Berman, Design Manager 688-3631. Our contact person for Traffic Operations is Fred Yazdan, Branch Chief, at 688-6881.

Sincerely,

L. Salazar

for BILL FIGGE, Chief
Planning Studies Branch

Impacts to Balboa Avenue are identified in Section 4.2 of the Draft Program EIR. The project will mitigate impacts to Balboa Avenue to a level that is considered less than significant. It is acknowledged that these improvements will be designed to Caltrans standards.

A Community Plan buildout evaluation was conducted as indicated in Sections 4.4 and 4.5 of the EIR Traffic Study. In addition to the near-term, a Year 2006 analysis provided in Section 4.3 of the Draft Program EIR. The Kearny Mesa Community Plan buildout analysis scenarios are estimated to include at least 20 years of traffic growth.

Caltrans did evaluate this proposal as Alternative 3 in a Project Study Report (PSR) dated October 22, 1990. The results of the PSR evaluation indicated that the proposal was feasible and acceptable to Caltrans (see page 15 of the PSR).

The comment is noted. At the project applicant's request, the City has asked Caltrans to initiate a Project Study Report. (See attached letter dated August 18, 1997)

Table 4.2-21 in the Draft Program EIR evaluates freeway segments for impacts. This issue will be further explored in the above mentioned Project Study Report.

The travel lanes shown under the Year 2006 condition reflect existing travel lanes. An eight-lane freeway is only assumed under buildout conditions consistent with the Regional Transportation Plan.

The HOV lanes are not assumed under the Year 2006 conditions. This improvement is only assumed under the build out conditions since these lanes were included in the Regional Transportation Plan.

The commentor is referring to Tables 4.2-21 and 4.2-22 of the Draft Program EIR. The capacity figures shown for SR-52 in these tables had assumed that unfunded improvements were in place. The analysis has been revised to assume the existing level of improvements and indicates that SR-52 will operate at LOS F_0 in the Year 2006 condition with or without the project. While the level of service has changed from LOS D to F_0 under this revised assumption, the change is caused by background traffic growth not the proposed project (i.e., SR-52 would operate at LOS F_0 with or without the project). Tables 4.2-21, 4.2-22, 4.2-45 and 4.2-46 have been revised to reflect these adjustments. The revised tables and related text corrections will be included in the final Program EIR.

The project applicant has agreed to participate in the funding and construction of improvements to this interchange.

The comment is noted. The project will be constructing or funding improvements and/or paying City impact fees.

KEARNY MESA PLANNING GROUP

ust 4, 1997

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ENVIRONMENTAL ANALYSIS SECTION

Lawrence C. Monserrate
ironmental Resource Manager
elopment Services Department
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2 First Avenue, MS 501
Diego, California 92101

JECT: NEW CENTURY CENTER - DRAFT PROGRAM EIR (LDR NO. 96-0165)
COMMENTS BY THE KEARNY MESA PLANNING GROUP (KMPG)

r Mr. Monserrate:

er reviewing the Draft EIR for the proposed NCC project, the cutive Committee of the KMPG, on July 23, 1997, voted nimously (with one abstention) to approve the following comments your consideration:

Issue - Page 3, Significant Unmitigated Impacts (Land Use).

Comment - There is no mention of the impact of the loss of 85 acres of Industrial and Business Park land, when there is a severe shortage of this type of land in Kearny Mesa. Additionally, there is no indication of the potential adverse economic impact to existing retail uses adjacent to the site and in Kearny Mesa in general, if the project adds such a significant amount of retail uses to an already highly competitive environment. 26

The referenced page 3 is the summary portion of the Draft Program EIR and, as such, does not include detailed analysis. The loss of 85 acres of industrial and business park land is discussed on page 4.1-15 of the Land Use Section of the Draft Program EIR. To the extent that changes from one urban land use to another do not result in a significant physical impact to the environment, the City's CEQA significance thresholds do not require that they be analyzed in an EIR as noted on page 4.1-17 of the Final EIR.

Issue - Figure 2-8 Existing Zoning.

Comment - This graphic is not consistent with the Kearny Mesa Community Plan Figure indicating zoning and does not appear consistent with the General Commercial Designated Area (along Clairemont Mesa Boulevard) figure in the Community Plan. 27

Figure 2-8 in the Draft EIR has been corrected in the Final Program EIR to be consistent with the Kearny Mesa Community Plan figure denoting zoning.

Issue - Table 3-2 (on pages 3-8 and 3-9), Vesting Tentative Map: Lot Designations.

Comment - The category entitled "Potential Land Uses" identifies Business Support Commercial for Planning Areas 5B, 6C, 6D and 6E (by reference to Lots 1, 2, 3, 4, and 5 land uses in Planning Area 8-A). This is inconsistent with the KMPG position that these Planning Areas be designated as Industrial and Business Park with an underlying M-1B Zone. The proposed permitted uses allowed under the "Business 28

The applicant intends to provide the ability for support commercial uses to be located along Ruffin Road, as described in the Kearny Mesa Community Plan (page 33) that will provide commercial services to employees within industrially designated areas. The applicant is willing to limit the type of supportive commercial uses, but to agree to no freestanding retail at all is not the intent of the Plan.

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Support Commercial" designation are, according to the EIR, general retail uses. The Applicant has represented to the KMPG that the PID and PCD document would be revised to address the KMPG position in this matter(no freestanding retail in the M-1B), but to date, this has not occurred. 28

Issue - Table 3-3 (on page 3-13), New Century Center Land Use Summary.

Comment - F.A.R.'s should be calculated and identified on a "per Planning Area" basis, not of streets, parkways and other public dedications, consistent with every other master-planned project on Kearny Mesa.

Additionally, the Land Use Designation for Planning Areas 5B, 6C, 6D, and 6E, should be revised to Industrial and Business Park (not Business Support Commercial) as previously agreed by the Applicant. 29

Finally, it is not clear from footnote "d" whether (or not) the density transfers permitted from P.A.'s 3A and 3B to P.A. 2B can be converted to more retail. Please clarify.

Issue - Page 3-14, Planning Area 2B - Mixed Use Commercial.

Comment - This paragraph is inconsistent with Table 3-3 with regard to the calculation of hotel, conference center and health club uses. It should be clarified to confirm (or not confirm) that the hotel, conference center and health club uses are proposed to be in addition to the 125,000 square feet of general retail uses (as indicated in Table 3-3). 30

Issue - Page 3-19, Planning Area 2B.

Comment - The reference (top paragraph) to a "cinema" as a permitted use in P.A. 2B has not been presented to the KMPG, to date. The Applicant has indicated that this is a mistake and that "cinema" will be deleted as a permitted use in this P.A. 31

Also, in the middle paragraph (re: P.A.'s 5B, 6C, 6D, and 6E) another reference is made to "Business Support Commercial" uses for P.A.'s 5B, 6C, 6D, and 6E. It should be clarified in all of the Applicants documents (PID/PCD, EIR, etc.) that this means nothing less than general retail. Again, this is contrary to the Applicants representation to the KMPG that 32

Planning Areas 6C, 6D, and 6E were originally requested under a M-1A zone classification. The applicant has since agreed to retain the existing M-1B zone and the PID overlay. In this scenario, business support commercial is a permitted use. Footnote D on page 3-14 has been clarified in the final EIR to indicate that the transfer of uses from Planning Areas 3A and 3B into 2B would not include retail. It should be noted that Planning Area 5B has been eliminated from the project.

The proposed hotel, conference center, and health club uses designated for Planning Area 2B are in addition to the 125,000 square feet of general retail uses. The Final EIR has been revised for clarification.

The reference to "cinema" was incorrect and has been corrected in the Final EIR.

The M-1B zone with the Planned Industrial Development (PID) overlay permits support commercial uses. The Kearny Mesa Community Plan further describes the intent of support commercial uses. As indicated in the response to comment 28 above, the project applicant is working with the Kearny Mesa Planning Group to limit the type of support commercial uses that may be developed in these planning areas.

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these P.A.'s were to be redesignated Industrial and Business Park with an underlying M-1B Zone.

This paragraph also indicated that the "intent of including support commercial uses in the PID area is to serve the commercial needs of the project". This statement would appear to suggest that the proposed 820,000 square feet of retail in P.A.'s 1A and 1B and the proposed 435,000 square feet of retail P.A. 2B and the proposed 113,658 square feet of retail in 8A and 8B (all of which is in additional to significant existing retail adjacent to the project site) does not serve the project. It would appear to be very difficult to justify this amount of retail as necessary to "serve the project". 32 con't

Issue - Page 3-20, Planning Areas 5B, 6C, 6D and 6E proposed.

Comment - As previously identified, this is not consistent with the Applicants representation to the KMPG that these P.A.'s would be revised to Industrial and Business Park with no freestanding retail.

Issue - Page 3-27 and Figure 3-10, page 4.1-8 an d 4.1-9.

Comment - There does not appear to be any assurance that the proposed "loop road shuttle" will ever be implemented or whose financial and/or operational responsibility it is to become.

The project (and the EIR) does not appear to include the provision of a transit center, as recommended by the Community Plan. The EIR reference " two bus stops are proposed" is inadequate. 33

The project applicant has agreed to provide both a loop shuttle system within the project and to locate a transit transfer center within the central portions of the site. The project applicant is currently working with the MTDB to identify an appropriate location within the site, as indicated on pages III-6, III-7, and on Figure 7 of Volume 2, Development Standards, Master PCD/PID for New Century Center. Further, any trip reduction credit would be eliminated if the shuttle is not implemented.

Issue - Pages 4.1-15 and 4.1-16, Impact Analysis.

Comment - The middle paragraph on page 4.1-15 appears to be subjectively attempting to justify the fact that the proposed project would contain an excessive amount of retail (which is inconsistent with the General and Community Plans) by speculatively suggesting potential benefit to existing strip commercial uses in the area. The "revitalization" may, in reality, be the "degradation and demise" of existing retail due to the "over-retailing" of this market. 34

The proposed project requires a General Plan amendment and Community Plan amendment which are discussed in the draft EIR. The comment is noted.

Additionally, this same paragraph attempts to justify the excessive commercial retail entitlement by suggesting that the

result would be "reuse and rehabilitation of an under-utilized site". This is not an objective evaluation because there is no evidence to suggest that this site would not be reused and rehabilitated if the amount of the proposed retail was substantially reduced or eliminated.

The objective fact remains that the proposed project is inconsistent with the General and Community Plans and the EIR should be revised to objectively state this fact.

34 Con't

The last sentence of the top paragraph on page 4.1-15 is not accurate and should be revised. The "support" retail uses proposed on the remainder of the site totals over 200,000 square feet of general retail uses.

35

The phrase "support commercial" as used in the proposed project is intended to be descriptive of the nature of the uses (i.e., providing services that support the adjacent industrial and business park uses), not the aggregate square footage. It should be noted that within the entire PID, the support commercial uses comprise only about 7 percent of the total area of industrial/research and development/office uses.

Issue - Page 4.1-16, Kearny Mesa Community Plan.

Comment - The EIR indicates that the project is consistent with the Transportation Element of the Community Plan. This is not accurate since the Community Plan recommends a transit center for this site and, to date, none is proposed.

36

As cited in the response to comment 33 above, a transit transfer center is committed to by the project applicant. Furthermore, MTDB has indicated a desire to use project roadways to reroute existing bus routes to better serve the site. The transit transfer center as being discussed with MTDB is consistent with the Kearny Mesa Community Plan goals for this site.

Issue - Page 4.2-2 indicates (in part) that "...additional traffic capacity was created as operations at the General Dynamics facility were scaled back. For this reason, the existing baseline with re-development increment is considered the baseline condition against which project impacts will be determined."

Comment - The assumption that additional traffic capacity is presently available because General Dynamics ceased operations is not valid because:

37

The traffic impact analysis prepared for the Draft Program EIR does not assume that additional traffic capacity is presently available because General Dynamics ceased operation. The traffic study baseline condition is 1996 traffic counts plus the redevelopment increment that was added to the 1996 traffic levels in the traffic analysis. No additional capacity was applied.

A. A comparison of 1995 CalTrans daily ramp volumes at the 163/Clairemont Mesa Boulevard interchange with 1989 CalTrans daily ramp volumes when General Dynamics was in operation reveals that today's ramp volumes are about the same or higher than in 1989. Therefore, the assumed "additional capacity" does not exist.

38

Please refer to the response to comment 37.

B. General Dynamics was a single user that could (and did) control the times of shift changes and the number of workers per shift. In fact, multiple shifts occurred on this site for many years. The proposed users will not be single users (as was

39

It is acknowledged that the site is not expected to be developed with a single user. The project envisions a mix of users and uses, which have been fully accounted for in the traffic impact analysis. The analysis does not assume or imply that the project applicant will be able to control peak hour traffic flows.

neral Dynamics) and there will be no controls on peak hour affic. 39 Con't

Comment - The assumption that "existing baseline with re-development is considered the baseline conditions against which project impacts will be determined" does not provide the information necessary to identify true project impacts and mitigation. This analysis approach is not valid because:

A. Existing City Traffic Impact Study Manual (8/93) procedures were not followed for the impact analysis. The manual requires (page 9) that the following scenarios be evaluated. 40

   a. Existing conditions.
   b. Existing conditions with approved projects.
   c. Existing conditions with approved projects and site traffic.
   d. Build-out community plan conditions.
   e. Cumulative analysis due to precedence setting.
   f. Project phasing analysis.

B. Existing Congestion Management Program (CMP) Regional Guidelines (1/94) for conducting transportation impact reports in the San Diego Region were not followed. The guidelines recommended analysis of the following scenarios: 41

   a. Existing.
   b. Existing plus other project.
   c. Existing plus other projects plus project.
   d. Horizon year.
   e. Horizon year plus net project (if different from horizon year).

C. Actual project impacts are understated and assume that only minor improvements are needed until the project develops to the previous level of full operation of General Dynamics. Because conditions change over time, this is an invalid assumption for traffic impact analysis purposes. 42

12. Issue - Page 4.2-14 "... for purposes of the traffic study, the following uses and corresponding trip generation.

The approach used in the traffic impact analysis is consistent with both the purpose and the intent of City and CMP traffic study guidelines.

Please refer to the response to comment 40 above.

Actual project impacts are fully disclosed in the Draft Program EIR traffic impact analysis through a sequence of Existing Conditions (no project traffic), Existing Baseline (project redevelopment increment), and Year 2006 and Community Plan Buildout (which both contain full project development) analysis scenarios. Prior to exceeding the baseline increment, measures are required of the project.

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Comment - Project traffic generation could vary by as much as 250% if standard City Traffic Generation Rates (9/94) are used to calculate project traffic generation. If the rates "assumed" for analysis are wrong, the impacts identified in the EIR traffic report could be dramatically wrong. This could easily result in development of only 50% of the site with the remainder of the site being vacant as long as the proposed traffic generation maximum thresholds are enforced by the city. Standard city generation driveway rates should have been used for the traffic impact and mitigation analysis. 43

Standard traffic generation rates were used for the proposed project.

Reductions have been made to the gross traffic generation to reflect transit use, internal land use interaction and pass-by trips. All of these adjustments are consistent with City practice. The project cannot exceed the traffic generation reported in the traffic impact analysis without the preparation of additional traffic analysis and consideration of additional mitigation.

Issue - Page 4.2-90 "Prior to the approval of any site plan that would increase the aggregate square footage development within the project site beyond the re-development increment (3,160 P.M. peak trips)... the applicant shall submit...a transportation system phasing plan..."

Comment - A transportation phasing plan for all development phasing should be provided so that actual project impacts are known. By not requiring an analysis of impacts until 3,160 P.M. peak trips are generated from the site, more than 3,000,000 square feet of development could be built and no impact or mitigation analysis is required. Traffic impacts will in fact occur prior to development of 3,000,000 square feet. These impacts have not been identified in this project EIR. Therefore, the analysis is invalid. 44

The traffic conditions associated with 3,160 p.m. peak hour trips from the site have been completely evaluated to the same level of detail as all other traffic analysis scenarios; please refer to Section 4.2 of the Draft Program EIR and to Section 2.5 and page 6-1 of the EIR Traffic Study in the technical appendices. The redevelopment increment approach reflected in the traffic analysis is consistent with City practice for redevelopment projects.

Issue -Pages 4.2-90, 91, 92, 93 describe a process for determining when mitigation will be implemented. Only minor improvements are required until 3,160 P.M. peak trips are generated from the site. At 3,160 P.M. peak trips, a phasing study must be completed.

Comment-The monitoring approach and assumptions described could result in more than 3,000,000 square feet of development on the site, with only minor off-site mitigation. We know that traffic impacts will result from the development of 3,000,000 square feet of uses. Therefore, a phasing analysis based on realistic assumptions should be prepared now so the city and community know what impacts are being proposed for mitigation by the project. 45

As stated in the response to comment 44 above, the analysis of the 3,160 p.m peak hour trip redevelopment increment has been evaluated under the existing baseline conditions; please refer to Section 4.2 of the Draft Program EIR, and to Section 2.5 of the EIR Traffic Study in the technical appendices of the draft EIR). All information regarding traffic level of service for the redevelopment increment has been presented in the traffic analysis. This analysis reveals that only three of the intersections evaluated experience LOS E or F conditions, all of which will be improved through project subdivider improvements.

. Issue -Page 4.2-93 "Prior to approval of (ANY)...Re-development increment site plan the applicant shall demonstrate that... the city and CalTrans have approved the partial interchange improvements and a construction budget for the SR 163/Clairemont Mesa Boulevard interchange... contributions by the applicant shall be reduced by the amount of fair share contributions collected by the City of San Diego from other development projects.

Comment -The EIR traffic impact analysis does not clearly identify what should be done to mitigate project impacts at the 163/Clairemont Mesa Boulevard interchange. The EIR does not establish responsibility for funding any required project impacts and the EIR does NOT establish the technical feasibility of the mitigation proposed. All Route 163 interchange impacts from the project should be fully mitigated by city and CalTrans approved projects paid for by the project on a fair share basis. At a minimum, the current project obligation of $2,100,000 for 163/Clairemont Mesa interchange improvements should be required, since this is the deficiency currently identified in the Kearny Mesa Facility Finance Plan. 46

The traffic impact analysis has revised the proposed mitigation in the Final EIR and on page 6-11 of the EIR Traffic Study. This design concept was reviewed by City staff for preliminary feasibility. Specific design issues associated with this improvement will be evaluated in a Project Study Report (PSR) for the improvement. At the applicant's request, the City has formally requested that Caltrans initiate a PSR. Please also refer to the response to comment 18 above.

;. Issue - Omission of mitigation measures for the intersection of Balboa and Ruffner Street.

Comment - This major intersection, which currently has no signals, has been identified by the KMPG as the highest priority intersection for signalization in the community. The Draft EIR indicates that the adjacent intersection (to the west) at Balboa Avenue and the Sport Mart is impacted and requires mitigation. KMPG believes that there will be related impacts to Balboa/Ruffner, which is already severely impacted due to the lack of signalization. The EIR appears to have omitted any mitigation for the critical intersection. 47

The traffic impact analysis was required to evaluate all signalized intersections along Balboa Avenue between I-805 and I-15. Unless a project adds traffic to left-turn or side street volumes, an unsignalized intersection analysis is normally not required in a traffic impact analysis. As such, evaluation of the project impacts, if any, at this location are not quantifiable with the traffic data available.

inally, a related issue that the KMPG is concerned with is in egard to a significant credit to Development Impact Fee (DIF) and ousing Trust Fund (HTF) fees that the City appears to support for he proposed NCC. It is our understanding that the justification or this credit (which could potentially be $ 2,540,000) is based 48

The concern that a DIF credit will unfairly shift the burden of infrastructure provision to other undeveloped property has no basis when considering the full project contribution toward transportation improvements. A majority of the project traffic will be paying DIF fees. Furthermore, the project has been conditioned to fully fund all non-freeway improvements identified in the 10-year project buildout horizon as subdivider improvements, irrespective of the traffic contributions from non-project traffic. Many of these improvements would have been partially funded through the DIF fees.

Also, as discussed in the response to comment 67 below, the "credit" for the applicant's recapture of the previous level of development on the site is consistent with City practice and is designed to protect property owners from duplicative mitigation requirements.

upon the fact that there was previous development on the proposed project site. However, the KMPG is concerned with this credit based upon the fact that DIF's and HTF's were never paid for most, if not all, of the previously developed buildings. For environmental review purposes, it should be acknowledged that certain needed infrastructure improvements for Kearny Mesa which are identified to be financed (by DIF) in the Kearny Mesa Finance Plan, may not occur if this credit is granted. An additional concern is that the responsibility for the DIF credit to NCC may unfairly be shifted to the balance of undeveloped land in the community through higher future DIF's. The KMPG requests that the City reconsider their position in this matter.

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Con't

Thank you for giving the KMPG the opportunity to comment on this project and, if you have any questions, please do not hesitate to contact me.

Sincerely,

Ken Best
Chairman, KMPG

cc: Honorable Mayor Susan Golding and Members of The City Council
Members of The City Planning Commission
KMPG Executive Committee
Mr. Mike Westlake, City of San Diego
Mr. Steven Hess, Stephen Eimer and Associates

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August 11, 1997

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ENVIRONMENTAL ANALYSIS SECTION

Lawrence C. Monserrate
Development Services Department
Land Development Review Division
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Subject: San Diego Sierra Club Comments on the DRAFT Program Environmental Impact Report for New Century Center

Dear Mr. Monserrate:

SUMMARY REVIEW COMMENTS - DRAFT EIR FOR NEW CENTURY CENTER

- MAJOR Inconsistencies With High Priority City Policies Are Not Adequately Addressed - What's wrong with this picture? The City is bemoaning the lack of available industrial land and the conversion of industrial land to other uses. THE PROJECT proposes to reduce available industrial land and convert it to commercial space, which is in an overabundance. The City commits itself to a policy of transit-oriented and pedestrian-oriented development. THE PROJECT proposes a classic auto-oriented, auto-dependent plan in an already congestion-impacted area.

- Lack of Vision - As the Metropolitan Transit Development Board (MTDB) staff have pointed out, there is the potential that this site could become a Transit-Oriented Development node on the extension of the light rail system up the I-15 corridor from Centre City San Diego and to the heart of the high employment Kearny Mesa area. The Draft EIR fails even to acknowledge this potential relationship to clearly specified and high priority City land use and transportation goals. 49

- Inadequate Alternatives Analysis - There is NO transit-oriented development alternative—although the MTDB identified the potential in this respect. The "environmentally preferred" Reduced Intensity Alternative is a straw man in many respects—reducing development intensities, to create land use plan incompatibilities, when there is no relationship between such reductions and resource protection 50

It is not clear that this site is appropriate for a "Transit-Oriented Development node" nor what such a facility would encompass. The proposed project, as shown in Figure 3-11 of the Draft EIR, incorporates locations on-site for a potential transit transfer center, bus stops, and an internal shuttle system. The MTDB and the applicant are continuing to discuss the locational aspects of this facility.

There is no need for there to be a "transit-oriented" alternative in the Draft Program EIR, since only a small area of the site would be needed for the potential transit center identified in the Kearny Mesa Community Plan, and the proposed project incorporates a proposed transit transfer center, bus stops along Kearny Villa Road, Clairemont Mesa Boulevard, and Ruffin Road, and an internal shuttle system.

The Reduced Intensity Alternative is not a "straw man" as indicated by the commentor. In developing a reasonable range of alternatives for evaluation in the EIR as required by CEQA, alternatives were preferred that could address multiple issues. As noted on pages 9-16 of the Draft EIR, there are two primary objectives of this alternative: to reduce average daily traffic generation and to reduce encroachment into sensitive habitat areas. As noted on page 9-17 of the Draft EIR, this alternative would reduce the proposed project's development area

- Inappropriate Utilization of Required Avoidance as Mitigation - Avoiding vernal pools, as required under City ordinance, and then arguing that the required "avoidance" can be used for mitigation as a "conservation bank" is not appropriate. 51

Failure To Analyze Conversion of Prime and Scarce Industrial Land

City staff and the City Council have identified a major concern over a reduction in available industrial land within the City of San Diego and the conversion of industrial land to other uses. The property at issues is one of the prime industrial sites in the City. It is proposed for conversion, in major part, to commercial uses. This is a major General Plan level issue that is not adequately analyzed.

The discussion on Page 4.1-4 which talks about the potential problem of an "overabundance" of industrial land "precluding the timely development of close-in properties" apparently misses the entire point of the Progress Guide and General Plan. This site is exactly the type of area the General Plan had in mind for industrial development when it was suggesting that an "overabundance" of industrially zoned land should be avoided. 52

The Unanalyzed Transit Center Opportunity

San Diego has a growing problem of traffic congestion. The City of San Diego has committed itself, and there is a regional policy, to promoting a pattern of land use which will support and take advantage of a developing system of public transit, especially expanding light rail service. An I-15 public transit corridor is a major priority—given both present congestion levels and projected traffic increases. Several analyses of the I-15 transit corridor have identified the desirability of providing direct commuter-trip public transit access to the job and activity rich Kearny Mesa area.

The New Century Center site provides the potential for this "missing link." Using northbound I-15 to Aero Drive, along Ruffin Road, crossing the Project Site to SR 163 (or some alternative route southeast to northwest route) provides a potential light rail routing that could accomplish a series of high priority City objectives. It is very doubtful there is another site in this entire Kearny Mesa area that offers this potential for transit-oriented development. There is no recognition of this opportunity and no analysis of it in the Draft EIR. 53

The Draft EIR should be supplemented with an evaluation of the potential for the routing of a light rail line through the project site and an alternative site design should be developed featuring a serious transit-oriented development plan. 54

by 35.6 acres which includes all biologically sensitive areas on-site, and would incorporate these areas into Open Space land uses to ensure no development. In addition, the remaining area of the site that would be developed, would be approximately 40 percent less in development intensity in comparison to the proposed project. Evaluation of these factors resulted in the EIR designating this alternative, as required by CEQA, as environmentally superior to the proposed project. Please also see the response to comment 61 below.

As indicated in the Draft EIR (page 4.4-30), using the conservation bank allows for development to occur in the Eastern Section without a net loss of function and value for the wetlands and vernal pool habitat on-site. The proposed preservation, restoration, enhancement, and management of the Southern Section through the conservation bank would "result in long-term preservation of habitat of substantially higher quality than that lost in the Eastern Section" (EIR page 4.4-30). Also, see the response to comments 50 and 61.

The City of San Diego Progress Guide and General Plan discussion in the Draft EIR accurately portrays its contents and intended uses. The General Plan does not specifically identify any sites in the Kearny Mesa area that would be appropriately suited to facilitate plan implementation. The Kearny Mesa Community Plan, while repeating the General Plan's goal of maintaining an appropriate amount of industrially-designated land, does require the preparation of a Master Plan for the General Dynamics site when it is considered for reuse. The Community Plan indicates that the M-1B zoning should be retained for the majority of the property, as well as the M-1A zoning to provide commercial development opportunities along Clairemont Mesa Boulevard. The proposed New Century Center Master Plan, and Master PCD/PID documents incorporate provisions that are consistent with this direction. The Draft EIR describes the policy impacts of this proposal. If the City Council concurs, the Kearny Mesa Community Plan will be amended accordingly.

The commentor has not suggested a specific "transit-oriented development" to be considered. It would be speculative to consider such a use as the focal point for this site since the New Century Center site as a potential site for "transit-oriented" development has not been indicated by the MTDB on any approved agency plans. As noted in the responses to comments 33 and 36 above, the applicant is working with the MTDB to designate an appropriate location on-site for a potential transit transfer center.

Please refer to the response to comment 53 above.

Insufficient Biological Resources Analysis

Appendix C, Biotechnical Report and the DEIR Biological Resources section 4.4 has a number of problems:

1. There is no explanation why only some of the existing natural vegetation along the eastern and southeastern portion of the site were surveyed and analyzed. 55

It appears that the commentor believes that there are undeveloped areas of the project site outside of the Eastern and Southern Sections that contain natural vegetation. This is not the case. As shown in Figures 2-4 and 4.4-1 of the draft EIR, the Eastern and Southern Sections were the only undeveloped portions of the site with any natural vegetation. All areas of existing natural vegetation in the 9.8-acre Eastern Section and 4.3-acre Southern Section were carefully surveyed on multiple occasions for a variety of plant and animal species including the following dates: June 5 and 6, 1995; July 12, 13, and 18, 1995; August 11 and 23, 1995; March 3, 10, and 17, 1996; April 23, 1996; and May 14, 1996. No areas within the 14.1 acres of natural vegetation were excluded during the surveys. The results of these surveys are reflected in Section 4.4, Biological Resources, and in the Biotechnical Report in Appendix C of the Draft Program EIR.

2. No analysis is presented of the watershed impacts or protection measures as they relate to the so-called "southern Section vernal pool preserve/conservation bank." At one point it is stated that, "Protection of adequate watershed is assumed for all pools preserved on-site." (Page 28 of Appendix C) Adequacy of watershed protection is not an "assumption"; it is a serious issue that needs to be analyzed. 56

Watershed protection is an integral element of the vernal pool conservation bank. As noted on page 4.4-10 of the Draft EIR, the 18 vernal pool basins in this area of the site comprise 0.4 acre of the approximate 4.3-acre conservation bank area. This area includes the watershed area that currently supplies water to the vernal pools. Watershed areas for each of the vernal pools identified on-site are depicted on Figure 4.4-3 as a thick black line around the individual vernal pool basins. Figure 4.4-3 has been clarified in the Final EIR to more clearly identify the watershed boundaries of the vernal pool complexes. Project design will avoid any encroachment into the vernal pool watersheds and all runoff from the adjacent development will be intercepted and directed away from the 4.3-acre vernal pool watershed.

3. The site is identified as "isolated" but no information is presented in this respect. Archipelago elements of the preserve system have been identified elsewhere in the MSCP program. The site has relative proximity to Miramar and Montgomery Field. The biological viability, or lack thereof, of the eastern and southeastern portion of the site have not been evaluated or established--merely stated on a conclusory basis. 57

Page 4.4-34 of the Draft EIR provides a general discussion regarding criteria used to evaluate site impacts based upon the importance of the site in providing biological functions such as maintenance of gene flow and provision of habitat areas necessary for long-term viability of sensitive biological resources. In that discussion, scale is mentioned as an important factor in determining the role that a site may play in the conservation of important biological resources within a region. The proposed project site, because of the limited amount of coastal sage scrub habitat, would not be expected to contribute to the long-term viability of species which require large areas for foraging (i.e. many acres). However, the site would be expected to contribute to the long-tern viability of species which require only a few acres of habitat to maintain sustainable population (i.e., annual plants such as San Diego mesa mint or the San Diego fairy shrimp). The preservation and enhancement of the Southern Section is expected to contribute to the long-term viability of such species as the San Diego fairy shrimp, San Diego mesa mint, San Diego button celery, Orcutt's brodiaea, and potentially spreading navarretia. Additionally, although the Southern Section would not be expected to contribute to long-term viability of species such as the coastal California gnatcatcher through provision of important breeding habitat, the site would continue to serve as an effective island for dispersing birds moving between larger habitat blocks.

4. The statement in the Biological Technical Appendix C that protection of a greater portion of the on-site natural resources would make it "impractical to achieve a number of the fundamental objectives of the Master Plan and the Kearny Mesa Community Plan, including preservation and enhancement of Kearny Mesa as an employment center" (Page 27 of Appendix C) is conclusory and beyond the scope of the biological report. Is the potential reduction of 9 acres of developable land in Kearny Mesa "significant" to the regional economy? Is there balance in the analysis when 9 acres of land are judged of regional economic significance when the same analysis concludes, "the loss of 5 to 10 individual orange-throated whiptail lizards is not a significant impact locally or regionally . . " (Page 24 of Appendix C) 58

The quoted excerpt from page 27 of Appendix C has been taken out of context in this comment. The context of page 27 discusses the infeasibility of avoidance of the vernal pool resources and other species in the Eastern Section of the site. The analysis explains that avoidance is infeasible because of the property owner's adoption of an Environmental Assessment and Remediation Program for the entire site, which is intended to characterize

Inappropriate Use of Avoidance as Mitigation

"Avoidance" of impacts to vernal pools is the clear policy and an ordinance requirement in the City of San Diego. Mitigation requires an affirmative action to reduce the effects of unavoidable impacts. When someone merely performs what they are required to do—in this case, "avoid impacts"--they have not taken any action to mitigate. There is no credit to be gained from a required avoidance.

The DEIR inappropriately proposes that the required avoidance of impacts to vernal pools in one portion of the site be credited as "mitigation" against impacts in another area of the site. Off-site mitigation at least might expand the level of protection, but on-site avoidance, which is required as a basic condition, provides no net benefits to compensate for the loss of wetland values.

59

and remediate any hazardous material contamination that might have resulted from past activities on the site. Specifically, the Draft EIR discussion on page 27 states:

> "....the property owner has indicated that certain underground structures are believed to be located within the Eastern Section under and adjacent to certain of the vernal pool basins. One such underground facility has already been uncovered in the area adjacent to the Eastern Section and related subsurface contamination has been identified and reported to applicable agencies (and remediated). Further subsurface investigation within the vernal pool complex in the Eastern Section is proposed in the near future. As a result, regardless of whether the proposed project proceeds, it is anticipated that substantial impacts to the vernal pool basins in the Eastern Section would occur."

The EIR analysis continues to describe that partial avoidance (of vernal pools not impacted by the subsurface investigations) is also infeasible since the watersheds of the potentially unaffected vernal pool basins would be disrupted by the subsurface investigations. The draft EIR also states, that even if it were possible to preserve some individual vernal pool basins in the Eastern Section on "a 'piecemeal basis' would create 'islands' within the industrial business park portion of the Master Plan, making it impractical to achieve a number of the fundamental objectives of the Master Plan and the Kearny Mesa Community Plan, including preservation and enhancement of Kearny Mesa as an employment center."

The EIR discloses the potential impacts to vernal pool basins in the Eastern Section, as well as the Orange-throated whiptails and other species in this area from implementation of the proposed project, as required by CEQA. Decision makers are responsible for determining the balance between environmental and social and economic factors based on information contained in the EIR, as well as other elements of the environmental record. Given this context, the referenced statement from the EIR is not conclusory.

Preservation of aquatic resources and subsequent incorporation into mitigation banks has been determined appropriate when preservation occurs in conjunction with restoration, creation or enhancement activities (Federal Register, 1995). Consistent with this federal guidance, and due primarily to the high quality of the vernal pool habitat being preserved in the Southern Section, preservation, restoration, and enhancement of the Southern Section, as described on page 4.4-30 of the Draft EIR, is an appropriate means to mitigate for the loss of vernal pools in the Eastern Section and would result in no net loss of function and value for wetlands and vernal pool habitat on the site. Off-site mitigation, although not inappropriate, was determined to be less desirable than preservation and creation in the Southern Section because of the high quality of vernal pool resources which currently provides habitat for San Diego mesa mint, San Diego button celery, San Diego fairy shrimp, Orcutt's brodiaea, and spreading navarretia.

Even when the plan for vernal pool "creation" is factored in, there is more than a 25% reduction in vernal pool area under the on-site mitigation option. Since much of the area to be retained must be avoided--and therefore provides no off-setting increase in function and value for this reduction in vernal pool area--it is very difficult to understand the logic of a conclusion that, "no net loss of function and values occurs." (Page 31 of Appendix C) 60

If there is to be an impact on vernal pools on the project site, there must either be substantial restoration on site, or off-site mitigation that could protect areas not otherwise preserved.

The most important function provided by the vernal pools on the New Century Center site is provision of high quality habitat for a number of listed or sensitive species including San Diego mesa mint, San Diego button celery, San Diego fairy shrimp, Orcutt's brodiea, and spreading navarretia. The biological surveys performed for the Draft Program EIR identified approximately 496 square feet of habitat occupied by San Diego mesa mint and 1,165 square feet occupied by the San Diego fairy shrimp to be impacted by the project. As noted in the response to comment 59 above, there will be no net loss of function or value from the mitigation measures proposed.

Insufficient Attention to Development of "Environmentally Preferred" Alternative

The Reduced Intensity Alternative is an insufficiently developed alternative. Its design, which apparently attempts to protect the natural areas in the southeastern portion of the site, is not designed to meet this objective. The alternative's extension of "B" Street through this area is inconsistent with the alternatives objectives. The approach apparently taken was to make only minimal modifications to the project proposal in designing this alternative. CEQA requires a more serious treatment of alternatives than this. 61

The Reduced Intensity Alternative makes major reductions in density of development NOT ASSOCIATED with the objective of protecting the natural values on the site. This tends to create a "straw man" alternative where the conclusion is drawn that the alternative fails to meet land use and community plan objectives. The natural areas could be preserved in an alternative plan without significant overall reductions in planned land uses—but no alternative has been presented to this end.

The City of San Diego does not agree that the Reduced Intensity Alternative is a "straw man" in the Draft EIR analysis. As noted in the response to comment 50 above, this alternative was developed to achieve two objectives: reduce traffic generation and avoid impacts to on-site habitat. If the connection of B Street with Ruffin Road had been eliminated through the eastern portion of the site as indicated in this comment, project traffic would be distributed to other adjacent intersections, creating traffic impacts that would be greater than the proposed project or this alternative. The commentor also asserts that the "natural areas could be preserved in an alternative plan without significant overall reductions in planned land uses." To accomplish the commentor's proposal, the development intensity assigned to the eastern portion of the site in the proposed project would be redistributed to other areas on-site, thereby creating more intensive development than originally proposed for these areas.

For these reasons, the Reduced Intensity Alternative assumed that the development originally proposed for the eastern portion of the site would not be transferred elsewhere on the site, providing an approximate 40 percent overall reduction of development intensity on-site (benefitting traffic and circulation) as well as preserving the Eastern Section and its natural habitat. These benefits, among others resulting from the reduction in development, resulted in this alternative being considered environmentally superior to the proposed project. The alternative suggested in this comment would create more impacts than the proposed project.

We hope these comments will be of assistance to the City and sponsor as consideration of this important project continues.

Respectfully,

Janet Anderson

Janet Anderson
Chair, Land Use Subcommittee
San Diego Sierra Club

San Diego County Archaeological Society

Environmental Review Committee

July 31, 1997

To: Mr. D. Sean Cardenas
Land Development Review Division
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Program Environmental Impact Report
New Century Center
LDR No. 96-0165

Dear Mr. Cardenas:

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

Based on the information contained in the DEIR and its Appendix D, we have the following comments:

(1) Regarding archaeological resources, we concur that the project should have no significant impacts to such resources, and that no mitigation measures are warranted. 62

(2) Regarding historical resources, it is appalling that the City would issue demolition permits for the complex and then have the project impact analysis research conducted while that demolition was still even in progress. It certainly suggests no serious interest in the resources on the part of the applicant, and the tacit cooperation of the City in permitting their destruction. The pattern which the Port District established in condoning the destruction of historic portions of the General Dynamics Convair Plant at Lindbergh Field seems to have been repeated on Kearney Mesa. 63

Thank you for including SDCAS in the public review of this document.

Sincerely,

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

cc: SDCAS President
file

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The comment is noted.

General Dynamics had committed to conduct the historical resources documentation prior to issuance of the demolition permits by the City to ensure that a record would exist of the buildings and their functions during the site's active involvement in the U.S. Space Program. Due to the complexity of the historical research, inventory, and assessment work, it could not be completed prior to initiation of on-site demolition activities involving some of the on-site buildings.

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ENVIRONMENTAL ANALYSIS SECTION

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1222 First Avenue, MS 501
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Andrew P. Schlaefli,
Registered Civil Engineer, Licensed Traffic Engineer
Sandee Witcraft-Schlaefli, Principal Planner, CEO

TOTAL PAGES: 3

August 8, 1997 *TIME :* 4:07 PM *TRANSMITTED VIA:* fax & our rep

T: *New Century Center - Draft Program EIR (LDR No. 96-0165)*

have thoroughly reviewed the DEIR, conducted independent research and impact analysis which lted in the following questions regarding the adequacy and completeness of the *Transportation act Analysis*. Our conclusion, based on an independent professional evaluation by licensed fessional engineers is that the *Transportation Impact and Mitigation Analysis* is inadequate, mplete whose resulting impacts are severely understated. It is our conclusion that the entire R is therefore inadequate.

DEIR on pages 4.2 - 4.13, states "Only the net increase in traffic above the redevelopment ement is considered project - specific traffic generation". This assumption is invalid when applied he New Century Center project because actual project impacts which will occur are not evaluated. example, 1995 westbound through traffic for Clairemont Mesa Boulevard approaching Kearny a Road is shown in the DEIR traffic analysis as 1197 vehicles. The DEIR traffic analysis indicates at the same location with General Dynamics traffic added the volume is only 1209 ADT. The lysis shows that by adding previous peak traffic for General Dynamics only the traffic increases tal at this location by only 12 (twelve) vehicles. This should seem ridiculous to anyone, when the w Century Center traffic report's own numbers show more than 3,100 peak hour General namic's trips are added to the system.

64

The analysis is consistent with traffic distribution patterns based on the regional transportation model and agreed to by the City staff prior to initiating the analysis. All project traffic has been accounted for in the traffic assignment process. Site traffic is spread over numerous streets. Referring to only one movement at one intersection is misleading. The referenced intersection is heavily impacted by project traffic and was allocated a total of 1,193 p.m. peak hour trips in the analysis for the time frame cited. This represents nearly 40 percent of all project traffic during this time period.

ier data which conflicts with the New Century figures is the CalTrans' PM peak traffic volumes. sed on normal peak and split assumptions, these volumes, taken from CalTrans Project Report ument show the numbers for this same intersection approach to be almost 100% greater than at is shown in the New Century project traffic impact analysis. The EIR incorrectly identifies acts.

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The reference is to a Caltrans Project Study Report of which there is no available documentation of model assumptions. Traffic volumes for the proposed project's traffic impact analysis were developed using normal and customary techniques.

e study methodology used by the New Century applicant, as stated on pages 4.2 - 4.13, is as ows: "The City has acknowledged a redevelopment increment for the proposed project to allow the recapture of the traffic generation that was previously assigned to the site". Although this is nethodology which we have successfully applied on projects, it is inappropriate when used for EIR impact analysis purposes at the General Dynamics site. While it is reasonable to allow credit

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The approach used in this study is consistent with City practice for evaluating redevelopment projects. All project traffic has been analyzed and all project impacts have been mitigated. Local roadway redevelopment increment impacts are mitigated prior to exceeding this threshold.

ARNY VILLA ROAD, SUITE 106 • SAN DIEGO, CA 92123-1573 • (619) 560-4911 • FAX (619) 560-9734

ırevious fees paid by the past General Dynamics plant and for its traffic generation when it was ating as one major employer, it cannot be used to evaluate present "existing" and "cumulative". ıse as existing, numbers would need to be compiled from before the buildings were emptied and olished. There is little or no activity presently at the site. Employment, traffic and use of the site been phased out over the past five or more years. Its use has been declining for several years c Kearny Mesa developed around it.

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traffic analysis should have been conducted using intersection peak hour traffic counts taken n General Dynamics was in full operation. Then, traffic growth should be added to reflect elopment and growth that has occurred to-date. Additionally, there needs to be an adjustment consideration that General Dynamics was a single large manufacturing type employer who had ıcient control over its workforce to spread its employees into several shifts over a twenty-four r period. Therefore, even using traffic counts from the full force of General Dynamics at its ıtest period of employment, traffic is spread out over three peaks of shift workers. This would ıconsistent to compare with a shopping center or any other type of smaller multiple users at the e acreage. The new base condition, using General Dynamics peak employment without factory : shifts, should be mitigated to acceptable levels of service, then the new traffic which is to be buted to the plan amendment should be added.

67

Turning movement traffic counts from the period of time when General Dynamics was in full operation are not available. Furthermore, these historical counts would not have accounted for any traffic growth that has occurred over the past few years. The approach used in the draft EIR traffic impact analysis to add the redevelopment increment to current traffic volumes fully accounts for all traffic and is consistent with other City projects and is appropriate for evaluating the impacts of a redevelopment project such as New Century Center.

alternative approach which could have been used would be to add logical development phases of New Century project to existing traffic for all new development. This is how City and CMP lelines require that an impact analysis be conducted.

68

The approach used in the traffic impact analysis is consistent with both the purpose and the intent of City and CMP traffic study guidelines.

ıough the applicant would like to cite two recent projects as comparable, there is in fact no :edence for the manner this impact analysis was conducted. They suggest that both the Home ot project on Mission Gorge Road and the Fashion Valley Expansion projects are consistent with rs. Using these two projects as comparable not only sets a dangerous precedence but also creates uation of special consideration on an extraordinary project. Despite their unique previous use, ne large employer, they are not being required to follow routine city procedures. Procedures ch were written and enforced by a city employee shortly before he was hired as the project's ıe consultant. If the proposed new use were to be substantially similar to the previous use, there be argument for properly applying a redevelopment increment type analysis. One basic employer hat site who could control and adjust the peak hours of their work force would be one similar use. ıther example would be the expansion of the same type of use which is existing and can be ısured and properly analyzed with some degree of predictability.

69

The Draft EIR and traffic study do not mention the Home Depot and Fashion Valley Expansion projects, or otherwise indicate that they are comparable to the proposed project. The analysis methodology is consistent with other projects involving redevelopment/renovation of existing sites prepared in the City of San Diego. Examples include Mission Valley West, Clairemont Square, Balboa-Genesee Towers, and Naval Training Center, among others.

ıtrary to the New Century project, the Home Depot Project did not generate enough new traffic ven require an EIR impact analysis. Comparison of a project which generated more that 100,000 s with one that generates fewer than 1,000 new trips is not a similar or valid comparison.

70

The Home Depot traffic study was not cited in the traffic study or the EIR. The documentation for this project was not reviewed nor have any methodology from this study been used to evaluate the New Century Center development. The New Century Center project does evaluate traffic conditions assuming all traffic developed by the site (including traffic generated by previous uses and new traffic from the site).

: second project cited as comparable to the New Century project is the Fashion Valley Expansion. s reasoning is faulty for the following three reasons:

a. The type of development at Fashion Valley was existing and the same use expanded.

71

The Fashion Valley Expansion traffic study was not consulted in determining the methodology for evaluating the New Century Center project. The Draft Program EIR and traffic study assumptions and methodology accurately reflect projected traffic conditions with the project. All project traffic has been accounted for, fully evaluated, and mitigated to the full extent required by CEQA.

b. Actual existing conditions could be measured.
c. The City Traffic Impact Analysis and CMP procedures in effect at the time, which are normally required, were followed.

71 con't

l on the foregoing, the DEIR Traffic Study assumptions and methodology are clearly inaccurate ncomplete because impacts are understated and a complete analysis which reflects actual tions was not done.

lave a number of other concerns and have found several inaccuracies, inconsistencies or plete conclusions within the New Century analysis. They are detailed and extensive. However, e confident that this projects analysis will not pass a careful city staff review. We are especially rtable that unless this project is granted "over riding consideration" or "favored project" status, be required to prepare the same analysis as any other similarly situated project - with the same ptions and requirements. Once that analysis is prepared and objectively evaluated, the ation will be more equitably identified and exacted from this project.

k you for the opportunity to comment on the DEIR. We look forward to receiving the FEIR upplemental EIR for review and comment.

ike Westlake
nn French-Gonsolves
layor Susan Golding and City Council Members
lanning Commissioners

30

9/02/97

METER RATES ALONG ROUTE 163

Location	Rate
Century Park/NB 163	280 VPH
Balboa/NB 163	1100 VPH
EB Clairemont Mesa Blvd/NB 163	750 VPH
WB Clairemont Mesa Blvd/NB 163	500 VPH
EB Clairemont Mesa Blvd/SB 163	800 VPH
WB Clairemont Mesa Blvd/SB 163	1100 VPH

Note: The above represent realistic estimates of future metering rates, or current settings. Due to the nature of ramp metering, additional adjustments may be made in the future.

Max Wickham

THE CITY OF
SAN DIEGO
EXECUTIVE COMPLEX • 1010 SECOND AVENUE • SAN DIEGO, CALIFORNIA 92101

TRAFFIC
ENGINEERING
DIVISION

TR 220,847

August 18, 1997

Rick Hopkins
Caltrans

Dear Rick:

As part of the redevelopment of the General Dynamics property in Kearny Mesa, modifications and/or improvements to the existing Clairemont Mesa Boulevard interchange with State Route 163 are being proposed, which will require the preparation of a Project Study Report (PSR).

It is our understanding that General Dynamics will prepare the PSR, with Caltrans and City of San Diego oversight. We are therefore requesting that Caltrans officially initiate the PSR process for the Clairemont Mesa Boulevard/SR-163 interchange.

Please call Larry Van Wey at 533-3005 if you have any questions regarding this request. The contact person at General Dynamics is Jeffrey Kudlac (694-7375).

Sincerely,

for ALLEN HOLDEN, JR.
Deputy Director

BJ:ml

cc: Gary Halbert, Deputy Director, Land Development Review Division
Labib Qasem, Associate Engineer, Land Development Review Division
Jeffrey Kudlac

NEW CENTURY CENTER

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT
VOLUME I

October 1997

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EXECUTIVE SUMMARY

S.1 PROJECT DESCRIPTION AND BACKGROUND

The proposed New Century Center project involves the amendment to the San Diego Progress Guide and General Plan, Kearny Mesa Community Plan, and City zoning map to allow for development of the site with mixed-use retail, office, entertainment, business park, light industrial, and support commercial uses. Under a separate Demolition Program Agreement (Document No. C-06725), the City of San Diego has authorized the phased demolition of the existing aerospace/defense-related structures; phased demolition of structures commenced in 1995. Implementation of the proposed project assumes the site is vacant with the exception of the on-site Computer Science Corporation (CSC) facility and Missile Park.

The project would allow for the implementation of 3,670,000 to 4,465,000 square feet of development within nine planning areas. The western 85 acres would be developed under a Planned Commercial Development (PCD) permit allowing 1,270,000 to 1,430,000 square feet of retail, entertainment, mixed-use commercial, a central "Market Square," and hotel uses. The central and eastern 159 acres would be developed under a Planned Industrial Development (PID) permit allowing 2,400,000 to 3,035,000 square feet of industrial, business park, retail/commercial, and support commercial uses. In the eastern portion of the site, ~~8.5~~ 7.0 acres of the existing Missile Park and the ~~10-acre~~ 11-acre CSC facility would be retained. In addition, a biological resources conservation bank is also proposed along the southern boundary of the project site to allow for the preservation of sensitive biological resources.

S.2 ENVIRONMENTAL SETTING

The project site is located in the Kearny Mesa community in the City of San Diego, California. The site is approximately 5 miles northeast of downtown San Diego and approximately 8 miles east of the Pacific Ocean. The 244-acre site is generally bounded by Clairemont Mesa Boulevard on the north, Electronics Way on the south, Ruffin Road on the east, and State Route 163 (SR-163) and Kearny Villa Road on the west. Of the 244 acres, ~~234~~ 233 acres are General Dynamics land uses and ~~10~~ 11 acres are the CSC facility.

All but approximately 14.1 acres of the 244 site have been subject to development activities, including buildings, structures, surface parking areas, landscaping, and Missile Park. Of the approximately 14.1 acres, approximately 9.8 acres are located in the eastern section of the site and approximately 4.3 acres are located in the southern section of the site. These two areas support vegetation communities, including coastal sage scrub, southern mixed chaparral, San Diego hardpan vernal pools, non-native grassland/coastal sage scrub, and ruderal. These habitats support several sensitive plant and animal species.

S.3 ENVIRONMENTAL ANALYSES

Development of the New Century Center project would potentially result in significant environmental effects. The potential significant impacts associated with the project are as follows:

- Land Use (freeway traffic, Resource Protection Ordinance)
- Transportation and Circulation (local traffic circulation and freeway traffic)
- Air Quality
- Biological Resources
- Noise (construction and mobile sources)
- Paleontological Resources
- Public Utilities (solid waste disposal and storm drain system)

Significant impacts associated with paleontological resources, local traffic circulation, noise from mobile sources, project-specific solid waste disposal, and storm drains can be fully mitigated to a level that is considered less than significant. Policy-related land use impacts and impacts to freeways (cumulative), air quality degradation, biological resources, and cumulative solid waste disposal can be partially mitigated, but would remain significant and unavoidable. With respect to freeway impacts, the Kearny Mesa Community Plan acknowledges that buildout of the community would result in significant and unavoidable freeway segment impacts; these unavoidable impacts would occur even if the project site were not developed. With respect to air quality, all project alternatives, with the exception of the No Project "A" Alternative (no development on the project site), would result in significant and unavoidable air quality impacts.

Table S-1 summarizes, by major issue area, the potential significant impacts associated with the New Century Center project and, where applicable, proposed mitigation measures contained in Sections 4.0 and 6.0 of this Program Environmental Impact Report (EIR). Please refer to these sections for the specific mitigation language. Table S-2 summarizes the potential non-significant impacts associated with the proposed project as analyzed in Sections 4.0 through 8.0 of this EIR.

S.4 PROJECT ALTERNATIVES

The following descriptions summarize the alternatives to the proposed project contained in Section 9.0 of this EIR. Please refer to this section for the complete descriptions and analysis.

No Project "A" Alternative

This alternative assumes the continuation of the phased demolition of the existing structures. Upon completion of the demolition activities, the site would be vacant, with the exception of the ~~10-acre~~ 11-acre Computer Science Corporation (CSC) parcel and the 26-acre Missile Park site. The analysis of this alternative assumes that the site would be completely cleared and vacant of all

structures except those noted above. Since Missile Park is a private facility, the City would have to purchase the park and/or assume responsibility for funding its use and maintenance as a public park. Existing areas of natural vegetation and vernal pools would be left in their current unmanaged condition.

No Project "B" Alternative

Under this alternative, the site would be redeveloped under the existing zoning designations. A conservation bank is assumed to be implemented on the Southern Section of the property, near the southeastern corner. The site is assumed to undergo phase redevelopment as allowed by the current zoning: approximately 6 acres of M-1A and 238 acres of M-1B uses. As identified in the Kearny Mesa Community Plan, the site could be developed with approximately 5,107,800 square feet of industrial park uses and 99,100 square feet of retail uses. This level of intensity would be greater than the proposed project. Missile Park is not an identified land use in the Community Plan. However, this alternative assumes that it would remain because the City and community have expressed interest in retaining the facility as a park.

Reduced Intensity Alternative

This alternative would involve development of the site with land use intensity that is approximately 40 percent less than the proposed project. The two primary objectives of this alternative are to reduce average daily traffic generation from the site and to reduce encroachment into sensitive habitat areas. This alternative assumes no encroachment into sensitive areas as specified in the City's Resource Protection Ordinance (RPO). The proposed mix of land uses in the proposed project would be retained, as would all other features that characterize the proposed project, including the Main Street spine, Market Square, reconfigured Missile Park, and an on-site circulation network that connects to adjacent roadways. On-site development would be concentrated to avoid biologically sensitive lands. Therefore, Planning Areas 5A, ~~5B~~, 6A, 6C, and 6D would not be developed, reducing this alternative's development area by 35.6 acres in comparison with the proposed project. These parcels would be designated as Open Space, but a conservation bank would not be implemented for these areas.

Mixed-Use With Residential Component Alternative

This alternative would implement the proposed project with the addition of 500 units of varying market rate, multi-family residential dwelling units at a density of 18-30 units per acre in the Industrial and Business Park area of the site. The units would be placed on approximately 54 acres of Planning Areas 4A, 4B, and 5A, proposed by the project for industrial- and business park-related land uses. All other proposed features of the proposed project would be retained under this

alternative, including the conservation bank in the Southern Section of the site and the use of off-site mitigation for loss of vernal pool resources in the Eastern Section.

Regional Retailing and Industrial Business Park Alternative (Design Alternative)

Although it was not envisioned that this alternative would necessarily reduce environmental impacts of the proposed project, it is included in the alternatives analysis as a design alternative. It would implement the proposed NCC Master Plan through a development program involving a regional retailing complex (not a traditional regional mall) in the western portion of the site. The regional retailing uses would replace the mixed use commercial, retail, and entertainment uses designated in the proposed project for this location. The intensity of the retailing uses would be approximately equivalent to the 1,450,000 to 1,900,000 square feet of commercial uses in the proposed project. An urban garden would be provided to serve as a transition between the retail and industrial business park uses to the east. The proposed PID area would be developed with the intensity and uses in the proposed project, including a reconfigured Missile Park (~~8.5~~ 7.0 acres). A conservation bank would be implemented in the Southern Section and off-site mitigation would be used for vernal pool impacts in the Eastern Section.

Table S-3 provides a comparison between the potential impacts of the proposed project and these alternatives.

S.5 FUTURE ENVIRONMENTAL REVIEW

This Program EIR is intended to serve as the primary environmental document for all future entitlements associated with the proposed project, including all discretionary approvals requested or required to implement the project. This EIR identifies significant environmental impacts which require the implementation of mitigation. Such mitigation will be implemented at the appropriate phases of the project (e.g., prior to issuance of grading permits, building permits, etc.). This EIR has identified mitigation appropriate for a Program-level EIR; additional analysis may be required, as identified in this EIR, as planning area-specific developments are proposed.

TABLE S-1
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.1 — Land Use Policy (Direct and Cumulative)	
Absent a General Plan amendment, Community Plan amendment, and rezone, the proposed project would be inconsistent with existing land use designations and zoning for the site as presented in the City of San Diego Progress Guide and General Plan, the Kearny Mesa Community Plan and zoning map. The project would also be inconsistent with the goals/objectives of these plans related to the retention of industrial land for industrial uses. The proposed redesignation of the site would not result in significant environmental impacts; therefore, the inconsistencies with adopted environmental goals of the General Plan and Community Plan would not be considered significant. The project would incrementally contribute to significant impacts to freeway segments. This significant freeway impact would occur with or without development of the project site.	The project's contribution to freeway impacts is considered significant and unavoidable.
The development of the biological resources for the Eastern Section of the site would conflict with the regulatory standards of the Resource Protection Ordinance. The loss of 0.2 acre of vernal pool wetlands and 9.0 acres of Diegan coastal sage scrub would exceed RPO encroachment allowances for wetlands and biologically sensitive lands. While a RPO permit may be approved through the alternative compliance process, together with the necessary findings, this does not mitigate this inconsistency with the development regulations. Therefore, this constitutes a significant direct and cumulative impact.	Proposed mitigation measures would reduce the potential direct and cumulative land use policy conflicts with the RPO encroachment allowances. However, these impacts would remain significant and unavoidable. Both on-site and off-site mitigation measures are proposed in Section 4.4 of this EIR and summarized below in Section 4.4, Biological Resources, of Table S-1. The following alternatives would avoid these impacts: No Project "A" Alternative and Reduced Intensity Alternative. The other alternatives would have the same biological impacts as the proposed project.

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.2 — Transportation and Circulation (Direct and Cumulative) The proposed project would generate ~~approximately~~ as much as 81,300 average daily trips (ADT) which is an increase of approximately 11,000 ADT over levels assumed in the Kearny Mesa Community Plan. In Year 2006, all intersections in the project study area would operate at acceptable levels of service (LOS D or better) with the following exceptions: -Clairemont Mesa/Ruffin Road-LOS F-(p.m. peak) -Clairemont Mesa/Kearny Villa Road-LOS F-(a.m. and p.m. peaks) -Clairemont Mesa/Shawline Street-LOS F-(p.m. peak) -Balboa Avenue/Ruffin Road-LOS F-(a.m. and p.m. peaks) -Balboa Avenue/Convoy Street-LOS F-(p.m. peak) -Kearny Villa Road/SR-163 northbound ramps-LOS F-(a.m. and p.m. peaks) -SR-163/Clairemont Mesa Boulevard northbound offramp—LOS F-(a.m and p.m. peak)	1. Prior to the approval of any site plan that would increase the aggregate square footage developed within the project site beyond the redevelopment increment (3,160 p.m. peak hour trips) "Redevelopment Increment" site plan, the applicant shall submit to the City of San Diego Development Services Department, a Transportation System Phasing Plan identifying which of the potentially impacted intersections identified as Intersection Improvements A through F operating at LOS E or F and when such improvements would need to be implemented in order to maintain LOS D or better conditions. The Phasing Plan shall be subject to review and approval by the City. A. Clairemont Mesa Boulevard at Ruffin Road: – Add one eastbound through lane – Add one eastbound left-turn lane – Add one westbound left-turn lane – Add one northbound right-turn lane – Add one northbound through lane B. Clairemont Mesa Boulevard at Kearny Villa Road: – Add one southbound left-turn lane – Add one eastbound through lane – Add one northbound left-turn lane – Add one southbound through lane C. Clairemont Mesa Boulevard at Shawline Street: – Add one westbound right-turn lane – Add one southbound through lane D. Balboa Avenue at Ruffin Road: – Add one southbound right-turn lane – Add one northbound right-turn lane E. Balboa Avenue at Convoy Street: – Add one westbound right-turn lane – Add one northbound right-turn lane

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.2 — Transportation and Circulation (Direct and Cumulative) (con't)	F. Kearny Villa Road/SR-163/Century Park: – Add one southbound right-turn lane – Restripe the eastbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane – Restripe the westbound approach to provide two left turn lanes and one shared through/right-turn lane 2. Prior to the approval of the Redevelopment Increment Site Plan, the applicant shall demonstrate with respect to each of the intersections identified as Intersection Improvements A through F that one of the following has occurred: a. The above-referenced traffic improvements have been implemented; or, b. The Phasing Plan approved by the City reasonably demonstrates that LOS D or better conditions can be maintained until subsequent phases of project development at which time Intersection Improvements A through F, as applicable, shall be implemented. 5. Upon issuance of each building permit subsequent to the approval of the Redevelopment Increment Site Plan, the applicant shall pay development impact fees as required by the Kearny Mesa Community Facilities Financing Plan. Note: to the extent that the applicant's construction of traffic improvements results in contributions in excess of the applicant's fair share, credits may be obtained against the payment of additional development impact fees for improvements to SR-163 and Clairemont Mesa Boulevard in accordance with the conditions of approval for Vesting Tentative Map 96-0165. 6. The applicant shall apply for an amendment to the Kearny Mesa Community Financing Plan to include the "over and above" Community Plan improvements identified as necessary at buildout in the Kimley-Horn and Associates Traffic Impact Analysis.

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.2 — Transportation and Circulation (Direct and Cumulative) (con't) In Year 2006, all roadway segments in the project vicinity would operate at acceptable levels with the following exceptions: -Clairemont Mesa Boulevard (Kearny Villa Road to Mercury Street and Shawline Street to I-805)-LOS E/F and LOS E, respectively. -Balboa Avenue (Ruffin Road to Mercury Street and Convoy Street to Sportmart entrance)-LOS E and LOS F, respectively. -Ruffin Road (Balboa Avenue to Convair Drive and Chesapeake Drive to Kearny Villa Road)—LOS F and LOS E, respectively. It should be noted that these roadway segments are identified as deficient in the Kearny Mesa Community Plan and would therefore operate at congested levels of service with or without the proposed project. Freeway segments for the Year 2006 were analyzed in accordance with standard Caltrans methodologies. All freeway segments in the project vicinity will operate at acceptable levels, with the following exceptions: -I-15 (I-8 to Aero Drive ~~and Clairemont Mesa Boulevard to SR-52~~)-LOS E~~/F~~ -SR-52 (I-805 to ~~I-15~~ SR-163)-LOS F -I-805 (Murray Ridge Road to Clairemont Mesa Boulevard)-LOS E/F	Implementation of Intersection Improvements A through F will result in acceptable levels of service on all Clairemont Mesa Boulevard, Balboa Avenue, and Ruffin Road roadway segments. Ramp Metering 3. ~~For the Year 2006, in the event that traffic at the SR-163/Clairemont Mesa Boulevard eastbound to southbound onramp or the SR-163/Kearny Villa Road northbound onramp exceed the meter rate during the p.m. peak hour, either Caltrans will increase the ramp meter rate from 1,000 vehicles per hour to ensure that traffic does not back up onto City streets, or the applicant will install, on a fair share basis, appropriate additional improvements to the satisfaction of Caltrans and the City Engineer.~~ Prior to any development above the Redevelopment Increment, in the event that traffic at the SR-163/Kearny Villa Road northbound onramp exceeds the meter rate during the p.m. peak hour, either Caltrans will increase the ramp meter rate to ensure that a significant impact does not occur to City streets; or a) in the event a significant impact will occur during the first phase of development above the Redevelopment Increment, the applicant will install, on a fair share basis, an HOV bypass lane to the satisfaction of Caltrans and the City Engineer; or b) in the event a significant impact will occur during subsequent phases of development, the applicant shall either install, on a fair share basis, an HOV bypass lane to the satisfaction of Caltrans and the City Engineer or shall post a bond or other security

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.2 — Transportation and Circulation (Direct and Cumulative) (con't)	satisfactory to the City Engineer ensuring that the HOV bypass lane shall be constructed prior to such significant impact. Interchanges 4. ~~Prior to approval of the Redevelopment Increment Site Plan, the applicant shall demonstrate that the following has occurred:~~ – ~~The City and Caltrans have approved the "partial cloverleaf" improvements and a construction budget for the SR-163/Clairemont Mesa Boulevard interchange as described further in the Kimley-Horn and Associates Traffic Impact Analysis (see Figure 4.3-3 in Appendix B). The applicant has agreed to advance the funding necessary to construct the required improvements consistent with an approved construction budget provided, however, that such sums shall be reduced by the amount of fair share contributions collected by the City of San Diego from other development projects which impact the SR-163/Clairemont Mesa Boulevard interchange and by any funds which have been specifically allocated to the construction of such improvements as set forth in the Kearny Mesa Community Facilities Financing Plan.~~ Prior to any development above the Redevelopment Increment, and within 90 days after the City and Caltrans have approved the Project Study Report (PSR) for the SR-163/Clairemont Mesa Boulevard interchange and its associated construction budget, construction of the interchange improvements shall be assured to the satisfaction of the City Engineer. Prior to any development above the Redevelopment Increment, the applicant shall demonstrate that the following has occurred: – The City and Caltrans have approved a Project Study Report (PSR) that recommends "partial cloverleaf" improvements (without widening of the existing structures) and a construction budget for the SR-163/Clairemont Mesa Boulevard interchange as described further in the Kimley-Horn and Associates Traffic Impact Analysis (see Figure 4.3-3 in Appendix B of the Program EIR), or any other alternative project sufficient to address the Year 2006 conditions identified through the PSR process. The City has initiated a Capital Improvement Program project for construction of the project approved through

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.2 — Transportation and Circulation (Direct and Cumulative) (con't)	the PSR project. The applicant has advanced the funding for construction of the required improvements consistent with an approved construction budget. However, such sums shall be reduced by the amount of fair share contributions collected by the City of San Diego from other development projects which impact the SR-163/Clairemont Mesa Boulevard interchange and by any funds which have been specifically allocated to the construction of such improvements as set forth in the Kearny Mesa Community Facilities Financing Plan. Freeway Segments The project's contribution is considered a significant unavoidable cumulative impact. This impact would occur with or without development of the project site.
Section 4.3 — Air Quality (Direct and Cumulative) **Long-term Regional Impacts** Long-term emissions produced by the proposed project from vehicles, use of natural gas, and use of electricity are estimated to be 3,040.7 pounds per day of CO, 340.8 pounds per day of ROG, 568.2 pounds per day of NO_x, 71.8 pounds per day of PM_{10}, and 57.3 pounds per day of SO_x. The City of San Diego's 100 pounds per day significance threshold for ROG and NO_x and 550 pounds per day significance threshold for CO would be exceeded. These impacts would be considered significant. The San Diego APCD stationary source thresholds would not be exceeded.	Significant impacts can only be avoided through the implementation of the No Project "A" Alternative. Air quality impacts associated with the Reduced Intensity Alternative and the Mixed-use with Residential Component Alternative would be less than the proposed project, but would remain unavoidable.
Section 4.4 — Biological Resources (Direct and Cumulative) **Impacts to Biological Resources** The following impacts to biological resources in the Eastern Section of the project site would be considered significant: - Loss of 16 vernal pool basins covering approximately 0.2 acre. - Loss of vernal pool basins which support San Diego fairy shrimp. - Loss of approximately 44 individuals of San Diego mesa mint from two vernal pool basins.	Impacts to vernal pool basins including San Diego mesa mint and San Diego fairy shrimp would be mitigated to the fullest extent feasible; however, the loss of any vernal pool habitat is considered a significant unavoidable direct and cumulative impact. The No Project "A" Alternative and the Reduced Intensity Alternative would avoid these impacts. Following are recommended biological resource mitigation measures for the project.

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.4 — Biological Resources (Direct and Cumulative) (con't)	
	Vernal Pools Two alternatives exist for vernal pool mitigation: on-site mitigation to be implemented through the purchase of credits in the conservation bank established in the Southern Section and off-site mitigation through the purchase of off-site vernal pool habitat within the Del Mar Mesa area (or other areas of vernal pool habitat determined appropriate by the City and regulatory agencies). Mitigation ratios for loss of vernal pool basin areas within the Eastern Section will vary depending upon the quality of the vernal pool being impacted. These ratios are identified in Section 4.4. Mitigation could also consist of a combination of on-site and off-site mitigation. **San Diego Mesa Mint** Impacts to 44 individuals of San Diego mesa mint would be mitigated through on-site creation (within the Southern Section) of 1,500 square feet of vernal pool basin area. Guidelines for removing and creating habitat for the San Diego Mesa mesa mint are outlined in Section 4.4. Impacts to vernal pool habitat and vernal pool basin area are considered significant and unavoidable. **San Diego Fairy Shrimp** Impacts to three vernal pools identified as supporting San Diego fair shrimp will be mitigated through on-site creation (within the Southern Section) of 1,500 square feet of vernal pool basin area. Guidelines for moving fairy shrimp inoculum are provided in Section 4.4. Impacts to vernal pool habitat and vernal pool basin area are considered significant and unavoidable.
The following impacts to biological resources in the Eastern Section of the project site would be considered significant prior to mitigation: - Loss of 9.0 acres of on-site coastal sage scrub. This would be considered significant under the NCCP Process Guidelines.	**Coastal California Gnatcatcher** Direct impacts to coastal sage scrub/coastal California gnatcatchers, can be mitigated to a level considered less than significant with implementation of the following measure. The project does not result in significant cumulative impacts to coastal sage scrub or coastal California gnatcatchers.

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.4 — Biological Resources (Direct and Cumulative) (con't) - Loss of approximately 9.0 acres of coastal sage scrub would result in the loss of one pair of coastal California gnatcatchers. The loss of 9.0 acres of coastal sage scrub is also expected to result in the extirpation of the pair of gnatcatchers associated with the Southern Section due to a reduction of habitat and to construction activities.	**Coastal Sage Scrub** Prior to issuance of grading permits for Planning Areas 5A, 5B, 6A, or 6C, impacts to coastal sage scrub shall be mitigated through either: (A) payment of fees into the City of San Diego's Habitat Acquisition Fund or (B) acquisition or dedication in fee title or conservation easement of off-site habitat for permanent preservation.
Section 4.10 — Noise (Direct) **Short-term Construction Impacts** Construction activities would temporarily increase noise levels in the project area. Construction noise could produce temporarily exterior noise levels at on-site and off-site businesses that would be considered substantially interfering with normal business communication (i.e., greater than 65 dBA). This would represent a significant impact. Residences would not be exposed to noise levels above the daytime construction noise standard of 75 dBA. **Project Mobile Source Impacts** Daily traffic volume increases associated with the "future with project" scenario would cause a 0 to 8 dBA increase above noise levels associated with the existing conditions and a -1 to 8 dBA change from noise levels associated with the "future without project" scenario. Land uses surrounding the project site would be exposed to minor changes in traffic noise levels.	Implementation of the following measures would reduce construction noise levels. However, the impact would remain significant: noise-generating equipment shall be shielded from nearby businesses by properly outfitted and maintained with noise reduction devices to minimize construction-generated noise. Full mitigation would require the adoption of the No Project "A" Alternative. The applicant shall show setbacks and/or sound walls and/or berms and/or other design features on building plans so that the proposed project's usable exterior areas for offices along Ruffin Road, Electronics Way east of Kearny Villa Road, and Convair Drive east of Kearny Villa Road are exposed to noise levels less than 70 CNEL. Implementation of this mitigation would reduce potential noise impacts to a levels considered less than significant
Section 4.11 — Paleontological Resources (Direct) The majority of the project site is in a developed condition and has been subject to prior grading and excavation activities. Limited grading activities however are proposed for implementation of the project. Grading could impact resources in the Lindavista and Friars Formations.	Prior to issuance of a grading permit, the applicant shall submit a soils report with each grading plan to determine the locations of Lindavista and/or Friars Formations on-site. If the soils report determines these formations are present where grading activities would occur, the applicant shall retain a qualified paleontologist to implement a monitoring program. The monitoring program will include attendance at pre-construction meetings, on-site monitoring, collection and archival of all collected fossils, and report preparation.

TABLE S-1 (continued)
SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
Section 4.12 — Public Utilities (Direct and Cumulative)	
Solid Waste	
The project would result in significant ongoing direct and cumulative waste generation (approximately 23.218 tons of solid waste per year for the project).	The project's contribution to cumulative waste generation is significant and unavoidable. Full mitigation would require the adoption of the No Project "A" Alternative. The project applicant shall be responsible for the preparation of a waste management plan which will be approved by the City of San Diego Environmental Services Department. The plan shall include specific goals for waste reduction and recycling. It shall emphasize source separation, and specify material reuse and recycling, where possible. Mitigation for the ongoing impacts of the proposed project include: source reduction and separation, "buy-recycled" policies, reduction policies, off-site composting, in-house recycling, drop-off sites, monetary compensation for equipment and service needs, employee education, customer education, and manufacturing design modification to promote source reduction or recycling. All of these measures shall be noted as conditions of the Planned Commercial Development and the Planned Industrial Development permit.
Storm Drains	
Storm water runoff is projected to increase approximately 6 percent, but would not exceed the existing condition through on-site drainage systems.	Prior to recordation of a final map a drainage plan will be submitted to the City to validate the conclusions of the December 1996 study and to confirm that post-development runoff rates are consistent with existing conditions.

TABLE S-2
IMPACTS CONSIDERED NOT SIGNIFICANT

IMPACTS	MITIGATION MEASURES
Section 4.1 — Land Use Policy (Direct) The proposed project would not be considered an incompatible land use under the Montgomery Field Comprehensive Land Use Plan (CLUP) because it is not located in noise impacted areas and/or Flight Activity Zones. Additionally, the project site is located in an area that would be considered compatible for the proposed uses as defined in the NAS Miramar CLUP. The project site is outside the defined Accident Potential Zones and would not exceed height restrictions.	No mitigation is required.
Section 4.3 — Air Quality (Direct and Cumulative) **Short-term Construction-related Air Emissions** During construction the proposed project could produce approximately 244.7 pounds per day of CO. 60.7 pounds per day of ROG, 381.4 pounds per day of NO_x, and 1,346.3 pounds per day of PM_{10} emissions. Total short-term construction emissions would not exceed the established thresholds, and would not be considered significant.	Adherence to standard dust abatement and construction maintenance procedures would reduce these potential air quality impacts to a less than significant level.
Long-term Local Impacts Due to low background CO levels, decreasing emissions from motor vehicles, and minor congestion, the California and federal 1-hour and 8-hour CO standards of 20.0 ppm and 9.0 ppm respectively, would not be exceeded at any intersection under the "Future With Project" scenario. Local mobile source CO concentrations due to the project would therefore be considered a less than significant impact.	Impacts are less than significant and no mitigation is required.
Section 4.4 — Biological Resources (Direct and Cumulative) Development of the Eastern Section of the project site would result in the following impacts which would not be considered significant: - Loss of approximately 0.2 acre of southern mixed chaparral - Loss of approximately 0.4 acre of ruderal habitat - Loss of 5 to 10 individual orange-throated whiptail lizards - Loss of approximately 2,860 individuals of knotweed spineflower - Loss of Ashy Spike-moss - Loss of approximately 121 individuals of Orcutt's brodiaea	No mitigation is required for these biological impacts which are not considered significant.

TABLE S-2 (continued)
IMPACTS CONSIDERED NOT SIGNIFICANT

IMPACTS	MITIGATION MEASURES
Section 4.4 — Biological Resources (Direct and Cumulative) (con't) **Consistency with Draft MSCP and NCCP** The Eastern Section is outside of the MSCP Planning Area. Impacts to coastal sage scrub, coastal California gnatcatchers, San Diego Hardpan vernal pool habitat, San Diego mesa mint, and San Diego fairy shrimp would not have a significant impact on the long-term conservation of these biological resources.	No mitigation is required.
Section 4.5 — Cultural Resources (Direct) The Kearny Mesa complex provided important contributions to the Atlas and Centaur programs between 1958 and 1968. Implementation of the approved demolition program leaves the complex with virtually no integrity of association with its Cold War functions.	The City has approved a phased demolition program for all buildings (with the exception of the CSC complex and Missile Park) on the property and the applicant is proposing to redevelop the site. Data recovery has already been initiated by General Dynamics, including photographic documentation and written historical information in accordance with the standards of the Historic American Buildings Survey (HABS). No mitigation is required.
Section 4.6 — Visual/Aesthetics (Direct) Implementation of the proposed project with the incorporation of provisions of the New Century Center Design Manual and Development Standards would not result in significant environmental impacts related to the visual quality of the area. The proposed project would not significantly alter the character of the surrounding area, create a negative visual appearance on site, or be inconsistent with the Urban Design Element of the Kearny Mesa Community Plan.	No mitigation is required.

TABLE S-2 (continued)
IMPACTS CONSIDERED NOT SIGNIFICANT

IMPACTS	MITIGATION MEASURES
Section 4.7 — Public Health and Safety (Direct) The site has been used for industrial, manufacturing, and office uses. The following environmental conditions exist on-site: asbestos, lead paint, subsurface discharges of hazardous materials, underground storage tanks, and 1,1,1-trichloroethane (trich). To ensure that demolition activities and any subsequent remediation does not expose people to on-site contamination, General Dynamics has prepared an Environmental Assessment Program consisting of the following four principal components: pre-demolition sampling and analysis, demolition, trich farm investigation, and final site characterization. Implementation of the Environmental Assessment Program before, during, and after completion of the phased demolition of the site facilities will preclude, in accordance with applicable regulatory agency requirements, the potential for hazardous materials to affect public health and safety. Any potential impacts would be reduced to less than significant levels.	Adherence to San Diego County Hazardous Materials Management Division, the San Diego Regional Water Quality Control Board, Cal/OSHA, and Cal/EPA requirements would preclude adverse effects from hazardous materials from occurring during demolition and remediation. Therefore, no mitigation is required.
Section 4.8 — Geology, Soils, and Erosion (Direct) Geologic conditions on-site are not expected to result in significant impacts to new development with implementation of required Uniform Building Code design standards. Potential impacts of project development including high erodibility of the soil, groundshaking, and other seismic-related hazards would be mitigated to a level less than significant through implementation of standard conditions of development projects. Construction activities have the potential to generate erosion of erodible soils if appropriate measures are not incorporated into the proposed grading plan and other project features, such as landscape plans.	The applicant's geotechnical consultant shall review final grading plans and on-site cuts and fills. The City Engineer shall approve final grading plans and issue a grading permit. These measures will be incorporated into the conditions of approval for the project and into appropriate construction documents. These measures would reduce potential impacts to a level considered less than significant. If any disposal of groundwater is required, a Dewatering Waste Discharge National Pollution Discharge Elimination Systems (NPDES) permit shall be obtained from the San Diego Regional Water Quality Control Board (RWQCB). The applicant shall comply with the provisions of the approved General Construction Activity Storm Water NPDES Permit from the RWQCB and an erosion control plan shall be submitted to the City Engineer for approval prior to project implementation.

TABLE S-2 (continued)
IMPACTS CONSIDERED NOT SIGNIFICANT

IMPACTS	MITIGATION MEASURES
Section 4.9 — Hydrology/Water Quality (Direct and Cumulative) **Construction-related Impacts** The removal of stabilizing vegetation cover, soil excavation and movement, and use of fill, if required, could have the potential to generate erosion and sedimentation. The potential transport of sediments into on-site vernal pools, Murphy Canyon Creek, and the San Diego River, could potentially result in significant impacts to surface water quality during and immediately after construction. Accidental spills or leaks of construction materials during development may also adversely impact surface water quality both within and downstream of the site.	The SWPPP already adopted by the applicant and the measures already incorporated into the NCC Master Plan shall be implemented. The on-site storm drain improvements would perpetuate the existing drainage conditions and flows and convey all stormwater runoff into existing off-site storm drain systems. The adopted SWPPP would maintain existing water quality levels. With implementation of these plans, no significant drainage and/or direct water quality impacts would result and no mitigation is required.
Urban Runoff Implementation of the proposed project would include the construction of buildings, surface parking areas, paving, and other impervious surfaces; however, it would not substantially increase the volume of stormwater runoff generated on-site (increase from 678 to 721 cubic feet per second). Stormwater and landscape-related runoff from the project site would likely result in the discharge of urban pollutants to stormwater conveyed from the site. The discharge of such pollutants could adversely affect the quality of surface and groundwaters within the site and adjacent Murphy Canyon Creek and San Clemente Canyon and could incrementally contribute to cumulative water quality impacts in the San Diego River.	Compliance with the adopted SWPPP would mitigate potential impacts to a less than significant level. No mitigation is required.
Section 4.10 — Noise (Direct) **Stationary Source Impacts** The proposed land uses would produce small amounts of stationary noise. Minor intermittent short-term increases in noise would occasionally be generated from tape players, radios, voices, and building mechanical air conditioning and heating systems. However, exterior noise levels produced by these stationary sources at the project site would not exceed the City's stationary source noise levels and no significant impacts would result.	No mitigation is required.

TABLE S-2 (continued)
IMPACTS CONSIDERED NOT SIGNIFICANT

IMPACTS	MITIGATION MEASURES
Section 4.10 — Noise (Direct) (con't)	
Stationary Source Impacts	
On-site and off-site uses would be exposed to the loudest noise levels when gasoline-powered landscape equipment is used. Although this equipment can produce exterior noise levels above the City's stationary source noise levels, the City considers landscape maintenance activities to be temporary and of no significant consequence.	No mitigation is required.
Aircraft Noise Impacts	
Montgomery Field's and Miramar Naval Air Station's current and projected year 2000 noise levels would not exceed 60 CNEL within the project site (the City's aircraft noise level threshold is 65 CNEL).	No mitigation is required.
Section 4.12 — Public Utilities (Direct and Cumulative)	
Water Service	
Water use for the proposed New Century Site would be approximately 1.02 million gallons per day (gpd). This represents an approximate 105,000 gpd decrease from previous on-site municipal water use associated with the General Dynamics site. No impacts to water supply, demand, and conservation are anticipated.	No mitigation is required.
Sewer	
Approximately 738,704 gpd of wastewater would be generated by the proposed commercial and industrial/business park uses at project buildout. This is approximately 163,296 gallons less than prior uses at the site, and less than the wastewater generation would be with allowable development of the site under the Kearny Mesa Community Plan and zoning designations. No impacts to capacity at the Point Loma Sewage Treatment Plans would result from implementation of the proposed project.	No mitigation is required.

TABLE S-3

COMPARISON OF DIRECT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT WITH PROJECT ALTERNATIVES

Environmental Issue	Proposed Project	No Project "A" Alternative	No Project "B" Alternative	Reduced Intensity Alternative	Mixed-Use Residential Component Alternative	Regional Retailing and Industrial Business Park Alternative
Land Use	SNM	NS	SNM	NS	SNM	SNM
Traffic/Circulation	SM	NS	SM	SM	SM	SNM
Air Quality (Long-term)	SNM	NS	SNM	SNM	SNM	SNM
Biological Resources	SNM	NS	SNM	NS	NS	SNM
Cultural Resources	NS	NS	NS	NS	NS	NS
Visual/Aesthetics	NS	NS	NS	NS	NS	NS
Public Health and Safety	NS	NS	NS	NS	NS	NS
Geology/Soils/Erosion	NS	NS	NS	NS	NS	NS
Hydrology/Water Quality	NS	NS	NS	NS	NS	NS
Noise (Construction/Mobile Sources)	SNM/SM	NS/NS	SNM/SM	SNM/SM	SNM/SM	SNM/SM
Paleontological Resources	SM	NS	SM	SM	SM	SM
Public Utilities (Solid Waste/Storm Drains)	SM/SM	NS/NS	SM/SM	SM/SM	SM[a]/SM	SM/SM

NS: Not significant
SM: Significant but mitigable
SNM: Significant and not mitigable

[a] Additional potential impact (mitigable) to schools from addition of 500 dwelling units under this alternative.

SECTION 1.0
INTRODUCTION

1.1 PURPOSE OF THE EIR

This Program Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and implementation of the New Century Center Master Plan project. It is intended to serve as an informational document for public agency decision makers and the general public regarding the objectives and components of the proposed project, and any potentially significant adverse environmental impacts that may be associated with the planning, construction, and operation of the project, as well as identify appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts.

The City of San Diego as lead agency under the California Environmental Quality Act (CEQA) will review and consider the New Century Center Program EIR (State Clearinghouse Number 96031091) in their decision to approve, revise, or deny the proposed project. This Program EIR has been prepared in conformance with CEQA (California Public Resources Code 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA as adopted by the City of San Diego.

This Program EIR is further intended to serve as the primary environmental document for all future entitlements associated with the proposed project, including all discretionary approvals requested or required to implement the project. In addition, this Program EIR is the primary reference document in the formulation and implementation of a mitigation monitoring and reporting program for the proposed project.

The City of San Diego, which has the principal responsibility for processing and approving the project, and other public agencies (i.e., responsible and trustee agencies) that may use this Program EIR in the decision making or permitting process, will consider the information in this Program EIR along with other information that may be presented during the CEQA process. Responsible and trustee agencies are identified in Section 3.0, Project Description, of this Program EIR. In accordance with CEQA, public agencies are required to make findings for each environmental impact of the project identified in the Program EIR. If the lead agency and responsible agencies decide that the benefits of the proposed project outweigh any identified unmitigated significant environmental effects, they will be required to make a statement of overriding considerations stating reasons to support their actions.

The New Century Center (NCC) Program EIR is a Program EIR in accordance with state CEQA Guidelines Section 15168. The intent of this Program EIR is to provide a comprehensive single environmental document that will allow the City of San Diego, as the lead agency, to carry out the entire project. The Program EIR provides a comprehensive consideration of the reasonable anticipated scope of the project. Major discretionary actions required for overall project approval include:

- General Plan Amendment (GPA 35-0383)
- Kearny Mesa Community Plan Amendment (CPA 35-0383)
- Rezone (RZ 96-0165)
- Vesting Tentative Map (VTM 96-0165)
- Planned Commercial Development (PCD) Permit (PCD 96-0165)
- Planned Industrial Development (PID) Permit (PID 96-0165)
- Resource Protection Ordinance (RPO) Permit (RPO 96-0165)
- Subdivision Improvement Agreement
- Development Agreement

Subsequent actions on the project will include but not be limited to the consideration by the City of San Diego of the final map, site plan review, and any other associated actions needed to implement specific development plans. The lead agency can approve subsequent actions without additional environmental documentation unless as otherwise required by Public Resources Code Section 21166 and state CEQA Guidelines Section 15160 et seq.

1.2 PROGRAM EIR FOCUS

This Program EIR addresses the potential environmental effects of the proposed project and alternatives to the project. The scope of the Program EIR includes issues identified by the City of San Diego during the preparation of the Notice of Preparation (NOP) and scoping letter for the proposed project, as well as environmental issues raised by agencies and the general public in response to the NOP, as described below. The NOP, scoping letter, and responses received prior to release of the draft Program EIR are included as Appendix A to this report.

Scoping Process

In compliance with the state CEQA Guidelines, the City of San Diego has taken steps to maximize opportunities to participate in the environmental process. An NOP and scoping letter were distributed on March 25, 1996, to various federal, state, regional, and local government agencies and other interested parties to solicit comments and inform the public of the proposed project. The project was described, potential environmental effects associated with project implementation were identified, and agencies and the public were invited to review and comment on the NOP and scoping letter. The close of the NOP review and comment period was April 29, 1996, although letters received later were accepted.

The following environmental issues were identified as being potential impacts associated with project implementation and are addressed in this Program EIR: land use, transportation/circulation, air quality, biological resources, cultural resources, visual/aesthetics, public health/safety, geology/soils/erosion, hydrology/water quality, noise, paleontological resources, and public utilities. Specific issues were identified for each of these environmental issues, and are discussed as to existing conditions, potential impacts, the significance of these potential impacts, and mitigation for significant impacts.

Other mandatory sections required by CEQA include a discussion of growth inducement, cumulative impacts, and significant irreversible environmental changes. A discussion of alternatives to the proposed project is also presented in this Program EIR.

Agencies, organizations, and interested parties not contacted or who did not respond to the request for environmental comments about the project during the preparation of the draft Program EIR have the opportunity to comment during the 45-day public review period on the draft Program EIR.

Potential Impacts Found to be Not Significant

Through the NOP process, the City of San Diego determined that a Program EIR was required to evaluate the potentially significant environmental effects of the project, and that the Program EIR should address all the potential environmental effects identified in the Scoping letter. In accordance with Section 15128 of the state CEQA Guidelines, the following items are not considered significant or applicable to the project, and, therefore, are not addressed in this Program EIR.

- Agricultural resources
- Odors
- Public Services–police, fire, schools, maintenance
- Public Utilities–gas, communication systems
- Recreation

Please refer to Section 8.0 of this Program EIR for a discussion of these identified issues, as well as other issues determined to not be significant based on the environmental analysis in this Program EIR.

SECTION 2.0
ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The New Century Center (NCC) project site is located in the Kearny Mesa Community in the City of San Diego, California. The site is approximately 5 miles northeast of downtown San Diego and approximately 8 miles east of the Pacific Ocean. The 244-acre site is generally bounded by Convair Drive and Clairemont Mesa Boulevard to the north, State Route 163 (SR-163) and Kearny Villa Road to the west, Ruffin Road to the east, and Electronics Way to the south. The project site is approximately 500 feet north of Balboa Avenue and Montgomery Field. Figures 2-1 and 2-2 depict the site in a regional and local context, respectively. The site boundaries are depicted in Figure 2-3.

2.2 PHYSICAL CHARACTERISTICS

Figure 2-4 provides an aerial perspective of the project site. The 244-acre site has historically been visually dominated by a complex of single- and multi-story buildings with extensive areas of surface parking and limited landscaping. Because of defense-related security precautions, the site was not designed as a public place; no effort was made to integrate it into the surrounding community. Under a separate Demolition Program Agreement (Document No. C-06725), the City of San Diego authorized, on November 15, 1995, the phased demolition of 61 existing on-site structures; phased demolition commenced in 1995. Of the 244-acre site, the General Dynamics complex comprises approximately ~~234~~ 232.5 acres, and the Computer Science Corporation (CSC) facility is ~~10~~ 11.5 acres. The CSC facility is not a part of the demolition program.

Missile Park is an approximately 26-acre facility (inclusive of the ~~234-acre~~ 232.5-acre General Dynamics complex) containing play fields and picnic and barbecue facilities. The park is located along Clairemont Mesa Boulevard between Complex Drive and Ruffin Road. It was developed by General Dynamics as a private recreation facility for its employees and guests. No demolition activities have occurred at Missile Park. It is anticipated that a demolition permit affecting portions of Missile Park would not be issued by the City until implementation of the proposed project, if approved by the City.

Of the 244-acre site, approximately 14.1 acres are undeveloped and contain biological resources. Approximately 9.8 acres are located in the eastern section of the site and approximately 4.3 acres are located in the southern section of the site. Identified vegetation

communities include coastal sage scrub, southern mixed chaparral, San Diego hardpan vernal pool, non-native grassland/coastal sage scrub, and ruderal. These habitats support several sensitive plant and animal species.

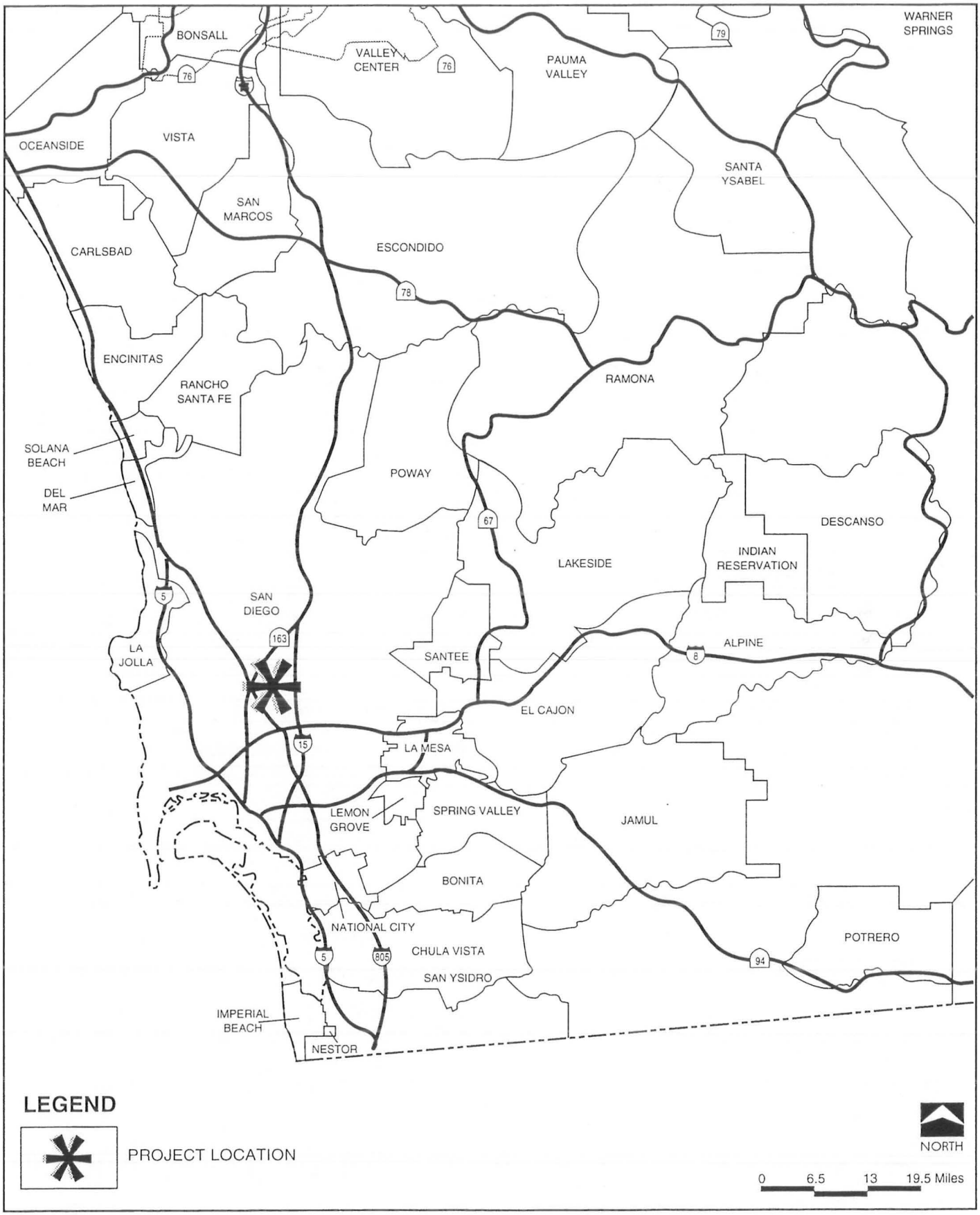
2.3 HISTORICAL BACKGROUND

As noted in the Kearny Mesa Community Plan, Kearny Mesa has traditionally functioned as an industrially-based, regional employment center. Airport operations began in Kearny Mesa in 1937 with Gibbs Airfield. In 1948, the City of San Diego acquired Gibbs Airfield and 1,000 acres of the surrounding property for a metropolitan airport. When airspace conflicts with Naval Air Station Miramar preempted the proposed airport, the surplus acreage north and northeast of the airport became the San Diego Industrial Park.

In 1955, General Dynamics purchased the project site from the City of San Diego. Over the next decade, General Dynamics, as well as other aerospace and electronics firms, moved into and around the industrial park. General Dynamics steadily grew at Kearny Mesa over the next 3-1/2 decades, resulting in administrative, engineering, manufacturing, and product testing facilities in 61 buildings totaling over 2.3 million square feet of gross floor area. During this time, General Dynamics' employment ranged from 5,000 to 30,000 individuals, making it the largest civilian employer in San Diego.

In 1992, with the end of the cold war, the prospects for continued future growth and prosperity in the defense industry deteriorated. It became clear that massive consolidations would have to occur in the defense industry to address the changing defense requirements. In response to these trends, in 1993/1994, General Dynamics experienced a period of unprecedented downsizing and consolidation. Accompanying this structural change in the region's economic base has been an increasingly competitive national and global environment to attract and maintain growth industries that can provide future employment opportunities into the 21st century. Locally, while industrial uses continue to be an important element in the Kearny Mesa economic mix, indications point to a regional market in a process of change, supporting other uses, including retail and commercial.

The Kearny Mesa Community Plan recommends that a master plan be prepared for the General Dynamics site at the time reuse of the site is proposed. The New Century Center Master Plan, New Century Center Planned Commercial Development and Planned Industrial Development Permit (PCD and PID) Development Standards, the New Century Center Design Manual, and the New Century Center Program EIR establish, describe, and analyze the redevelopment of the General Dynamics site into a mixed-use commercial, entertainment, industrial, and office complex.



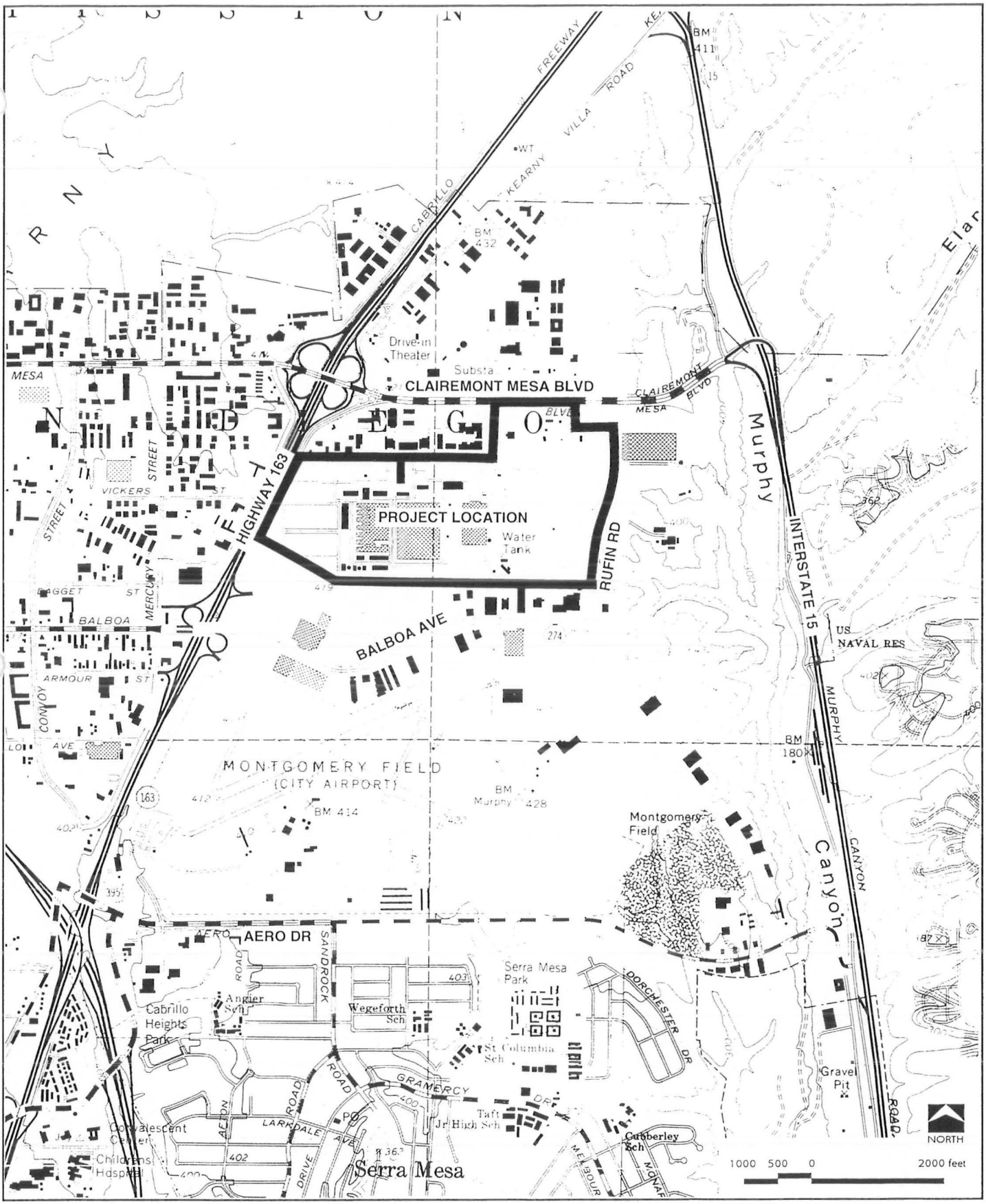
SOURCE: Michael Brandman Associates

Regional Location

New Century Center

2-3

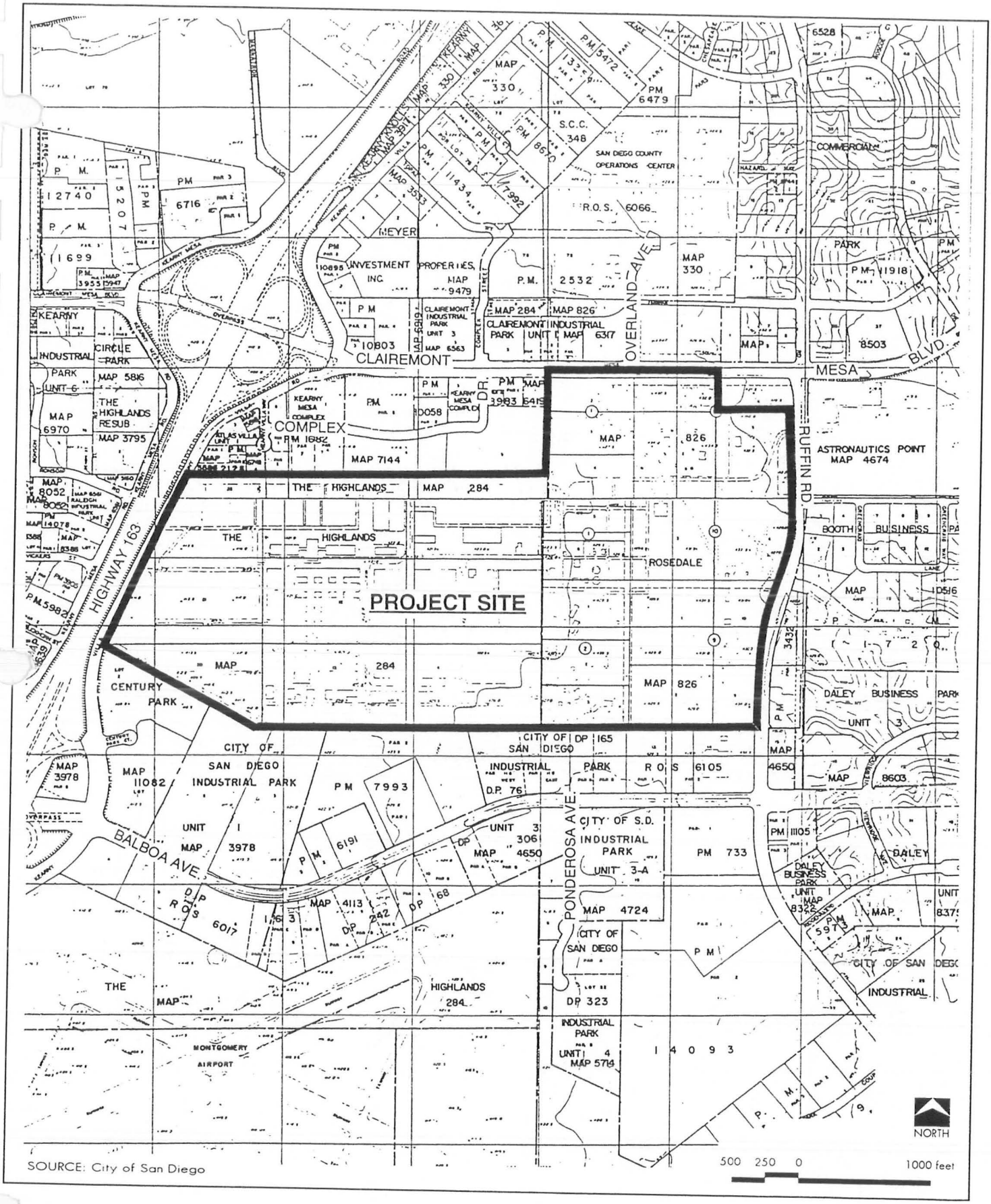
FIGURE 2-1



SOURCE: U.S.G.S. 7.5 minute quadrangles, La Jolla and La Mesa

Vicinity Map

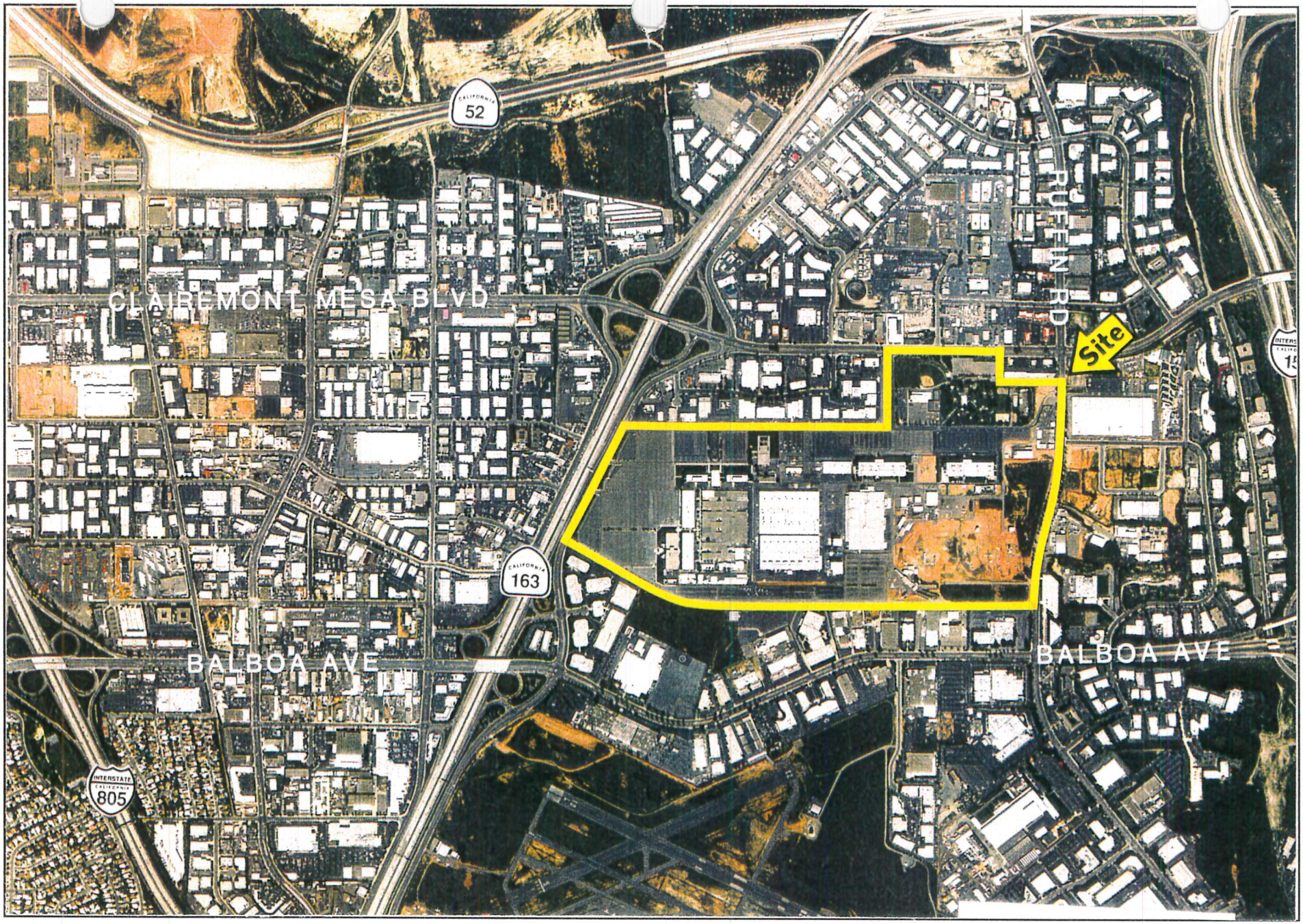
FIGURE 2-2



NCC Master Plan Area Boundaries

New Century Center

FIGURE **2-3**



Aerial Photograph

New Century Center

FIGURE
2-4

2.4 SURROUNDING LAND USES

As shown in Figure 2-5, the project site is located within the City of San Diego's Kearny Mesa Community Planning Area. The Community Planning Area is a major industrial and commercial center which encompasses approximately 4,000 acres, and it is surrounded by the predominantly single-family residential communities of Tierrasanta, Clairemont Mesa/Linda Vista, and Serra Mesa to the east, west, and south, respectively. Miramar Naval Air Station abuts the Planning Area on the north.

The project site is designated Industrial on the San Diego Progress Guide and General Plan, as depicted on Figure 2-6.

As depicted in Figure 2-7, the project site is designated in the Kearny Mesa Community Plan as Industrial and Business Park and General Commercial, the former being the predominate designation. Properties surrounding the project site are designated as follows: to the north, General Commercial, County Facility, and Industrial and Business Park; to the south, Industrial and Business Park; to the east, County Facility and Industrial and Business Park; and, to the west, General Commercial and Industrial and Business Park.

The surrounding area contains predominately low-scale buildings generally developed along roadway corridors. Existing land uses adjacent to the project site include:

- North–Clairemont Mesa Boulevard, which is north of the Missile Park, consists of commercial uses including restaurants and various stores.
- South–Balboa Avenue and Electronics Way are located south of the project site. Various businesses, offices complexes, and manufacturing corporations are located along Balboa Avenue.
- East–Ruffin Road has various businesses and County offices.
- West–Kearny Villa Road runs between the project site and SR-163. There are no commercial or industrial uses along this roadway except for a restaurant and three retailers at the corner of Kearny Villa Road and Convair Way.

2.5 APPLICABLE PLANS AND POLICIES

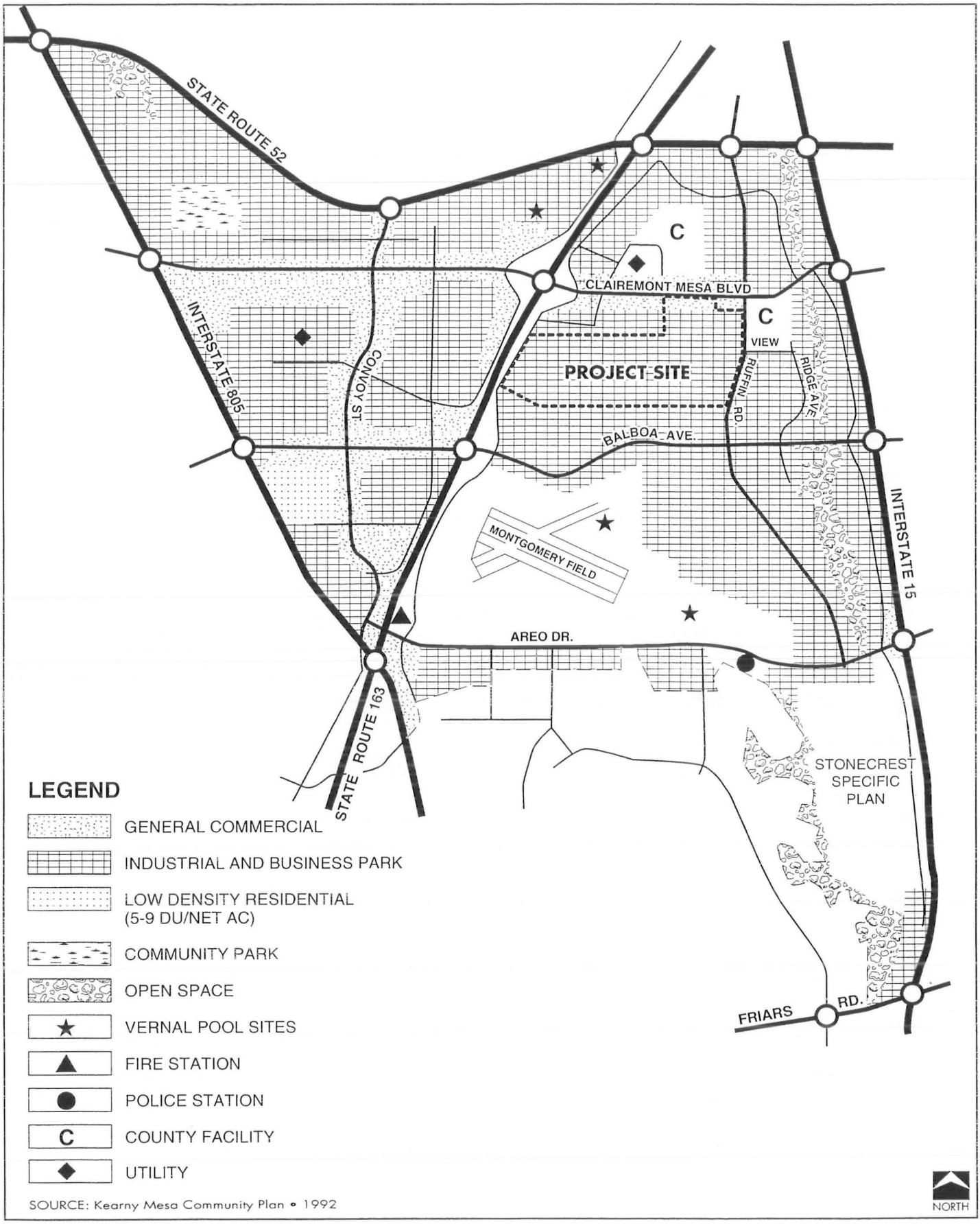
The City of San Diego Progress Guide and General Plan designates this portion of Kearny Mesa as within an Urbanized Area. The corresponding General Plan land use designations for this portion of the Urbanized Area are Industrial and Commercial.

Land uses on-site are governed by the Kearny Mesa Community Plan which was adopted by the City Council on October 6, 1992. Previous planning studies for Kearny Mesa included the Kearny Mesa-East and Kearny Mesa-West Plans (adopted in 1961 and 1962, respectively), the Serra Mesa Community Plan (adopted in 1977), the Montgomery Field Airport Master Plan (adopted in May 1980), and the Stonecrest Specific Plan (adopted in 1988 and amended in 1996). The Kearny Mesa Community Plan is intended as a comprehensive guide for the development of the 3,608-acre community through approximately year 2007 to 2012 (15 to 20 years from adoption). The Community Plan envisions the development of the community with approximately 2,008 net acres of Industrial and Business Park uses, 456 net acres of General Commercial uses, 22 net acres of single-family residences, 155 gross acres of Community Park (44 gross acres) and Open Space (110 gross acres) uses, approximately 632 acres of government and airport-related uses, the 18-acre San Diego Gas & Electric facility, and the 318-acre Stonecrest Specific Plan site.

Proposed on-site development would need to comply with the Kearny Mesa Public Facilities Financing Plan. While the majority of required project-created improvements would be funded through the subdivision process, Development Impact Fees (DIF) established by the Public Facilities Financing Plan provide a means to finance public facilities and phase the financing, development, and maintenance of the public infrastructure.

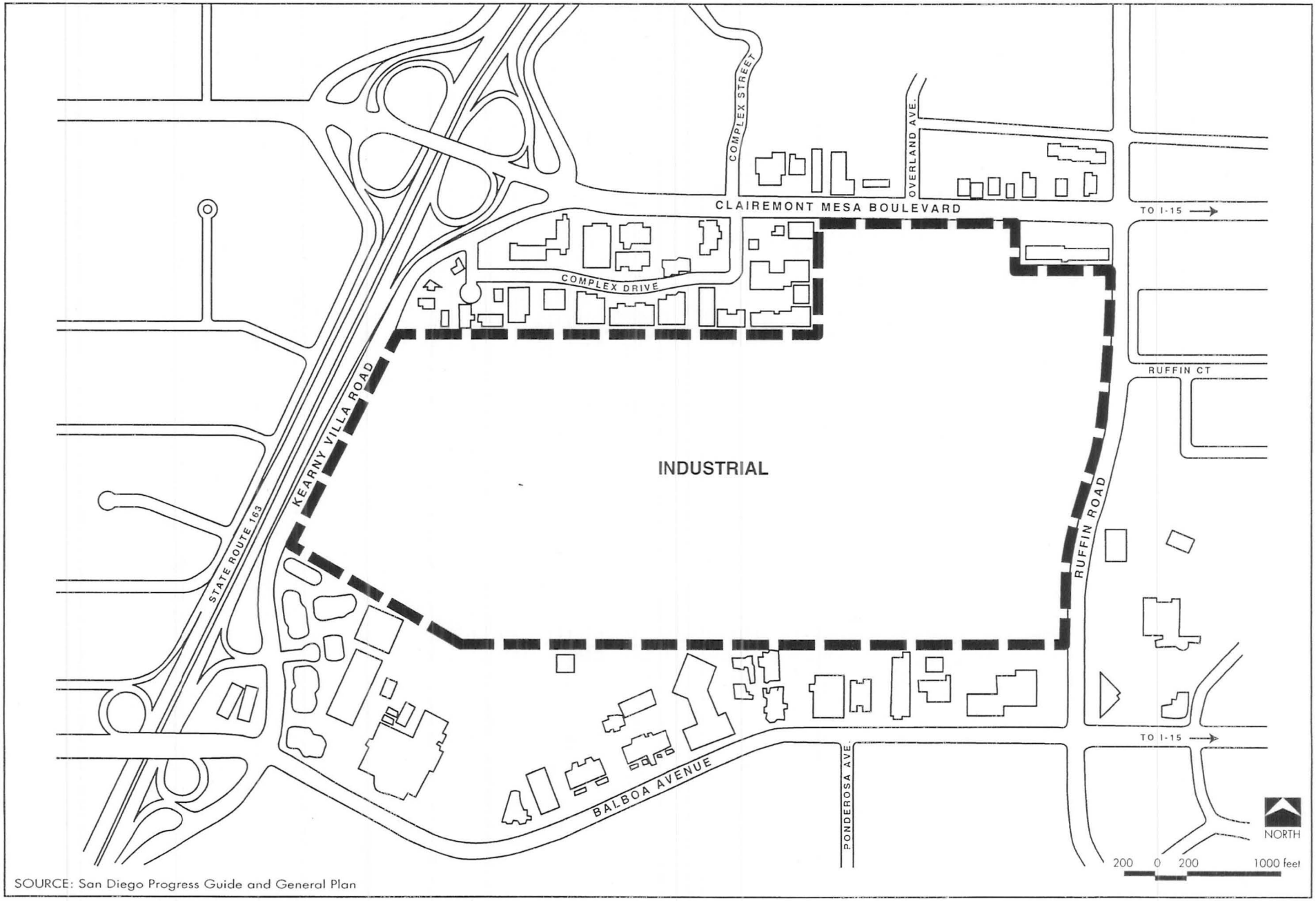
As depicted in Figure 2-8, the property is currently zoned M-1A (industrial/retail/office) and M-1B (industrial/retail/office). The City's Resource Protection Ordinance (RPO) applies to the property with respect to wetlands and sensitive biological resources. The project site contains 0.6 acre of San Diego hardpan vernal pool habitat and 13.1 acres of Diegan coastal sage scrub and Southern mixed chaparral habitat. The RPO is intended to preserve and protect environmentally sensitive lands including wetlands, wetland buffers, floodplains, steep slopes, sensitive biological resources, and significant cultural resources. The RPO establishes specific encroachment limitations into these resource areas. Development proposals that would impact these resources requires the issuance of a RPO permit.

The Montgomery Field Comprehensive Land Use Plan (CLUP) (SANDAG, July 1984) identifies the project site as generally north and adjacent to the Airport Influence Area (AIA) for Montgomery Field. A small area in the southeastern portion of the site falls within the AIA (location of the proposed conservation bank). The proposed project would not be considered inconsistent with the CLUP because it does not occur in noise impacted areas (as delineated by 60, 65, and 70 CNEL contours) and/or Flight Activity Zones (FAZ). Therefore, the project would not be subject to the land use compatibility criteria or FAZ-related restrictions established in the Montgomery Field CLUP.



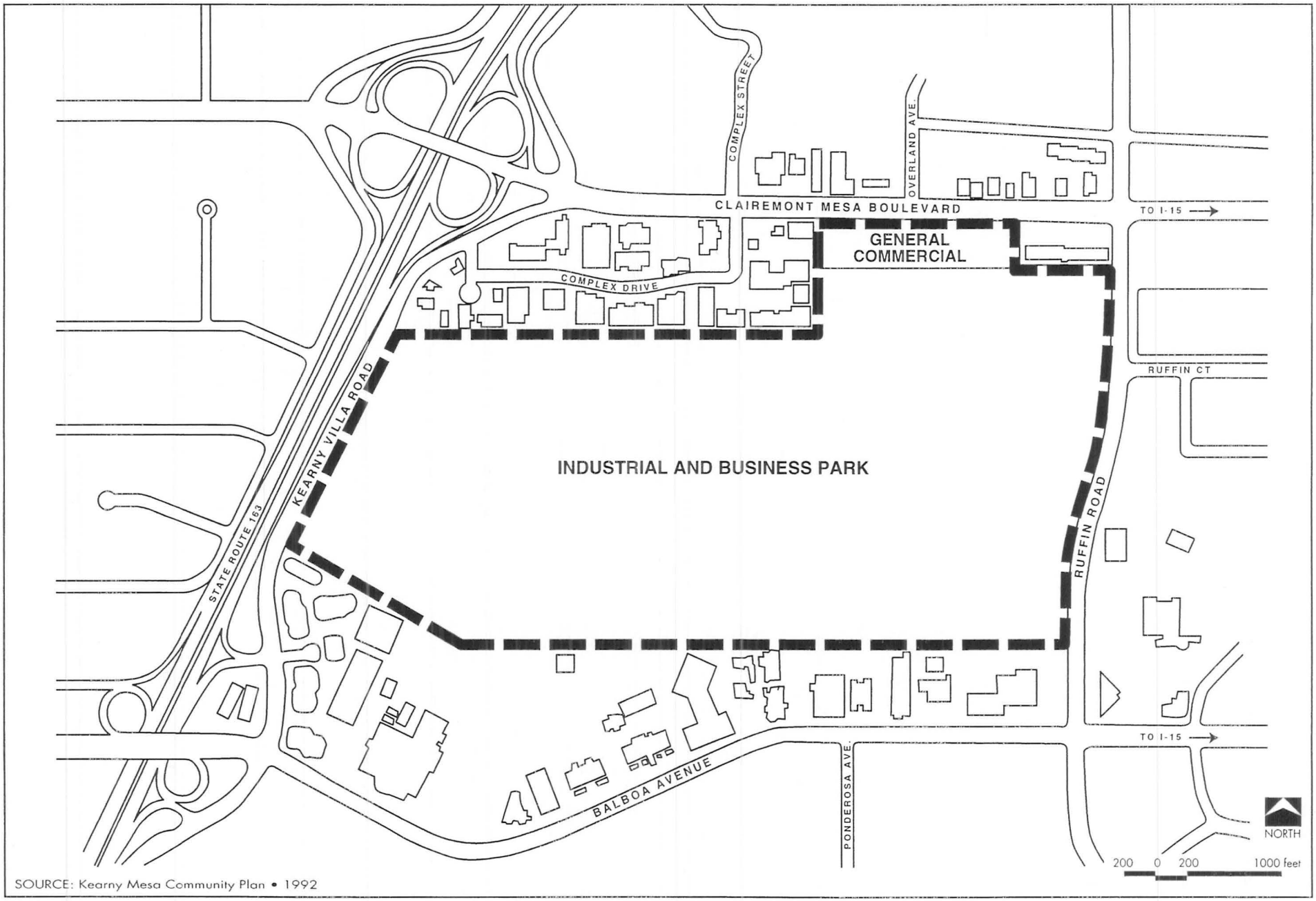
Kearny Mesa Community Land Use Plan

FIGURE **2-5**



SOURCE: San Diego Progress Guide and General Plan

Existing General Plan Designations

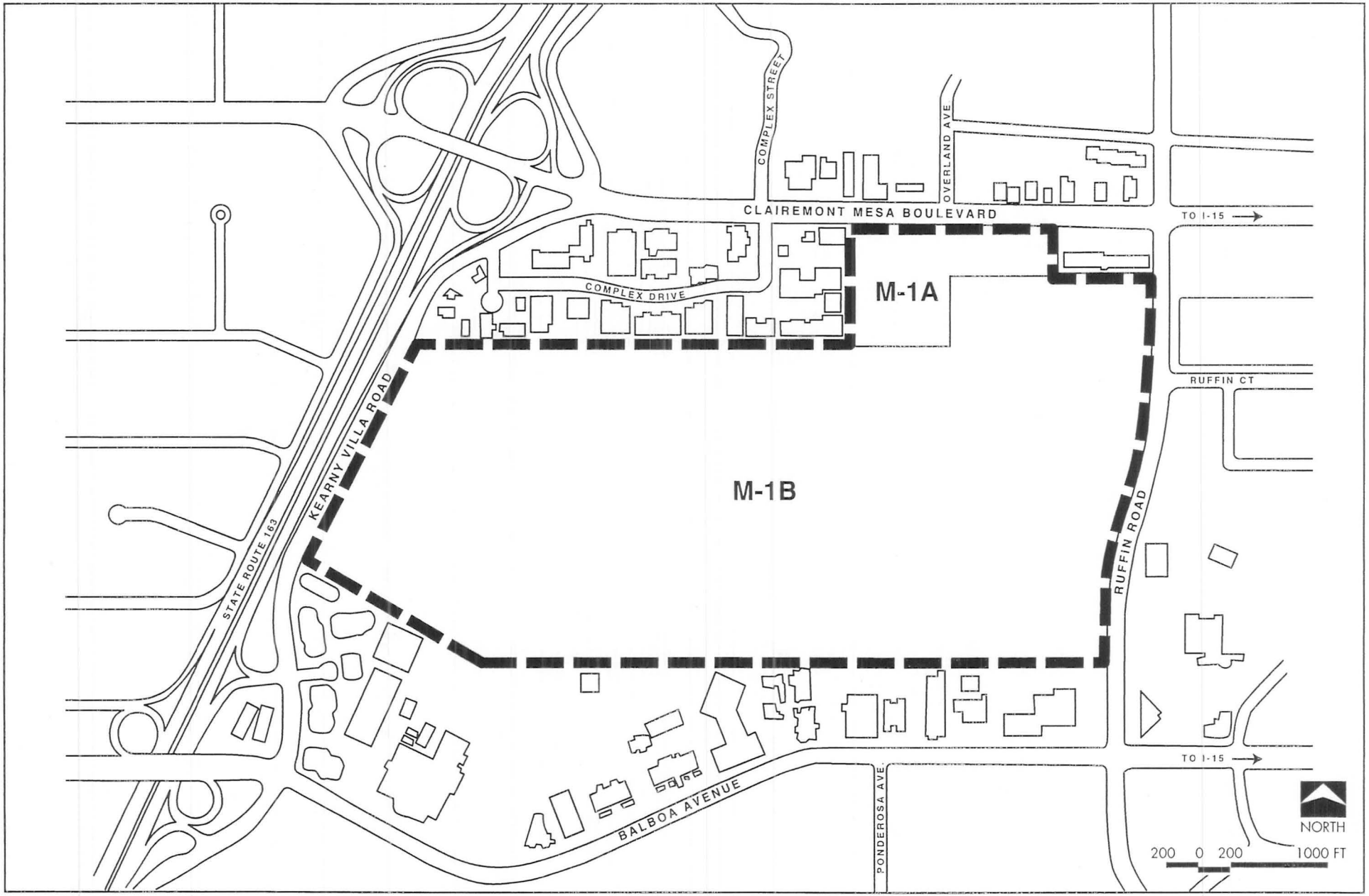


SOURCE: Kearny Mesa Community Plan • 1992

Existing Community Plan Land Use Designations

New Century Center

FIGURE **2-7**



SOURCE: Kearny Mesa Community Plan • 1992

Existing Zoning Designations

The Naval Air Station (NAS) Miramar CLUP indicates that the site is within the southern portion of its AIA, but is outside of its Accident Potential Zones (APZ) and outside of noise impacted areas. Additionally the project would not exceed height restrictions. Therefore, the proposed project would be considered a compatible land use and consistent with the CLUP for NAS Miramar.

SECTION 3.0
PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

The New Century Center (NCC) Master Plan has been prepared to respond to recommendations contained within the Kearny Mesa Community Plan associated with redevelopment of the project site. The location of the property, with regional access from State Route 163 (SR-163), Interstate 15 (I-15), Interstate 805 (I-805), State Route (SR-52), Clairemont Mesa Boulevard, and Ruffin Road, provides many opportunities to attract employment and revenue generating uses. Historically developed as a single aerospace manufacturing facility performing military functions, the site was intentionally set apart from and not integrated into the urban setting of the Kearny Mesa Community. The proposed project represents an opportunity to link the site to adjacent land uses and complete the circulation system in this portion of the Kearny Mesa Community.

The future of the site envision a mixed-use development incorporating a variety of land uses within a flexible development framework that can be adapted to emerging market opportunities.

Under a separate Demolition Program Agreement (Document No. C-06725), the City of San Diego authorized the phased demolition of 61 existing on-site aerospace/defense-related structures on November 15, 1995 (Manager's Agreement C-06725); phased demolition of on-site structures commenced in 1995. No demolition activities have occurred at Missile Park. It is anticipated that a demolition permit affecting portions of Missile Park would not be issued by the City until implementation of the proposed project, if approved by the City. The existing Computer Science Corporation (CSC) structures within the project site are not affected by the demolition program.

3.2 PROJECT OBJECTIVES

According to the NCC Master Plan, the primary objective of the proposed project is to develop a cohesive commercial and industrial business environment in an aesthetically landscaped setting in order to attract quality tenants. This includes ensuring the development of the NCC project as a regional employment center containing a mix of retail, office, entertainment, business park, and light industrial land uses. In response to existing conditions, Community Plan issues, and input from the community and City of San Diego staff, the NCC Master Plan identifies the following overall objectives for the project:

- Develop a project that will create a substantial number of jobs and growth opportunities, including industrial and manufacturing jobs, while generating both significant revenues and a positive net fiscal impact for the City of San Diego.

- Take advantage of the project's location near the confluence of four major freeways by promoting a more marketable commercial focus on the freeway-visible portion of the site and multi-use office/industrial uses on the remainder of the site.

- Facilitate an imaginative, innovative, and flexible multi-use framework which is adaptable to emerging market opportunities and fosters compatible recreational, cultural, commercial, and employment opportunities.

- Establish architectural and site planning standards that will attract development and create a sense of community identity that provides a comfortable environment highlighted by landscaping, entry features, pedestrian access, and open spaces that provide complementary amenities.

- Create a park-like setting in the center of the property that will establish an important central focus for the site and the surrounding development parcels. This feature would be open to the public and organized with revenue-generating venues to create an economical, self-sustaining focus of activity for the Kearny Mesa community.

- Create an economically viable and market responsive reuse plan that provides the opportunity to successfully support the costs associated with infrastructure improvements necessary to implement the plan.

- Promote, through the variety of land uses and overall site design, a diversified economic base that can help expand employment opportunities and help promote revitalization of the Kearny Mesa community.

- Phase development on an incremental project-by-project basis to respond to market opportunities subject to design guidelines and related public improvements.

- Provide a flexible internal circulation plan able to benefit from future progress in the development of a regional public transit station near the site.

- Provide a circulation system that reduces the dependence on the automobile. The project is pedestrian-oriented, and includes an enhanced bicycle and pedestrian network.

- Retain portions of Missile Park for public recreational purposes.

- Create a plan that will underscore the viability, image, and identity of Kearny Mesa.

- Incorporate into the project sufficient industrial acreage to provide industrial uses to help preserve and create high-paying industrial and manufacturing opportunities.

3.3 PROJECT CHARACTERISTICS

The proposed project consists of the New Century Center General Plan and Community Plan Amendments (GPA/CPA 35-0383), Rezone (RZ 96-0165); VestingTentative Map (VTM 96-0165) and Vesting Map, Master Plan, and required discretionary permits: Planned Commercial Development (PCD 96-0165), Planned Industrial Development (PID 96-0165), Resource Protection Ordinance (RPO 96-0165), Subdivision Improvement Agreement, grading permits, and development agreement.

PROPOSED GENERAL PLAN AND COMMUNITY PLAN DESIGNATIONS

As a part of the proposed project, the project applicant is requesting an amendment to the City of San Diego Progress Guide and General Plan, the Kearny Mesa Community Plan, and the City zoning map to allow for changes in the land use designation for the site. The proposed land use amendments would change portions of the existing industrial and business park designation and general commercial designation on the site. The existing and proposed designations are identified below.

General Plan Designations

The existing and proposed land use designations for the site are indicated in Table 3-1. The project site has an existing General Plan designation of Industrial. As depicted in Figure 3-1, the proposed project would change the designation of proposed Planning Areas 1A, 1B, 2A, and 2B to Commercial on the western portion of the site. The remainder of the site would retain the Industrial designation.

Community Plan Designations

The project site has an existing Community Plan designation of Industrial and Business Park on the majority of the site, with a General Commercial designation on approximately 6 acres in the northern portion of the site (Figure 2-7 in Section 2.0). The proposed amendment to the Kearny Mesa Community Plan would change the site's land use designation of Industrial and Business Park and General Commercial, to General Commercial, Industrial and Business Park, and Open Space/Park. The proposed designations are depicted in Figure 3-2.

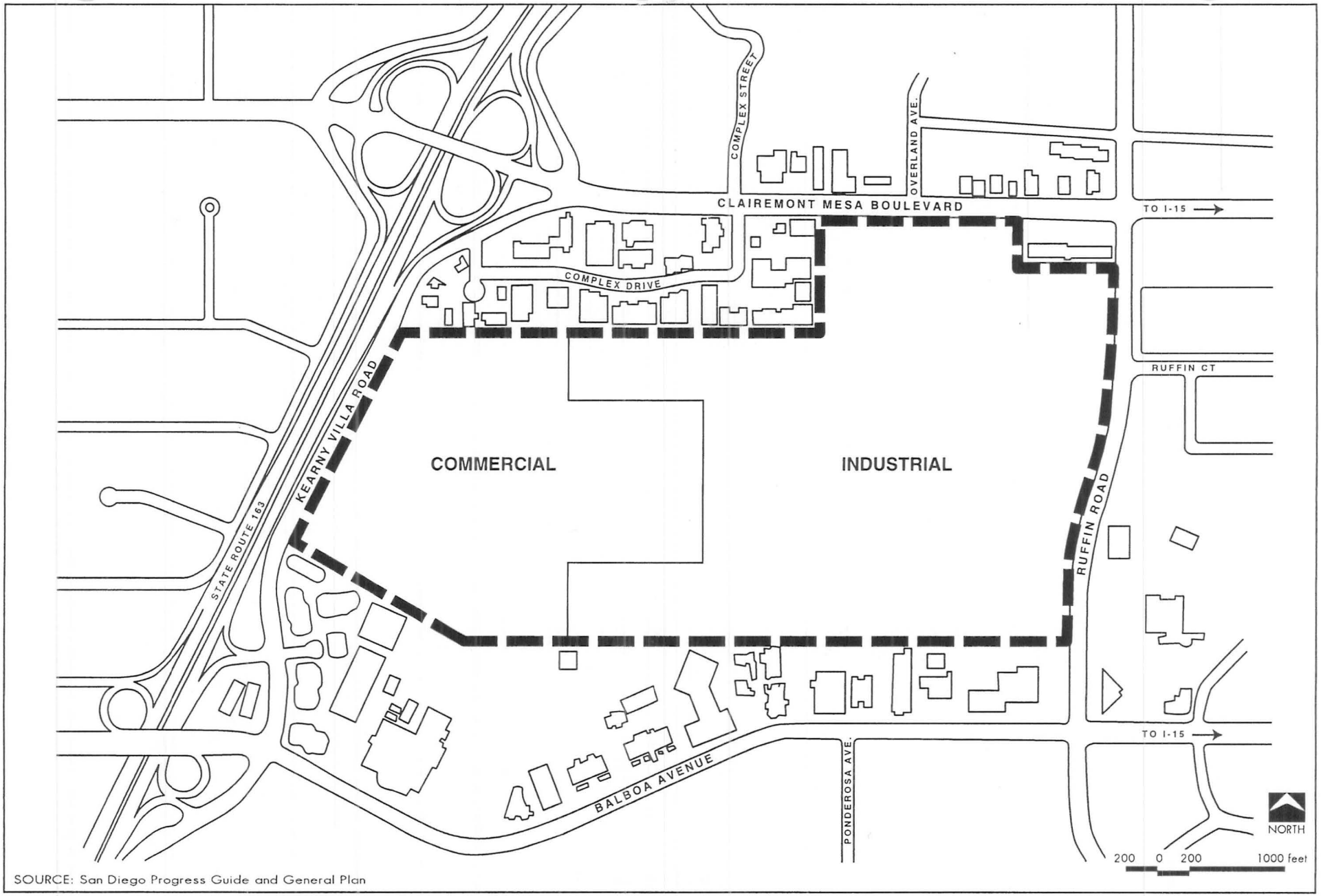
TABLE 3-1

NEW CENTURY CENTER EXISTING AND PROPOSED LAND USE DESIGNATIONS

Planning Area	General Plan		Community Plan		Zoning	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Planned Commercial Development						
1A	Industrial	Commercial	Industrial & Business Park	General Commercial	M-1B	CA
1B	Industrial	Commercial	Industrial & Business Park	General Commercial	M-1B	CA
2A	Industrial	Commercial	Industrial & Business Park	General Commercial	M-1B	CA
2B	Industrial	Commercial	Industrial & Business Park	General Commercial	M-1B	CA
Planned Industrial Development						
3A	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
3B	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
4A, 4B	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
5A	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
~~5B~~	~~Industrial~~	~~Industrial~~	~~Industrial & Business Park~~	~~Industrial & Business Park~~	~~M-1B~~	~~M-1B~~
6A	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
6B	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
6C, 6D, 6E	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B
7	Industrial	Industrial	Industrial & Business Park	Open Space/Park	M-1B	OS-TDR
8A, 8B	Industrial	Industrial	General Commercial	General Commercial	M-1A	M-1A
9	Industrial	Industrial	Industrial & Business Park	Industrial & Business Park	M-1B	M-1B

Source: General Dynamics and Carrier Johnson Wu 1997.

The figures and text of the San Diego Progress Guide and General Plan, and the Kearny Mesa Community Plan would be modified to reflect the details in the NCC Master Plan land uses, circulation system, and other General Plan and Community Plan elements applicable to the project.

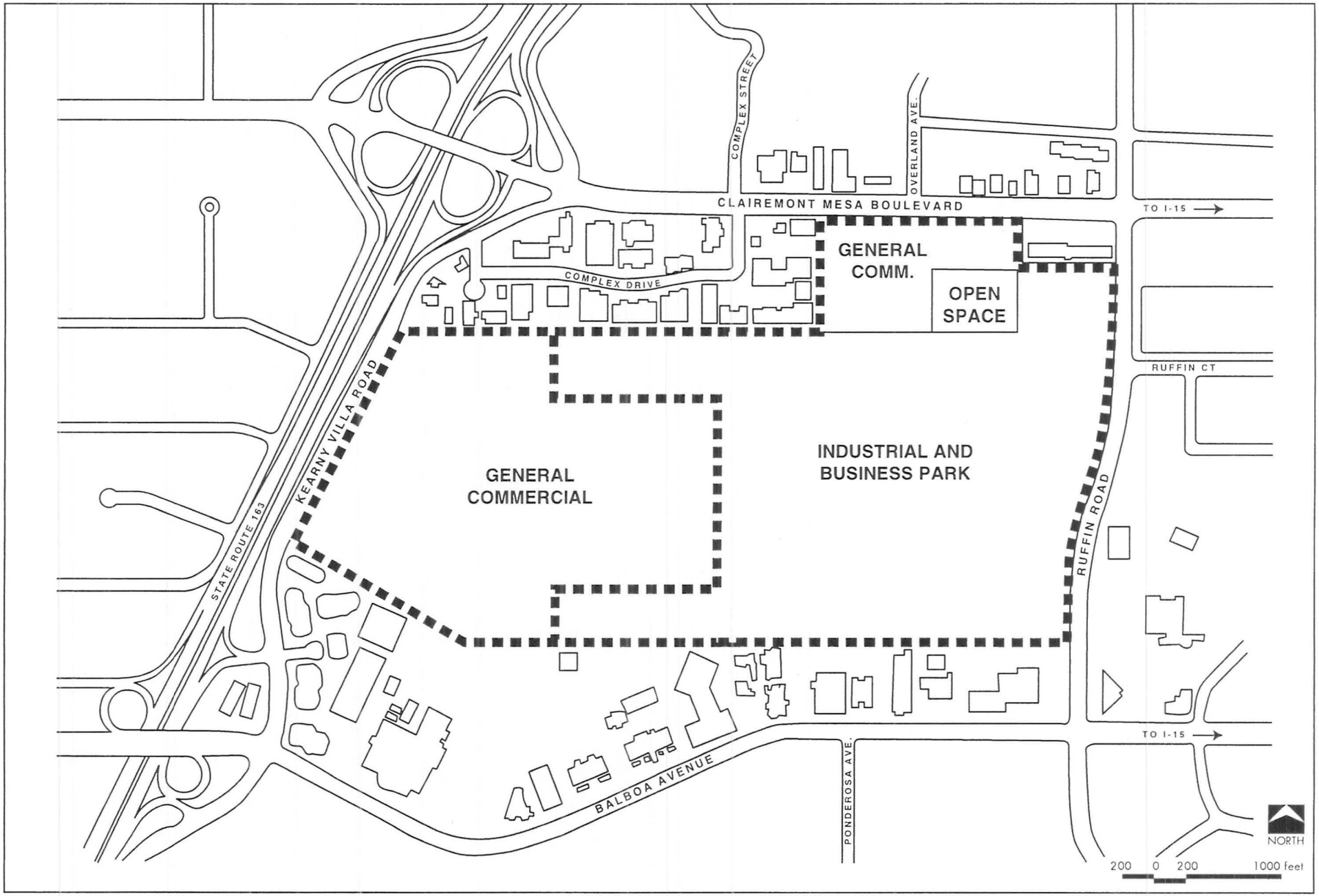


SOURCE: San Diego Progress Guide and General Plan

Proposed General Plan Land Use Designations

New Century Center

FIGURE 3-1



Proposed Community Plan Land Use Designations

FIGURE 3-2

PROPOSED ZONING DESIGNATIONS

The majority of the project site is currently zoned M-1B (industrial/retail/office) with approximately 6 acres along the northern boundary (along Clairemont Mesa Boulevard) of the site zoned M-1A (industrial/retail/office) (see Figure 2-9 in Section 2.0). With the intended stronger commercial focus for the western portion of the site and the concurrent amendment of the General Plan and Community Plan to integrate the proposed land uses, a rezone of the site is required. As shown in Figure 3-3, a rezone from M-1B to CA (community and regional shopping centers) is proposed for Planning Areas 1A, 1B, 2A, and 2B. The existing M-1A and M-1B zoning designations would be retained on the majority of the remainder of the site. Planning Area 7 (Missile Park) would be rezoned from M-1B to OS-TDR (Open Space).

VESTING TENTATIVE MAP

Figure 3-4 is the conceptual vesting tentative map for the project site. The vesting tentative map (dated ~~October 21, 1996~~ August 7, 1997 notes that the site would have 86 lots; of these 86 lots, ~~82~~ 83 are developable. Of the lots, ~~11~~ 10 lots are proposed for business support commercial uses such as restaurants, convenience retail, banks, copy/mail/delivery centers, etc., subject to restrictions on lots 11, 12, and 17 (Planning Areas 6C, 6D, and 6E, respectively). Approximately ~~37~~ 39 lots would permit a variety of industrial and business park uses including offices, research and development, light manufacturing, governmental administrative services, etc. Of the developable lots, approximately ~~32~~ 26 would have mixed-use commercial, retail, and entertainment uses. The remaining lots are associated with specialty land uses and/or sites that would be retained with their existing uses: the CSC facility, Missile Park, the proposed Market Square, and the proposed conservation bank. Information related to these specific lots, including potential land uses, is included in Table 3-2.

Grading

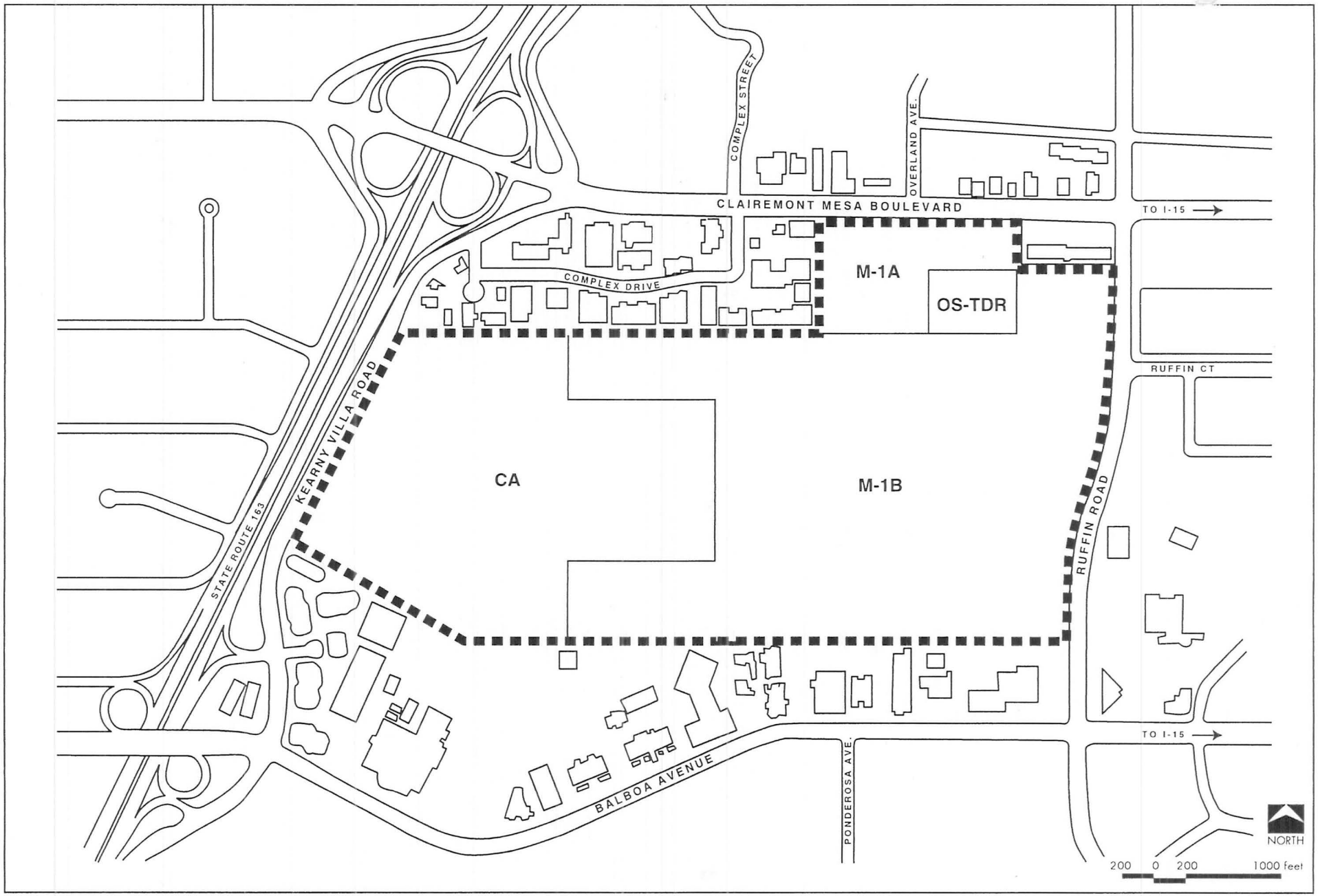
The project site is approximately 244 acres with no distinguishing topographical features (e.g., hillsides, canyons, etc.). ~~Limited~~ Grading activities on approximately 222 acres of the site would be required to implement the proposed project. Approximately 45 acres of the 244-acre site would be graded to implement on-site roadways and parkways, to fill in depressions located in the eastern portion of the site, and to tie into existing contours. It is anticipated that grading activities would result in ~~60,000~~ approximately 500,000 cubic yards of cut and approximately 500,000 cubic yards of fill ~~activities~~ balanced on the project site during final engineering. The maximum height of cut slopes is expected to be 8 feet; the maximum height of fill slopes is expected to be 4 feet. The maximum length of crib/retaining walls is not expect-

TABLE 3-2
VESTING TENTATIVE MAP: LOT DESIGNATIONS

Lot Number	Planning Area	PCD or PID	Potential Land Uses
1, 2, 3, 4, 5	8A	PID	Business Support Commercial uses: convenience retail, restaurants/fast food, banks/credit unions, copy centers, mail/delivery services, equipment repair/part services, health clubs, child care
6, 7	8B	PID	See Lots 1-5 land uses above.
8	7	PID	Missile Park: site amenity, passive recreation
9, 10	6B	PID	Industrial and Business Park: office, R&D, high technology, light manufacturing, governmental administrative offices, operations centers, community facilities facing Missile Park
11	6C	PID	See Lots 1, 2, 3, 4, 5 land uses[a].
12	6D	PID	~~See Lots 1, 2, 3, 4, 5 land uses.~~ See Lot 11.
13	6A	PID	See Lots 9 and 10 land uses.
14	9	PID	CSC Parcel: no changes currently proposed. Land uses under the M-1B zone are permitted.
15, 16	6A	PID	See Lots 9 and 10 land uses.
17	6E	PID	~~See Lots 1, 2, 3, 4, 5 land uses.~~ See Lot 11.
18, 19	6A	PID	See Lots 9 and 10 land uses.
20-27	4A	PID	Industrial and Business Park: office, R&D, high technology, light manufacturing
28-32	3A	PID	Industrial and Business Park: high-end office, R&D, conference center, health club, etc.
33-37	2B (north of Market Square)	PCD	Mixed-use Commercial: retail, restaurant/cafes, offices, hotel, business services, hotel, conference center
38-41	2A	PCD	Market Square: outdoor marketplace, restaurant/cafes, urban garden, outdoor performance facility, urban garden
42-51	1A	PCD	Retail/entertainment: retail center, entertainment center, restaurant/cafes, health club, retail/service pads[b]
52-63	1B	PCD	See Lots 42-51 land uses.
64-68	2B (south of Market Square)	PID	See Lots 33-37 land uses.
69-73	3B	PID	See Lots 28-32 land uses.
74-79	4B	PID	See Lots 20-27 land uses.
80, 81, ~~part of~~ 82, 83	5A	PID	Industrial and Business Park: Technology-oriented business including bio-medical, electronics, and telecommunications; light manufacturing.
Lot 84	5A	PID	4.3-acre "southern section" conservation bank
~~Part of 82~~	~~5B~~	~~PID~~	~~See Lots 1, 2, 3, 4, 5 land uses.~~

a: No freestanding restaurants, fast food, drive-thru, laundry, or dry cleaners.
b: Any uses above 620,000 sq. ft. in Planning Areas 1A and 1B would be limited to non-retail/non-entertainment uses.

Source: New Century Center Vesting Tentative Map, ~~June~~ August 1997.



Proposed Zoning Designations

New Century Center

FIGURE
3-3

ed to exceed 600 feet with a maximum height of 6 feet. No grading would occur in Planning Area 9 (the CSC facility), the ~~8.5-acre~~ 7-acre Missile Park site (Planning Area 7), and the 4.3-acre conservation bank area of Planning Area 5A. ~~All grading is intended to insure that the sensitive Lindavista and Friars Formations are not disturbed by any proposed earthmoving activities. This will require subsequent environmental review of site-specific grading plans since the Lindavista Formation these formations underlie underlies the project site.~~

Stormwater detention areas are proposed in two sectors of the site: along the northern property boundary (Lot A) abutting the northern side of Convair Drive and the western side of Lots 1, 3, and 4, and three relatively small areas (approximately 7,000 to 9,000 square feet each) along the eastern property boundary adjacent to Ruffin Road (Lots 9, 16, and 82). These facilities are needed to ensure that runoff from the developed site after development is less than or equal to existing site runoff.

DEVELOPMENT CONCEPT

The development concepts for the proposed project are set forth within the New Century Center Master Plan ("NCC Master Plan") which is proposed for adoption as an amendment to the Kearny Mesa Community Plan. The NCC Master Plan is a separate document from the Program EIR. The NCC Master Plan would be adopted concurrent with a Planned Commercial Development (PCD) permit and a Planned Industrial Development (PID) permit. The NCC Master Plan presents a development concept that focuses on the size, single ownership, location, regional accessibility, and frontage onto SR-163 of the project site. The proposed project establishes market-oriented retail, office, and light industrial uses around a central "Market Square." The proposed project would allow for the development of ~~3,670,000~~ 3,685,000 to 4,465,000 square feet of land uses on 244 gross acres within nine planning areas. The site is proposed for development with Planned Commercial Development (PCD) uses on the western portion of the property (Planning Areas 1A, 1B, 2A, and 2B), and with Planned Industrial Development (PID) uses on the central and eastern portions of the property (Planning Areas 3A, 3B, 4A, 4B, 5A, 6A through 6E, 7, 8A, 8B, and 9).

The following describes the general uses currently contemplated in the Master Plan and PCD and PID permits. The reader should refer to these documents for the uses and development and design standards applicable to the proposed project.

Table 3-3 identifies the proposed land uses and approximate acreages and square footages for the Planned Commercial Development and the Planned Industrial Development areas of the site by planning area. As the New Century Center Master Plan would allow for transfers of density

TABLE 3-3

NEW CENTURY CENTER LAND USE SUMMARY

Use	Planning Area	Site Acreage	Proposed FAR[a]	ASF[b]
Planned Commercial Development (PCD)				
Retail/Entertainment: Retail center, entertainment center, retail/service pad sites, health club, etc.	1A 1B	~~23.0~~ 21.0 ~~27.0~~ 27.5		660,000-820,000[c]
Market Square: urban garden, outdoor market, restaurant/cafes, etc.	2A	~~6.3~~ 6.8		50,000
Mixed-use Commercial: Retail/restaurant Hotel, restaurant, health club industrial/business park[e]	2B	~~12~~ 13.9		125,000[d]+435,000 -
Other: streets, parkways, detention basins/channels		~~16.8~~ 15.9		
Subtotal Planned Commercial Development	1 and 2	85.1	0.32-0.42	1,270,000-1,430,000[f]
Planned Industrial Development (PID)				
Industrial and Business Park: Office, R&D, related services, conference center, health club[g], etc.	3A 3B	~~7.5~~ 5.2 ~~9.2~~ 8.5		Up to 470,000
Industrial and Business Park: Office, R&D, related services	4A 4B	~~22.0~~ 20.7 ~~17.0~~ 17.5		956,342- 1,471,342
Industrial and Business Park: Office, R&D, light manufacturing, etc. ~~(11.5 ac.)~~; conservation bank "southern section" (4.3 ac.)[h]	5A	~~15.8~~ 19.8		278,220-~~328,220~~ 350,000 ~~21,780~~
~~Business Support Commercial: Business service pads, etc.~~	~~5B~~	~~1.0~~		
Industrial and Business Park: Institutional (government/ educational), office, R&D, light manufacturing, etc.	6A 6B	~~16.8~~ 18.4 ~~6.9~~ 6.6		329,660-399,660
Business Support Commercial: Business service pads, etc.	6C 6D 6E	1.0 ~~1.0~~ 1.1 ~~1.0~~ 1.1		21,780 (each)
Missile Park	7	~~8.5~~ 7.0		
Business Support Commercial: Business service pads, etc.	8A 8B	~~10.5~~ 8.9 ~~4.0~~ 3.9		113,658 (8A and 8B)
CSC Parcel	9	~~10.0~~ 11.5		165,000
Other: streets, parkways, detention basins/channels		~~26.4~~ 27.2		
Subtotal Planned Industrial Development	3 thru 9	158.6	0.32-0.43	2,400,000-3,035,000
Total	1 thru 9	243.7	0.32-0.42	3,670,000-4,465,000

TABLE 3-3 (continued)
NEW CENTURY CENTER LAND USE SUMMARY

a FAR = floor-to-area ratio.
b ASF = aggregate square footage.
c Any uses above 620,000 sq. ft. in Planning Areas 1A and 1B would be limited to non-retail/non-entertainment uses.
e d A maximum of 125,000 sq. ft. of retail (not including health club or retail in hotel) is allowed in PA 2B.
d e To provide for a mix of uses in Planning Area 2B, the industrial/business park uses contemplated in Planning Areas 3A and 3B may be transferred in accordance with procedures set forth in the NCC PCD and PID permits development regulations.
e f Because the aggregate amount of commercial square footage (i.e., other than the transferred industrial/business park uses) shall not increase. Upon any such transfer, the subtotal reflected for the PCD also excludes any transferred industrial/business park uses.
f g Health club is permitted in PA 3A/3B through the CUP process.
g h 4.3 acres of PA 5A are proposed as a biological conservation bank; permitted uses within the "southern section" are limited to conservation bank.

Note: All acreage figures are estimates; any variations between Table 3-3 and acreages in the Master Plan documents are attributable to variances in street cross section, parkways, and detention channels.

Source: RTKL Associates 1995, General Dynamics and Carrier Johnson Wu 1997.

between planning areas, the Master Plan identifies that the cumulative gross square footage within Planning Areas 1A, 1B, 2A, and 2B shall not exceed 1,430,000 square feet, subject to adjustment pursuant to the density transfer provisions set forth in the Master Plan and PCD permit. Similarly, the cumulative gross square footage within Planning Areas 3 through 9 shall not exceed 3,035,000 square feet, subject to adjustment pursuant to the density transfer provisions in the Master Plan and PID permit. As such, Table 3-3 represents a potential land use scenario for individual planning areas. As depicted in Figure 3-5, nine planning areas have been established for the project site. These planning areas are as follows:

Planned Commercial Development: Planning Areas 1A, 1B, 2A, and 2B

Planning Areas 1A, 1B, 2A, and 2B (the Planned Commercial Development area in the western portion of the site) total approximately 85 acres. These planning areas would be developed with retail and mixed-use commercial uses, and Market Square, an urban open space amenity containing entertainment, commercial, and recreational uses.

Planning Areas 1A and 1B: Retail/Entertainment

Planning Areas 1A and 1B front onto Kearny Villa Road and SR-163. Planning Area 1A is ~~23~~ 21 acres and Planning Area 1B is ~~27~~ 27.5 acres. With visibility from SR-163 and access from two interchanges via Kearny Villa Road, Planning Areas 1A and 1B are proposed as a retail and entertainment center with surface parking located between Kearny Villa Road and store fronts. Approximately 660,000 to 820,000 square feet of development would be implemented in these planning areas. Any uses above 620,000 square feet would be limited to non-retail/non-

entertainment uses. Market-flexible retail uses could include anchor and specialty tenants. A tree-lined entry boulevard would serve as the primary entrance from Kearny Villa Road. The conceptual streetscape plan for Planning Areas 1A and 1B, as well as the other planning areas, is depicted in Figure 3-6. This entry would be flanked by two retail pad sites providing an entry portal feature. Secondary/service entrances would be provided at the northern and southern property lines along the Kearny Villa Road frontage. The conceptual entry streetscape plans for Ruffin Road and Clairemont Mesa Boulevard are depicted in Figure 3-7.

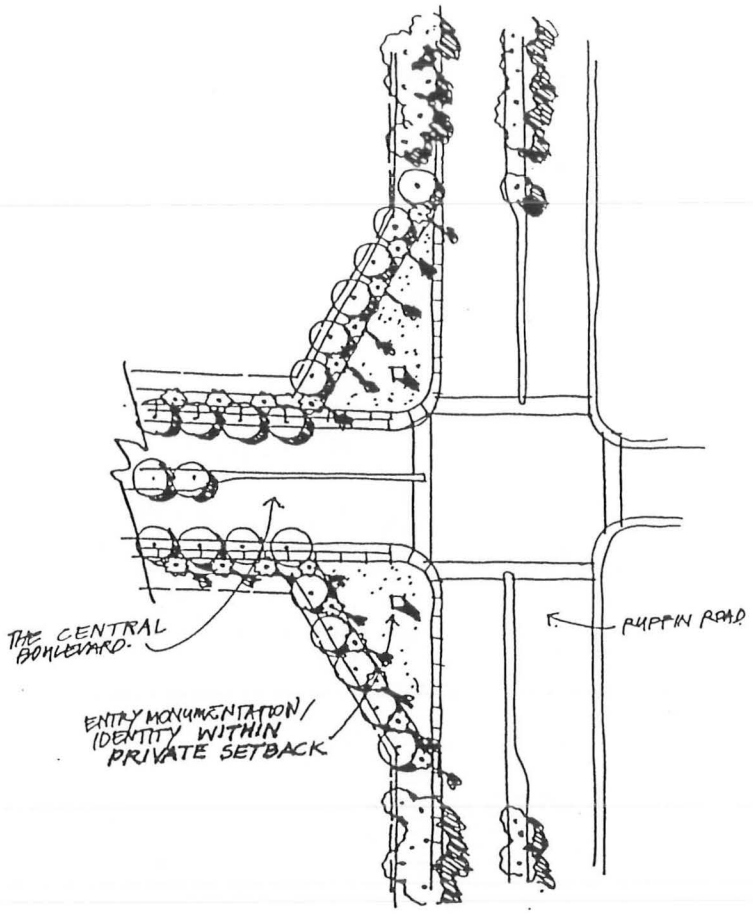
The entry road would transition into a "Main Street" that would provide a thematic roadway spine to the retail and entertainment area. This area of the project site may include such uses as entertainment (cineplex, special format theaters and simulation rides, family-oriented recreation venues, night clubs/comedy clubs/live entertainment venues, etc.), retail (general retail, anchor stores, specialty retail, interactive retail, etc.), food and beverage (restaurants, cafes, food courts, sports bar, etc.), health clubs, etc.

Planning Area 2A: Market Square

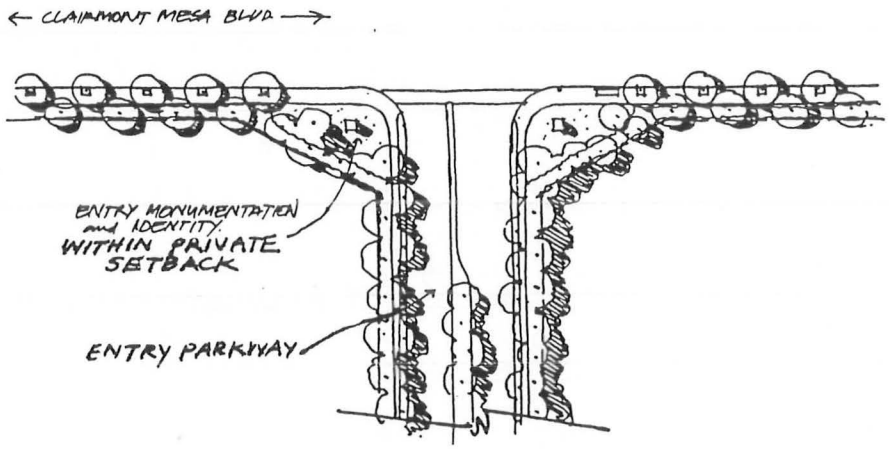
Planning Area 2A is an approximately ~~6.3-acre~~ 6.6-acre area proposed for an open air Market Square; 50,000 square feet of development is envisioned. Active and passive land uses may include a central park feature with landscaped open space such as a central plaza, sculpture garden, water feature, shaded picnic areas, and/or pedestrian walkways; outdoor marketplace in a plaza area for temporary uses and changing venues (daily/weekly/seasonal) such as a farmer's market, flower mart, flea market, etc.; outdoor performance facility such as a band shell or small amphitheater; restaurant/cafe pavilions; and outdoor skating rink. The conceptual Market Square streetscape plan is depicted in Figure 3-8.

Planning Area 2B: Mixed-use Commercial

To capitalize on the proximity of Planning Area 2B to the other retail and entertainment uses in Planning Areas 1A and 1B, and the outdoor commercial and recreational areas in Planning Area 2A (Market Square), as well as to provide transitional uses to the business center to the east, a mixed-use/commercial center is proposed. In the ~~12-acre~~ 13.9-acre planning area (~~six acres each to the north and south of Market Square~~ 6.7 acres to the north and 7.2 acres to the south of Market Square), the NCC Master Plan proposes up to 660,000 square feet of mix-use commercial uses (up to 125,000 square feet of retail/restaurants and up to 435,000 square feet of hotel, conference, and health club uses) to the north and south of and contiguous to Market



The above graphic is a representative example of the Ruffin Road Edge and Entry only, and is not meant to convey final layout of this area, as other viable options may be permitted



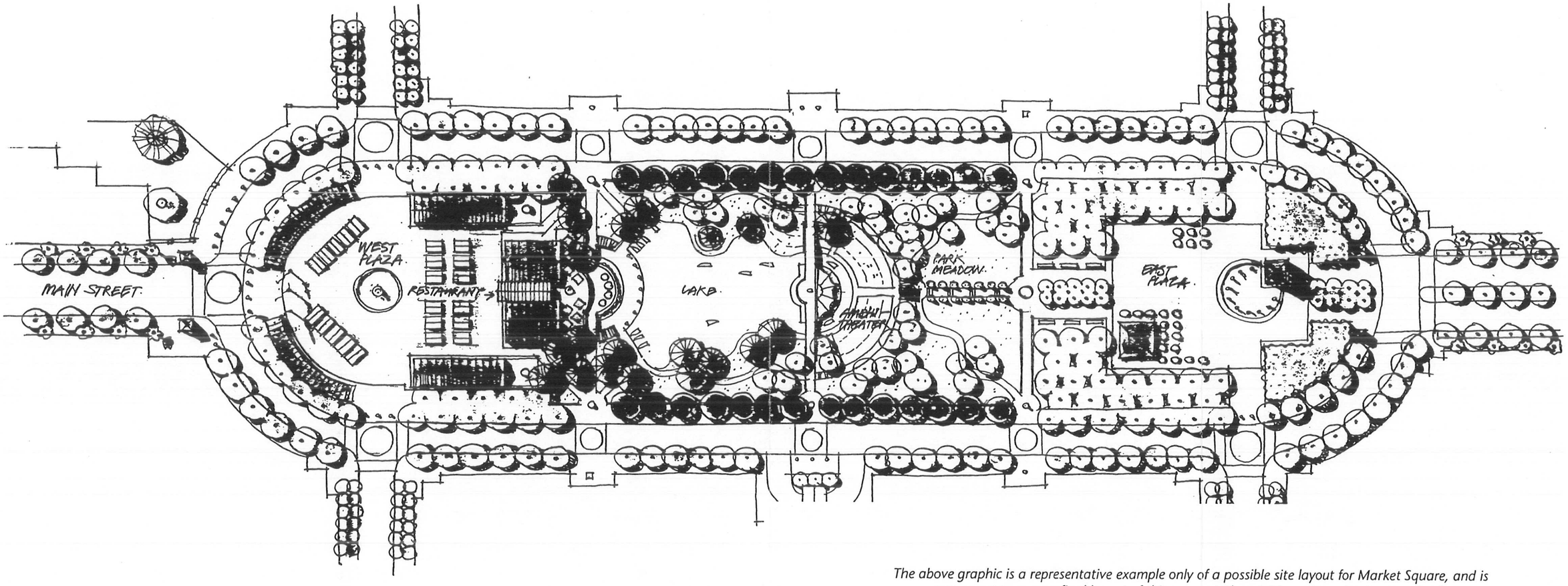
The above graphic is a representative example of the Clairemont Mesa Boulevard Entry only, and is not meant to convey final layout of this area, as other viable options may be permitted

NORTH

Entry Streetscape Concepts

New Century Center

FIGURE **3-7**



The above graphic is a representative example only of a possible site layout for Market Square, and is not meant to convey final layout of this area as other viable options may be permitted.

NORTH

Market Square Concept Plan

New Century Center

FIGURE **3-8**

Square (Planning Area 2A) could be developed. Facing Market Square, the sidewalk-level retail, restaurant/cafes, and business services are intended to create a pedestrian-oriented environment. Parking areas and service drives would be located behind the buildings (away from Market Square). Land uses could include offices, hotel rooms, conference center/exhibition facilities, civic and educational institutions, health clubs, convenience retail/business services (grade level), and entertainment (performing arts, ~~cinema~~, etc.).

Planned Industrial Development: Planning Areas 3A, 3B, 4A, 4B, 5A, ~~5B,~~ 6A, 6B, 6C, 6D, 6E, 7, 8A, 8B, 9

The Planned Industrial Development area of the site is located in the central and eastern portions of the property, totals approximately 158.6 acres, and is proposed for 2,400,000 to 3,035,000 square feet of industrial and business park uses, support commercial uses, and a biological resources conservation bank. Planning Areas 3A and 3B could be developed with office, research and development, and conference center uses. Planning Areas 4A, 5A, 6A, and 9 would be developed with campus-style office and light industrial uses; Planning Area 5A includes the conservation bank. Planning Areas ~~5B,~~ 6C, 6D, 6E, 8A, and 8B, although located in the eastern office and industrially-oriented portion of the site, are planned for business support commercial uses. These planning areas total ~~18.5~~ 16 acres and are located along Clairemont Mesa Boulevard and Ruffin Road. The intent of including support commercial uses in the Planned Industrial Development area is to serve the commercial needs of the project. No freestanding restaurants, fast-food, drive-thru, laundry, or dry cleaning establishments would be permitted in Planning Areas 6C, 6D, or 6E. Missile Park, Planning Area 7, is intended to provide a passive recreational amenity for on-site employees and users of the project.

Planning Areas 3A and 3B

Planning Area 3A is a ~~7.5-acre~~ 5.2-acre area located between Convair Drive and Planning Area 2B (north of Market Square) and Planning Area 3B is a ~~9.2-acre~~ 8.5-acre area located between Electronics Way and Planning Area 2B (south of Market Square). Planning Areas 3A and 3B would be developed with up to 470,000 square feet of uses. These planning areas are transitional areas between retail and industrial areas, and are expected to include high-end office, conference center, health club, and other business park uses. To allow for a mix of uses in Planning Area 2B, the industrial and business park uses in Planning Areas 3A and 3B may be transferred to Planning Area 2B. Parking courts and service drives would be located behind the buildings (toward Convair Drive and Electronics Way).

Planning Areas 4A and 4B: Industrial/Business Park Area

Planning Areas 4A and 4B total ~~39~~ 38.2 acres, ~~22~~ 20.7 acres in Planning Area 4A and ~~17~~ 17.5 acres in Planning Areas 4B. The planning areas are located adjacent to Market Square (Planning Area 2A) and are anticipated to be developed with 956,342 to 1,471,342 square feet of high-end office uses, research and development, and other business park uses. These planning areas are transitional areas between the mixed-use commercial uses to the west (in Planning Areas 2A and 2B) and light industrial uses to the east (in Planning Areas 4A, 4B, 5A, 6A, 6B, and 9). Business support commercial uses would also be permitted in Planning Areas 4A and 4B. Buildings would be required to front directly onto Market Square, with service drives and parking areas located to the rear of the buildings.

Planning Area 5A: Industrial/Business Park

Land uses in the ~~15.8-acre~~ 19.8-acre Planning Area 5A are expected to include ~~11.5 acres of~~ high-end office uses, research and development, light manufacturing, and a 4.3-acre biological resources conservation bank ("southern section"). Proposed development in ~~the 11.5 acres of~~ Planning Area 5A would be 278,220 to ~~328,220~~ 350,000 square feet of uses; land uses in the "southern section" would be limited to the conservation bank. Buildings would be oriented along Ruffin Road and the entry parkway frontage roads with internal service and parking areas located behind the buildings. Potential users could include technology-oriented businesses (e.g., bio-medical, electronics, and telecommunications.

As discussed in Section 4.4, Biological Resources, Planning Area 5A contains sensitive biological resources including San Diego hardpan vernal pools containing San Diego mesa mint and San Diego button-celery. Because of the value of these resources, the project applicant is proposing the creation of a 4.3-acre vernal pool conservation bank within the "southern section" of Planning Area 5A. The applicant has entered into discussions with the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG) concerning the creation of such a conservation bank. Subject to acceptance of the conservation bank and the biological resources mitigation program by the agencies, the conservation bank area of Planning Area 5A will be protected in perpetuity, resulting in no impacts from the proposed project to the identified biological resources.

Planning Areas ~~5B,~~ 6C, 6D, and 6E: Business Support Commercial

Entrances into the project site from Ruffin Road would be flanked by support commercial pad sites (Planning Areas ~~5B,~~ 6C, 6D, and 6E) providing complementary land uses to the adjacent

on-site and off-site office and light industrial uses in the area. Each planning area is 1 to 1.1 acres and would allow for 21,780 square feet of development on each site. The NCC Master Plan indicates that these planning areas would create a distinctive entry to the Planned Industrial Development area. Proposed permitted uses within these planning areas would include convenience retail, ~~restaurants/fast foods,~~ and services oriented to the office and industrial users in the area such as banks and credit unions, copy centers, mail and delivery services, equipment parts and repair services, health clubs, and child care centers. No freestanding restaurants, fast-food, drive-thru, laundry, or dry cleaning establishments would be permitted on Planning Areas 6C, 6D, or 6E.

Planning Areas 6A and 6B: Industrial/Business Park

Approximately 329,660 to 399,660 square feet of office, flex-type research and development, high technology, light manufacturing, and other uses are proposed in Planning Areas 6A and 6B. Planning Area 6A is ~~16.8~~ 18.4 acres and Planning Area 6B is ~~6.9~~ 6.6 acres. Buildings would be oriented along the Ruffin Road frontage and along the entry parkway drive, with internal service roads and parking area located behind buildings. Secondary uses such as governmental administrative offices, operations centers, and community facilities would be permitted fronting onto Missile Park.

Planning Area 7: Missile Park

Approximately ~~8.5~~ 7.0 acres of the existing Missile Park would be retained and integrated into the project as a passive public recreational facility that is privately owned, maintained, and operated. As envisioned in the NCC Master Plan, Missile Park would also serve as an open space amenity to surrounding land uses and as an open space feature contiguous to the Clairemont Mesa Boulevard project entry.

Planning Area 8A and 8B: Business Support Commercial

Planning Area 8A is a ~~10.5-acre~~ 8.9-acre site proposed for support commercial uses configured to avoid a shallow lot, multiple-curb cut-type of development that is present along Clairemont Mesa Boulevard. Permitted uses would include convenience retail, restaurants/fast foods, and services oriented to the office and industrial users in the area such as banks and credit unions, copy centers, mail and delivery services, equipment parts and repair services, health clubs, and child care centers.

Planning Area 8B is a ~~4-acre~~ 3.9-acre site adjacent to Missile Park. It is currently zoned M-1A. Uses within the planning area could be sited to complement Missile Park while continuing commercial uses along the Clairemont Mesa Boulevard frontage consistent with the provisions of the Kearny Mesa Community Plan. The combined square footage of Planning Areas 8A and 8B is 113,658 square feet.

Planning Area 9: Industrial Business Park (CSC Parcel)

Permitted uses would include the existing CSC office building and all uses included in the M-1B zone. The CSC building is approximately 161,200 gross square feet (gsf) with a 15,000 gsf cogeneration facility located on an ~~10-acre~~ 11.5-acre parcel owned by CSC. Should a change in use be proposed for Planning Area 9, the proposed new use would be subject to the regulations established in the NCC Master Plan and PCD and PID permits and limited to 165,000 square feet. Uses permitted under the M-1B zone would be permitted uses for Planning Area 9.

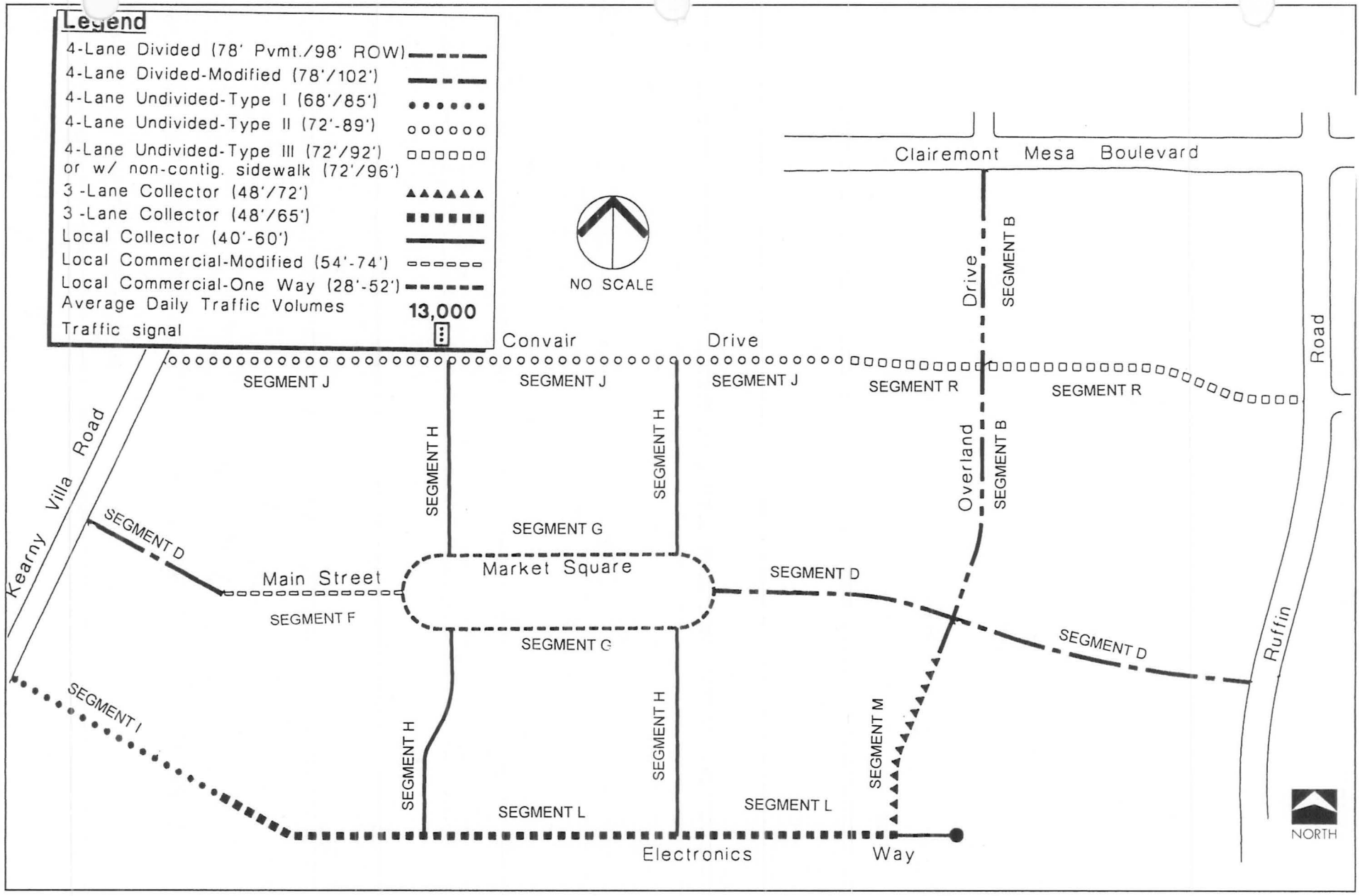
CIRCULATION CHARACTERISTICS

Vehicular Circulation System

The NCC Master Plan indicates that in order to reduce a dependency on vehicles, the proposed project is designed to facilitate pedestrian, bicycle, and transit use within the site, as well as to existing off-site transportation systems. Because of the pedestrian-orientation of the project, modifications to the City's street standards are proposed. Figure 3-9 depicts the proposed classification of internal public streets which are based on the traffic study prepared for this project and summarized in Section 4.2 of this EIR. The internal street system provides a basic framework for the land uses proposed as part of the project. Descriptions of street locations, including rights-of-way and streetscape design features are provided below.

Western Planned Commercial Area Entrance and Eastern Planned Industrial Area Entrance: Modified Four-lane Divided Major (Segment D)

The primary western entrance into the Planned Commercial area will be from Kearny Villa Road. This entrance leads directly into Planning Areas 1A and 1B which serve as the retail/entertainment center for the project site. The primary eastern entrance into the Planned Industrial area will be from Ruffin Road. These entry roads will be four-lane divided roadways within 102-foot rights-of-way. From Kearny Villa Road, Segment D narrows to two lanes at a midpoint within the commercial area. The roadway flares at its connection to and remains at



NCC Master Plan Roadway Classifications

FIGURE 3-9

two lanes around Market Square where it widens out to four lanes again east of Market Square. Segment D would have one 12-foot-wide and one 14-foot-wide travel lane and one 6-foot-wide bike lane on each side of a 14-foot-wide landscaped median.

The center median would be landscaped. One each side of the entry road, a parkway with a 5-foot-wide sidewalk and 7-foot-wide landscaped area would be provided. Development areas would abut each side of the right-of-way.

Primary Northern Entrance: Four-lane Major (Segment B)

The primary northern entrance into the site will be from Clairemont Mesa Boulevard; this internal roadway will run north-south through the eastern portion of the site. From Clairemont Mesa Boulevard, Segment B would be a four-lane divided roadway within a 98-foot-wide right-of-way until it reaches its intersection with Segment D. The roadway would have one 12-foot-wide travel lane, one 14-foot-wide travel lane, and one 6-foot-wide bike lane on each side of a 14-foot-wide center landscaped median. A 10-foot-wide parkway on each side of the roadway will have street light standards and a 5-foot-wide sidewalk and landscaping. The center median will also be landscaped.

Main Street: Two-lane Local (Segment F)

Because of the pedestrian-orientation of the Market Square/Main Street area, this segment of Main Street is proposed as a two-lane undivided roadway within a 74-foot-wide right-of-way linking Market Square to the western portion of the site. The roadway would have one 14-foot-wide travel lane, one 5-foot-wide bike lane, and one 8-foot parking lane on each side of the roadway centerline. At its connection with Segments C and D, the roadway flares to the north and south. A 10-foot-wide setback area with a 10-foot-wide parkway would be located on each side of the roadway and would incorporate landscaping and hardscape. Based on the ultimate setback of individual buildings within the planning areas, variations to the setback area would be allowed.

Street lighting would be a "shoe-box" or special type of fixture designed in accordance with the *City of San Diego Street Design Manual*. Pedestrian walkway lighting would be provided at intervals and be of consistent scale and material with the other street furniture.

Frequent pedestrian crossings would be provided along Main Street. Design features, such as pop-out crosswalks, on-street parking, all-way stop signs, and special crosswalk pavement materials will be used to provide for safe pedestrian access.

Market Square Circle: Modified One-lane Local (One-way) (Segment G)

The Market Square roadway is proposed to have one 28-foot-wide mixed-flow travel lane with one 6-foot-wide bike lane and one 8-foot-wide parking lane within a 52-foot-wide right-of-way. The bike and parking lanes would be contiguous to buildings across from Market Square. Adjacent to the right-of-way would be a parking area including street light standards, banners, street trees, landscaping, and hardscape. The parkway adjacent to Market Square would be 12 feet wide consisting of a 5-foot-wide sidewalk and a 7-foot-wide tree well. Adjacent to buildings flanking Market Square, the landscape building setback would be 10 feet; setback variations would be permitted. The landscape/building setback would include a pedestrian sidewalk with intermittent raised planters, pedestrian lighting, and other streetscape features.

Street lighting will incorporate two types of fixtures. A "shoe-box" or special themed fixture will provide lighting for street traffic. Custom fixtures could also be provided as a second source for street and/or pedestrian lighting. All street lighting shall be designed in accordance with the *City of San Diego Street Design Manual*. Walkway lighting would be of consistent scale and material with other street furniture.

Secondary/Service Drives: Two-lane Collector (Segment H)

These roadway segments would consist of a 60-foot-wide right-of-way with one 20-foot-wide travel lane on either side of the roadway centerline. Abutting the roadway edge, a 10-foot-wide parkway would be provided on each side with street light standards and trees. Beyond the parkway, a minimum 5-foot-wide landscape area is proposed on each side of the right-of-way, providing a buffer between the parkway and adjacent parking areas.

Perimeter Service Drives: Four-lane Undivided (Segments I, J, R)

The perimeter service drives run east-west along the northern and southern boundaries of the site. To the west, ingress/egress to the site is provided from the perimeter service drives at Kearny Villa Road. To the east, ingress/egress is provided at Ruffin Road.

Perimeter service drive, Segment J, consist of an 89-foot-wide right-of-way, with one 18-foot-wide travel lane and one 12-foot-wide travel lane in each direction and a 12-foot-wide center turn lane. A 7-foot-wide landscaped parkway is proposed on the outside of the roadway. A 10-foot-wide parkway with a 5-foot-wide sidewalk and a 5-foot-wide landscape setback is proposed on the inside of the roadway. Because the perimeter service drives would be adjacent to parking areas, no on-street parking would be provided.

Segment I would have one 14-foot-wide lane and one 12-foot-wide lane along the parking lot with a 12-foot-wide continuous left-turn lane in the middle. The outer edge of the site would have one 12-foot-wide and one 18-foot-wide travel lane. This would result in a 68-foot-wide pavement section within an 85-foot-wide right-of-way.

Segment R would consist of either a 92-foot-wide or a 96-foot-wide parkway depending on whether a contiguous or noncontiguous sidewalk is provided. If Segment R has a contiguous sidewalk, the right-of-way would be 92 feet with a 5-foot-wide sidewalk and 5-foot-wide landscaped area on each side of a 72-foot-wide roadway. If a non-contiguous sidewalk is provided, the right-of-way would be 96 feet with a 5-foot-wide sidewalk and a 7-foot-wide landscaped area on each side of a 72-foot-wide roadway. One 18-foot-wide and one 12-foot-wide travel lane with a 12-foot-wide center turn lane would be provided.

Perimeter and Secondary Drives: Three-Lane Collectors (Segments L and M)

Segment L is located along the northern boundary of the project site. This segment consists of a 65-foot-wide right-of-way with one 18-foot-wide travel lane in each direction and one 12-foot-wide center turn lane. A 7-foot-wide landscaped parkway is proposed on the outside of the roadway. A 10-foot-wide parkway would be located on the inside of the roadway and would have lighting, a 5-foot-wide landscape area, and a 5-foot-wide sidewalk. Because this perimeter service drive would be adjacent to parking areas, no on-street parking would be provided.

Segment M runs north-south from Segment L to Segment D. Segment M consists of a 72-foot-wide right-of-way with one 18-foot-wide travel lane in each direction and one 12-foot-wide center turn lane. A 12-foot-wide parkway with a 5-foot-wide sidewalk and 7-foot-wide landscaped area would be provided on each side of the roadway.

Off-site Circulation Improvements: Project Design Transportation Features

As part of the proposed project, the applicant is providing off-site circulation improvements to three intersections which have been identified by the City of San Diego as operating at deficient levels of service in the future and that are not currently included in the Kearny Mesa Public Facilities Plan and, therefore, have no funding source for improvement. These intersections are Balboa Avenue/Kearny Villa Road, Balboa Avenue/Sport Mart entrance, and Balboa Avenue/Viewridge Avenue. The required improvements and the applicant implementation of these improvements is provided in greater detail in Section 4.2, Transportation and Circulation.

Pedestrian Circulation System

As depicted in Figure 3-10, the proposed pedestrian circulation system would include walkways, plazas, and crosswalks. Features of the pedestrian system include:

- A continuous network of pedestrian accessways provided throughout the site. Key pedestrian areas would be focused along the Main Street entry road, around/within Market Square, off of Kearny Villa Road, parkways, Main Street, and the retail storefront arcade.
- Sidewalks along the perimeter streets tying into existing adjacent sidewalks.
- Sidewalks with handicap ramps and crosswalks identified by special delineation/enhanced paving in conformance with all applicable standards.
- Parking areas directly linked to building entrances by pedestrian walkways and entry plazas within development parcels.

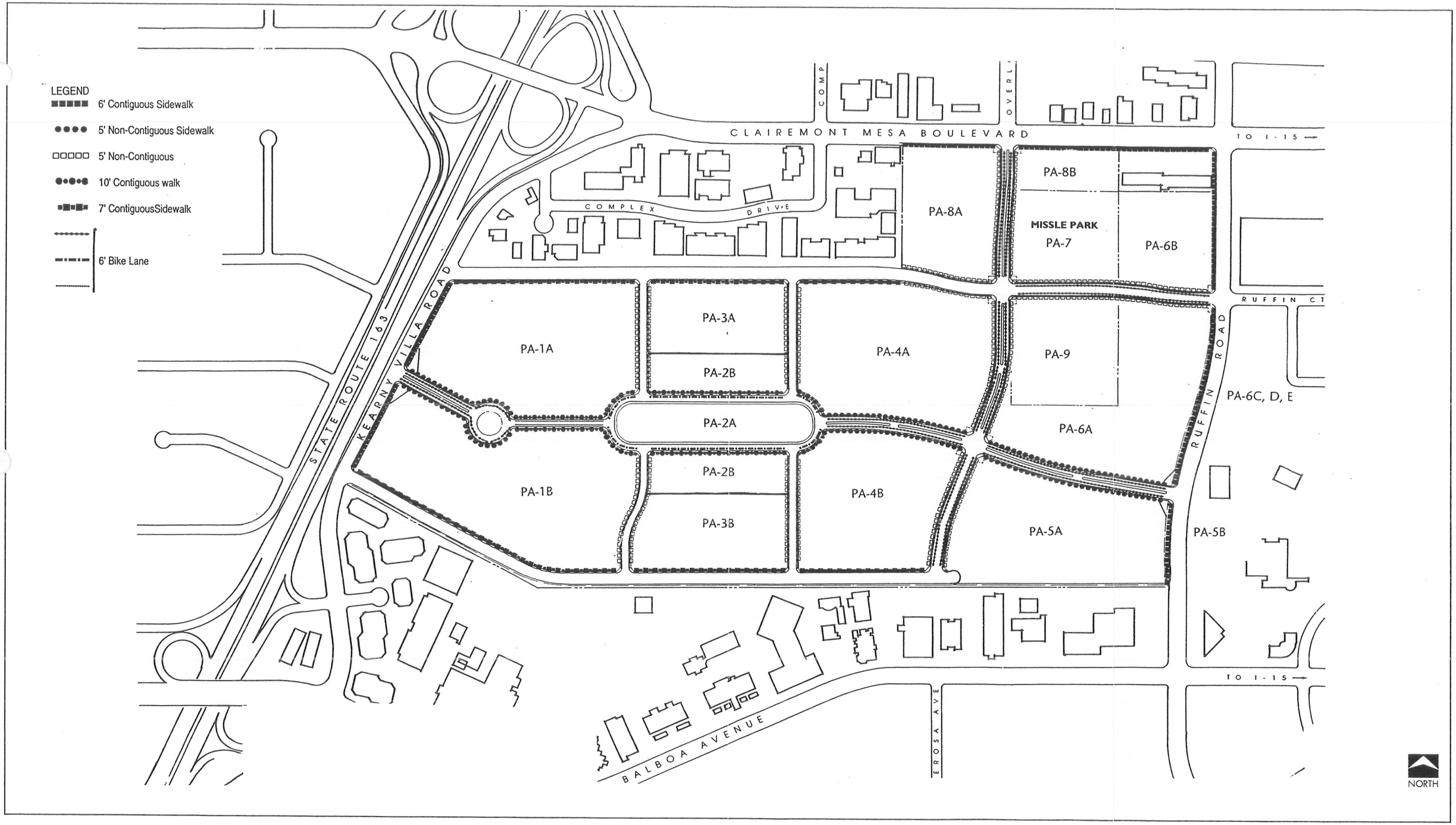
Bicycle Paths

As depicted in Figure 3-10, the proposed project incorporates Class II bike paths (a 6-foot-wide striped lane within the roadway pavement). All roadways, except for the Secondary/Service and Perimeter Service drives, will incorporate Class II bikeways. Secured bike racks will be provided in conformance with City standards.

Transit Facilities

Pedestrian and vehicular travel within and through the site is a key element of the NCC Master Plan project. Sidewalks, bikeways, and an internal loop/transit road are proposed by the applicant to provide transport between areas of the site, as well as providing linkages to adjacent areas in Kearny Mesa. Provisions for bus stops at key locations on-site would provide regional transit accessibility to customers and employees.

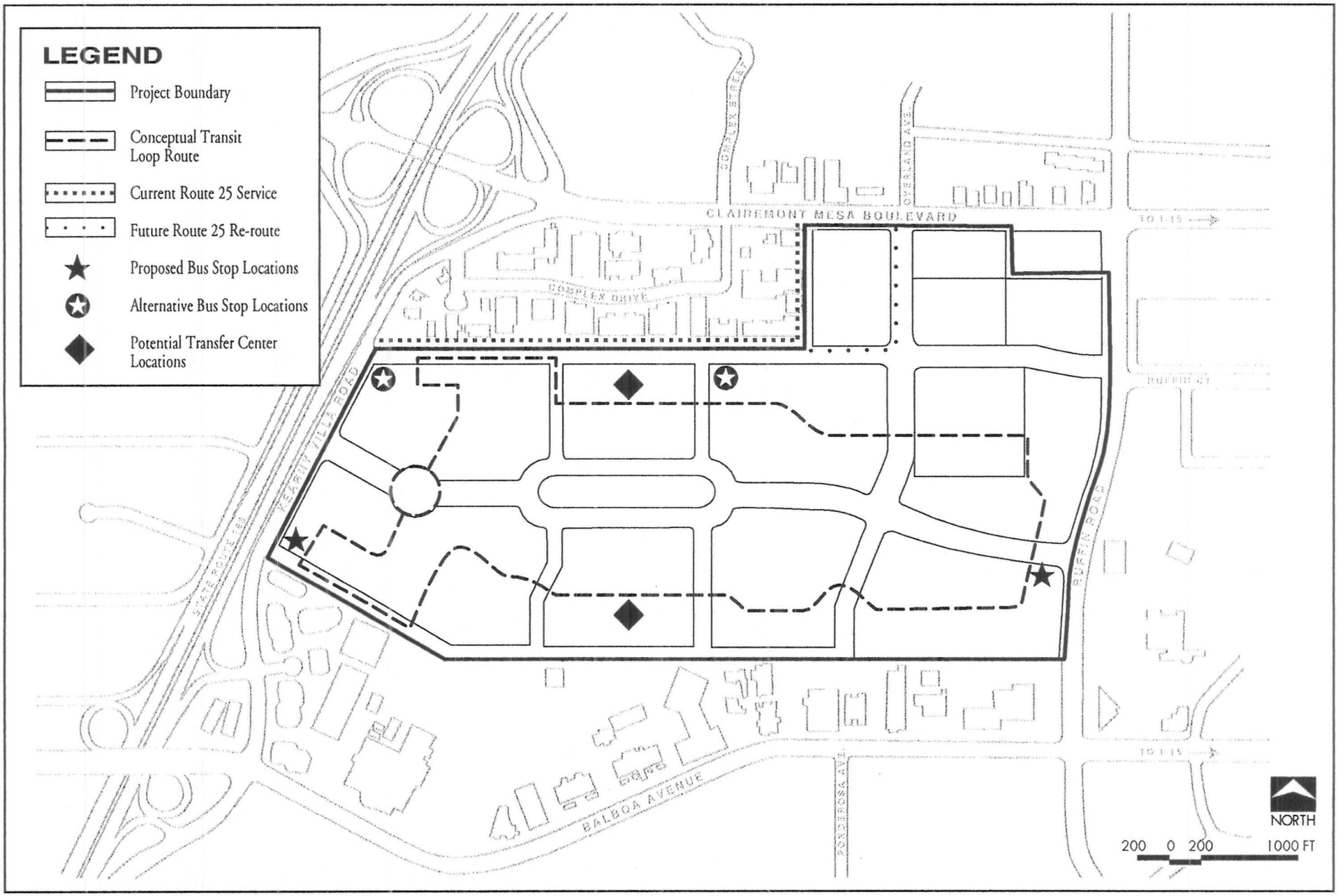
Two bus stops are proposed. These facilities will connect external bus routes to the proposed internal loop bus route. Figure 3-11 depicts the existing on-site bus service route, the proposed locations of bus stops, and a conceptual internal loop bus/shuttle route connecting these facilities. Alternative bus stop locations are also shown. Specific route locations will be determined as development of the project proceeds.



NCC Conceptual Pedestrian and Bicycle Circulation Plan

New Century Center

FIGURE 3-10



SOURCE: Kimley-Horn and Associates, Inc. • 1997

NCC Bus Plan and Internal Loop Road Shuttle Concept

FIGURE 3-11

Landscape Concept

The New Century Center Design Manual has been prepared by the project applicant to set forth design considerations for the project in accordance with the PCD and PID permits. The PCD and PID Design Manual includes architectural, landscape, and signage guidelines for the Planned Commercial Development and Planned Industrial Development areas of the site and for the specific uses within these areas: retail, entertainment, mixed-use commercial, Market Square, industrial/business park, business support commercial, and Missile Park.

The proposed landscape concept for the project is summarized below and is discussed in detail in the Design Manual. The landscape concept for the project (Figure 3-6) is intended to create places and to create destinations through transitional landscaping features including plant materials, pedestrian linkages, lighting, and site furnishings. Palm trees and canopy trees will serve as the landscape "spine" through the project site to transition from entertainment and retail uses in the western portion of the site to the campus-oriented industrial and business park uses in the eastern portion of the site. Palm trees will provide a "signature statement" while the canopy trees will provide a pedestrian scale to parkways and sidewalks.

The following functional and aesthetic considerations were identified by the applicant in developing the conceptual landscape plan for the project:

- Screening of parking areas, utility equipment, trash enclosures, and other infrastructure/utilitarian objects.
- Clear identification and separation of vehicular, pedestrian, and bicycle traffic through the use of internal sidewalks, bike paths, shrub massing, and canopy trees.
- Reinforcement of the human scale through the use of canopy trees, site furnishings, and lighting.
- No adverse affects to the vernal pool conservation bank in Planning Area 5A.
- Optimization of water conservation, including the proper selection of plant materials.
- Special lighting in public open spaces.
- Enhanced entry areas.
- Landscaping that compliments and enhances the architectural elements of the project.

Project Entry and Edges

SR-163 Frontage Along Kearny Villa Road

The project site is visible from SR-163 and provides an opportunity to present the project's visual image to vehicular traffic. In addition to establishing these views of the project site, the intent of the landscaping in this area is to visually screen parking, service areas, and loading docks from SR-163. Landscaping along Kearny Villa Road will support the project site's entrance at Kearny Villa Road. The landscaping will be characterized by a double row of palm trees, shrub massing, and a turf parkway.

Ruffin Road

Existing landscaping north and south of the project site along Ruffin Road has an informal parkway character. As illustrated on Figure 3-7, the project's landscaping along Ruffin Road will be in keeping with this more informal character and set the tone for the campus-style industrial and business park to be located in the eastern portion of the project site. The primary entrance from Ruffin Road into this portion of the project site will be more formal to tie into the Market Square and entertainment and retail areas of the site. The objectives of the landscape treatment along Ruffin Road would be to establish views of the site from the roadway, screen parking and service areas as well as loading docks from the roadway, and to transition the site's landscaping from the existing landscaping along Ruffin Road. No landscaping of the vernal pool conservation bank in Planning Area 5A would occur to prevent impacts to these existing resources. A native plant buffer along the southern boundary of the conservation bank would be provided. A detailed discussion of on-site biological resources is provided in Section 4.4.

Clairemont Mesa Boulevard

Access from Clairemont Mesa Boulevard is intended to serve as the primary access to the business support uses within this portion of the project site. The landscape character at this entry would be consistent with the more informal campus-style landscape character in the industrial and business park area of the site and along Ruffin Road (Figure 3-7). Further, the landscaping in this portion of the site is intended to provide linkages and references to the character of Missile Park. To the extent practicable, landscaping would be used to screen parking, loading docks, and service areas from Clairemont Mesa Boulevard.

On-site Intersections

Special landscaping would be provided at the intersections of Street Segments R/S with Segment B, and Street Segments B/C with Segment D. The objectives of the landscape treatments at these locations is to establish consistent entry statements throughout the project site and places for project monumentation. Project monumentation would be enhanced through accent plantings and thematic color schemes. Landscaping would also be used to screen views of parking, service areas, and other similar areas.

Streetscapes

Central Parkway (Street Segments A, D, and G)

The central parkway will serve as the east-west spine road connecting the entertainment and retail area to the industrial and business park area of the project site. Formal street tree plantings, graphics, street furniture, and pedestrian-scale light fixtures would be used. Street trees could include palms, such as *Washington robusta*, and canopy trees such as *Ficus nitida* "Green Gem."

Parkways (Street Segments B and S)

The secondary Ruffin Road entrance and the Clairemont Mesa Boulevard entrance will have a more informal parkway landscape theme (trees and shrubs) supporting the campus-style uses in this portion of the site.

Service Access Roads (Street Segments H, I, J, and K)

The north-south service access roads will be landscaped with street trees and shrubs on each side of the sidewalk. Trees could include Sweetgum; shrubs such as Privet could be used to create hedges to screen parking and service areas from the service access roads.

Convair Drive and Electronics Way (Street Segments N, O, P, Q, and R)

Along these two roadways, the sidewalks would be lined with shade trees such as London Plane or Sweetgums. Privet hedges could be used to screen parking and service areas from the streets. Tightly spaced Eucalyptus trees and hedging would be used to screen views from adjacent properties.

Conceptual Plant Palette

Table 3-4 identifies plant materials identified by the applicant for possible inclusion in the landscape concept for the project. This list is not intended to be inclusive and other plant materials may be substituted if they achieve a similar landscape character. Compliance with the City's guidelines regarding invasive pest plants is assumed.

3.4 DISCRETIONARY ACTIONS

Implementation of the proposed project will require several discretionary actions from the lead agency, as well as responsible and trustee agencies. The following lead agency and responsible and trustee agencies are expected to use the information contained in this Program EIR for consideration of approvals related to and involved in the implementation of this project.

CITY OF SAN DIEGO

- General Plan Amendment (GPA 35-0383) and Community Plan Amendment (CPA 35-0383). The project requires an amendment to the City of San Diego Progress Guide and General Plan to change the existing land use designation of Industrial to Commercial on the western portion of the site, and an amendment to the Kearny Mesa Community Plan to change the existing land use designation of Industrial and Business Park on portions of the site to General Commercial and Open Space/Park.

- New Century Center Master Plan. The New Century Center Master Plan would set forth the principal objectives governing the future development of the site and would be integrated into the Kearny Mesa Community Plan.

- Rezone (RZ 96-0165). The project requires a change of zone for Planning Areas 1A, 1B, 2A, and 2B from M-IB (industrial/retail/office) to CA (community and regional shopping centers), and for Planning Area 7 from M-1B to OS-TDR.

- Planned Commercial Development and Planned Industrial Permits (PCD and PID) (PCD 96-0165 and PID 96-0165). A PCD permit is required for the approximately 85 westerly acres of the property (Planning Areas 1A, 1B, 2A, and 2B) and a PID permit for the remainder of the site.

- Vesting Tentative Tract Map (TM 96-0165). A vesting tentative map would divide the property into multiple legal parcels. The vesting tentative map will include a water and sewer capacity study and a drainage study.

TABLE 3-4
CONCEPTUAL PLANT PALLETTE

Form	Function/Location	Example (Botanical Name)	(Common Name)	Size
Trees				
Palm	Entry statement & main boulevard spine	*Washingtonia robusta*	Mexican Fan Palm	22" bth
Broadleaf/Deciduous: 30' - 40' spread	Entry & intersection accent	*Erythrina coralloides* *Platanus acerifolia*	Coral Tree London Plane Tree	24" box min.
Broadleaf/Evergreen 25' - 35' spread	Canopy street tree	*Ficus nitida* "Green Gem;" *Podocarpus gracilior*	Indian Laurel Fig Fern Pine	24" box min.
Vertical Evergreen 15' - 30' spread	Street tree to match character of existing Ruffin Road landscape	*Eucalyptus sp.*		50% 5-gallon and 50% 15-gallon
Shrubs				
Evergreen 3' - 4' height	Screen views from street	*Ligustrum Texanum* *Photinia fraserii*	Texas Privet N.C.N.	5-gallon min.
Evergreen, flowering	Accent shrubs	*Agapanthus africanus;* *Hermerocallis sp.*	Lily of the Nile Day Lily	70% 1-gallon and 30% 5-gallon
Source: Burton Associates, 1997.				

- Subdivision Improvement Agreement. A Subdivision Improvement Agreement (SIA) would allow for site grading as proposed.

- Resource Protection Ordinance (RPO) Permit (RPO 96-0165). The project would require a RPO permit due to the presence of wetlands and biologically sensitive lands on the site.

- Development Agreement. The applicant is requesting the approval of a development agreement. The agreement includes the following commitments and "extraordinary and significant benefits:"

  Commitments

  – The permitted uses for the project, the density/intensity of uses, zoning, maximum height and size of buildings, building and yard setback requirements, provisions for reservations or dedications, design and performance standards, design guidelines, and other terms and conditions of development shall be those set forth in the Master Plan approvals and any other applicable project entitlements.

  – Pursuant to the procedures set forth in the Master PCD/PID, the property owner or any site developer may apply from time to time for the approval

of a site plan. Upon approval of such site plan, the owner or site developer shall have the right to proceed with development in accordance with the sit plan approval and will be legally vested for sit plan entitlements for three years following site plan approval. Extensions to site plan approvals are set forth in the Development Agreement.

- Upon approval of each site plan pursuant to the Master PCD/PID, all development plans approved in connection with such applicant are legally vested for three years thereafter, and the developer can proceed with development.

- Other than the mitigation measures and conditions of approval set forth in the EIR for the proposed project and the Master Plan approvals (and any additional future mitigation programs contemplated therein), no other mitigation measures for environmental impacts created by the proposed project, as proposed in the EIR, are required. In the event CEQA requires any additional environmental review, the City of San Diego may impose additional measures or conditions to mitigate as permitted by law the adverse environmental impacts of such discretionary entitlements which were not considered at the time of project approval, subject to additional provisions set forth in the Development Agreement.

Benefits

- Dedication of Sycamore Canyon Property: The project owner shall dedicate in fee approximately 248 acres located in the City and County of San Diego known as Sycamore Canyon, subject to the satisfaction of terms and conditions set forth in the Development Agreement.

- Serra Mesa Library: The project owner will make a $500,000 contribution for implementation of the Serra Mesa Library in the Kearny Mesa Community, subject to conditions as set forth in the Development Agreement.

- Community Improvements Contribution: The project owner will make a $500,000 contribution for community-related facilities in the Kearny Mesa Community, subject to conditions as set forth in the Development Agreement.

- Off-site Sycamore Canyon Conservation Bank Dedication: The project owner will establish the Sycamore Canyon Conservation Bank consisting of approximately 1,158 acres, located in the City and County of San Diego. The owner's obligation to establish the conservation bank is subject to conditions as set forth in the Development Agreement.

- Auxiliary Lane Contribution: The project owner will make a $250,000 financial contribution to assist in the construction of the Interstate 15 auxiliary lane. The owner's obligation is subject to conditions as set forth in the Development Agreement.

Subsequent Discretionary and Ministerial Actions

- Site Plan Review (ministerial)
- Grading Permits (discretionary for over 1,000 cubic yards)
- Building Permits (ministerial)
- Final Map (ministerial)

STATE OF CALIFORNIA

- California Department of Fish and Game. The project would require either: (1) a California Department of Fish and Game permit pursuant to section 2081 of the Fish and Game Code associated with impacts to state-listed endangered plants; or, (2) in the event that an incidental take statement is issued under Section 7 of the federal Endangered Species Act, alternative compliance in accordance with Section 2081.1 of the California Endangered Species Act. A written agreement is required prior to allowing development that may threaten, harm, or destroy existing wildlife habitats within areas of jurisdiction.

- State of California, Regional Water Quality Control Board. Pursuant to the federal Clean Water Act [Section 402(g)] and state General Construction Activity Storm Water Permit, a National Pollution Discharge Elimination System (NPDES) permit and storm water pollution prevention plans will be required from the California Regional Water Quality Control Board (RWQCB) for grading and construction in areas greater than 5 acres, as well as the installation of storm drains to serve the project.

FEDERAL

- U.S. Army Corps of Engineers. The project will require a U.S. Army Corps of Engineers (USACE) Section 404 permit if any portion of an area proposed for development is determined by the USACE to be "waters of the United States." The USACE has jurisdiction over developments in or affecting the navigable waters of the United States, pursuant to the Rivers and Harbors Act and the Clean Water Act. A USACE general permit is required prior to discharging any dredge or fill material into United States waters, pursuant to Section 404 of the Clean Water Act.

- U.S. Fish and Wildlife Service. Because of the presence of federally-listed Endangered and Threatened species, it will be necessary to obtain a take authorization pursuant to Section 7 of the federal Endangered Species Act.

4.1 LAND USE

EXISTING CONDITIONS

On-site Land Uses

The project site is generally bounded by Clairemont Mesa Boulevard on the north, Electronics Way on the south, Ruffin Road on the east, and SR-163 and Kearny Villa Road on the west. The site contains ~~234~~ 232.5 acres of General Dynamics land uses, as well as the ~~10-acre~~ 11.5-acre Computer Science Corporation (CSC) site, totaling 244 acres.

As described in Section 3.0, Project Description, of this Program EIR, the project applicant has applied for and received demolition permits that would allow for the phased removal of existing on-site buildings and structures. This analysis assumes that all structures have been demolished with the exception of the ~~10-acre~~ 11.5-acre, two-story CSC facility that exists near the northeastern portion of the site and the 26-acre Missile Park, inclusive of resources at Missile Park. Prior to the commencement of demolition activities, the project site contained approximately 61 buildings and structures. The remainder of the site consists primarily of paved surface parking constructed as part of the original General Dynamics facility. The only other developed on-site land use is Missile Park, located in the northernmost portion of the site. The park provides open space and recreational uses that are accessible and currently open to the public. The site also contains approximately 14.1 acres of undeveloped land located within two areas on the eastern and southern portions of the site. Biological resources found in these two areas are described in Section 4.4 of this Program EIR.

Surrounding Land Uses

The project site is located north of Balboa Avenue and east of SR-163, within the City of San Diego Kearny Mesa Community. Kearny Mesa is a major urbanized industrial and commercial area which encompasses approximately 4,000 acres, and is surrounded by the predominantly single-family residential communities of Tierrasanta, Clairemont Mesa/Linda Vista, and Serra Mesa to the east, west, and south, respectively. Miramar Naval Air Station abuts the Kearny Mesa area on the north. Land uses adjacent to and in the vicinity of the project site were previously identified in Section 2.0.

City of San Diego Related Plans and Programs

Land use issues addressed in this section include related plans and programs governing existing and future conditions on the project site, including the City of San Diego Progress Guide and General Plan, the Kearny Mesa Community Plan, Kearny Mesa Facilities Financing Plan, and the Resource Protection Ordinance.

City of San Diego Progress Guide and General Plan

The City of San Diego Progress Guide and General Plan, includes goals, objectives, and policies, and a land use map. The General Plan identifies the project site as being located in the Urbanized area of the City. The Urbanized area is the central portion of San Diego as well as the remaining older sections of the City. This area includes all of the land south of Miramar Naval Air Station with the exception of Tierrasanta and portions of South Bay Terraces which are categorized as Planned Urbanizing. The General Plan notes that older communities in the Urbanized area are expected to become more diverse in their land use, particularly in employment opportunities and housing variety. Access and future public transportation systems are expected to emphasize nodes of activity in older communities. The majority of the project site has a General Plan land use designation of Industrial. A small portion of the site near Clairemont Mesa Boulevard is designated Commercial.

The City of San Diego Progress Guide and General Plan consists of elements which address a broad range of issues. Each element of the plan identifies and describes goals, objectives, and implementing actions which provide direction for decision making and formulation of public policy. The most relevant policies as they relate to the development of the project site are contained in the Transportation, Commercial, Industrial, Cultural Resources Management, and Urban Design.

Transportation Element

The Transportation Element of the Progress Guide and General Plan provides a framework for the provision of a transportation system that can meet the needs of residents, visitors, and businesses. Transportation systems through the City are provided via streets and highways, transit, airports, rail, sea, bicycle lanes, and pedestrian walkways. The primary goals of the Transportation Element applicable to the proposed project are for the provision of:

- A flexible, evolving transportation system, the implementation of which retains full consistency with City and regional development goals.

- A transportation system that is in balance with the types and intensities of land uses that it serves.
- A coordinated, multimodal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service.
- A transportation system that is safe, functional, efficient, environmentally acceptable, and aesthetically pleasing.
- Assured revenues to cover the costs of constructing, operating, and maintaining planned transportation facilities and providing needed transportation services.
- A convenient, regionally coordinated transit system that is recognized as an essential public service because of its pervasive social, economic, and environmental benefits.
- A street and highway system whose components are consistent with the character of the area traversed and suitable for the type and volume of traffic served.
- Availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion.
- Reduction of transportation noise to a level that is tolerable and no longer constitutes a threat to the public health and general welfare.

Commercial Element

The Commercial Element of the General Plan identifies a functional structure to meet the commercial needs of residents and visitors. Its intent is to incorporate the following key components: continuation of the present decentralized pattern of commercial uses; continuing reliance on shopping centers as the favored form of retail commercial development; a changing, more specialized role for Centre City; and recognition of the increasing importance of commercial recreation to this area. Commercial areas in the older sections of the City are typically characterized by strip development. These older strip or thoroughfare commercial areas are often problematic because many were developed prior to current zoning regulations, market trends, and urban development patterns leading to inadequate parking and traffic congestion. The General Plan notes that existing business districts in older, built-up areas of the City could be upgraded and infilled to better serve the neighborhoods and to accommodate increased demand. The overall goal of the Commercial Element is:

- To develop an integrated system of commercial facilities that effectively meets the needs of San Diego residents and visitors as well as assuring that each

new development does not impede the economic vitality of other existing commercial areas.

The Commercial Element's recommendations include "prohibit the location commercial uses in designated industrial park areas, with the exception of commercial services needed to serve the industrial park."

Industrial Element

The Industrial Element notes that manufacturing activities employ a significant amount of the City's work force and represent an important economic contribution to the City and region. The project site is in an industrially-designated portion of the City (No. 15: Kearny Mesa East). In planning for the City's future, this element notes that determining the appropriate amount of industrially-designated land is difficult. Enough land should be designated to meet the anticipated need. However, too much acreage can preclude the "timely development of close-in properties and even result in the premature escalation of property taxes. An overabundance of industrial land may also contribute to a diffused, inefficient, and uneconomical industrial development pattern."

Goals of the Industrial Element that are applicable to the project are as follows:

- Insure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations.
- Protect a reserve of manufacturing lands from encroachment by non-manufacturing uses.
- Revitalize through public and private efforts, industrial areas which are basically well located but show environmental and/or functional deficiencies.
- Develop and maintain procedures to allow employment growth in the manufacturing sector at or near the state average.

Cultural Resources Management Element

The Cultural Resources Management Element of the General Plan notes that cultural resources are physical features, natural and man-made, associated with human activity such as buildings, street furniture, planted materials, etc. Goals of this element include the following:

- Preservation of San Diego's rich historical and prehistoric tradition so that it may become part of the consciousness of the present and future generations.

- Conserve not only structures of outstanding historic and architectural merit, but also those structures which contribute to the economic and social well-being of the City.

- Conserve in their entirety the largest and most unique prehistoric sites found within the City to be held for investigation with more sophisticated techniques developed at some future time.

- Preservation of historic resources in number and type so as to successfully evoke the distinctive character of all significant stages of San Diego's history.

Urban Design Element

The Urban Design Element of the General Plan deals with the "preservation, rehabilitation, and re-use of existing man-made facilities. The Element also addresses the integration of new development with the natural landscape or within the framework of an existing community, with minimum impact on that community's physical and social assets." The overall goal of the element is:

- Development of a comprehensive concern for the visual and other sensory relationships between people and their environment.

In addition to the City of San Diego Progress Guide and General Plan, the City has developed community plans which provide guidelines for various communities in conformance with the goals and objectives of the General Plan, including Kearny Mesa. The community plans provide more detailed information regarding the direction of future development within the various communities.

Kearny Mesa Community Plan

The Kearny Mesa Community Plan area, located in the central portion of the City, encompasses approximately 4,000 acres and is located between SR-52 to the north, I-805 on the west, I-15 on the east, and Aero Drive and Friars Road on the south.

The Kearny Mesa Community Plan "identifies the major issues facing Kearny Mesa and provides a framework to guide the future growth and development of the community." The primary intent of the plan is to "preserve and enhance Kearny Mesa as an employment center." The relevant aspects of the various elements contained in the Plan are briefly described below.

Industrial Element

The primary goal of the Industrial Element is to "provide opportunities for well-designed research and development, business park, traditional industrial and 'heavy' commercial uses in the community which include employee amenities to enhance the viability and image of Kearny Mesa."

The following polices are applicable to the proposed project:

- Industrially designated areas should be utilized for general industrial, business park, and scientific research and development uses....Heavy commercial uses should also be accommodated given the space needs of these uses.
- New development should be located in well designed projects with adequate provisions for transit opportunities, bicycle access, off-street parking, landscaping, service areas, support commercial and employee recreation facilities.
- Redevelopment should include upgrading the property to meet current development standards including landscaping and signage regulations.
- Industrially designated land should achieve and maintain lot sizes which allow the full range of development recommended by this plan.
- Development should be reviewed for consistency with adopted airport policies, such as those set forth in the comprehensive land uses plans of Montgomery Field and Miramar Naval Air Station.

The majority of the General Dynamics site is zoned M-1B; approximately 6 acres of the site which fronts on Clairemont Mesa Boulevard is zoned M-1A, (See Section 2.0, Figure 2-8 which identifies these zoning designations.) The Community Plan contains specific policy language regarding the project site, identified as the General Dynamics site, indicating that the M-1A zoned property should be retained to provide opportunities for new commercial development along Clairemont Mesa Boulevard. The plan further notes that the M-1B zoning on the majority of the property should be retained to provide for office and light industrial infill development. The Kearny Mesa Community Plan recommends that a master plan be prepared for the General Dynamics site at the time reuse of the site is proposed. This master plan is to address the following issues:

- The internal vehicular and pedestrian circulation system on the site should be improved with areas of enhanced pavement to define pedestrian paths. As an alternative to surface parking, well-designed, low-scale parking structures with linkage to existing and proposed buildings should be considered.

- A transportation demand management plan should be prepared and implemented to achieve the goals of the City's Mobility Program. Contributions to public transit, such as bus service, a transit center, and other physical improvements or human services should also be incorporated into any future proposals for this site. Phasing plans should particularly address any needed public and private street improvements, including street widenings, signalization and additional access points.

- A comprehensive landscape plan should be required which provides for landscaping in surface parking lots and along the major roadways and entrances to the site.

- A comprehensive sign plan should be required to provide consistent signage throughout the facility and to limit the size and number of signs. Monument signs should be provided rather than pole signs.

Commercial Element

The primary goals of the Commercial Element are to:

- Revitalize retail areas by improving motor vehicle, bicycle and pedestrian circulation on and off site, and by improving the aesthetic quality of retail development.

- Provide commercial services to employees within industrially designed areas by encouraging support commercial uses to locate within these developments.

- Discourage freestanding retail and general commercial strip centers within industrially designated areas.

- Provide opportunities for commercial uses that serve commuters traversing Kearny Mesa.

Relevant policies of the Commercial Element are as follows:

- Properties within the General Commercial land use designation should be allowed to develop with a broad array of uses, including commercial uses (i.e. retail and office) and industrial uses (i.e. "traditional" industrial and R&D).

- General commercial uses...should only be allowed within the area designated for General Commercial use. Support commercial development, however, should be allowed to locate within the industrially designated areas of Kearny Mesa.

- Hotel development should not be located where noise impacts exceed 65 decibels or Community Noise Equivalent Levels (CNEL) without mitigating interior noise levels to 45 CNEL.

- New development should be located in well designed projects with adequate provisions for transit opportunities, bicycle commuting, off-street parking, landscaping, and service areas.

- Redevelopment should include upgrading the property to meet current development standards including landscaping and signage regulations.

The Community Plan further states that retail commercial development to the east of SR-163 should be limited to Clairemont Mesa Boulevard and the intersection of I-15 and Aero Drive to provide necessary general commercial uses for the surrounding industrially designed areas without promoting the "indiscriminate location of strip retail development." This limitation on commercial development is consistent with the City of San Diego Progress Guide and General Plan policy regarding the preemption of industrial development by non-industrial uses.

Transportation Element

The primary goals identified in the Transportation Element are:

- Provide a safe and efficient multimodal transportation system that maximizes access for employees, customers, and residents of the community while minimizing adverse environmental impacts.

- Establish a vision for the future where individual choice is enhanced through the implementation of mass transit concepts.

Relevant policies of the Transportation Element indicate that:

- Development intensities should correlate with the capacity of the circulation system.

- Street widenings, restriping and signalization improvements should be analyzed as needed to provide a safe and convenient transportation system for motorists, bicyclists and pedestrians.

- Transit passenger facilities should be provided commensurate with transit activity according to the transit facility guidelines in the Metropolitan Transit Development Board's Short Range Transit Plan.

- Permit applicants should be strongly encouraged to incorporate provisions of the Transportation Demand Management (TDM) ordinance into their projects. In addition, developers, property owners, and employers in Kearny Mesa should establish a Kearny Mesa Traffic Management Association (TMA) as a means of achieving the goals of the TDM Ordinance.

- Bicycle parking facilities, including bicycle racks and lockers, should be provided as part of new development and redevelopment for bike commuters

to store their vehicles. In addition, bicycle safety and commuting workshops for employees should be jointly sponsored by the City of San Diego, Caltrans' Commuter Computer, and the proposed Kearny Mesa TMA.

- Enhanced facilities for pedestrian travel within the community should be provided to reduce auto dependent travel.

Further, the Transportation Element specifically recommends that: development should be coordinated with transit services to promote better transit access in the community; development projects should provide for internal pedestrian circulation, which connects with adjacent pedestrian circulation systems; and the new developments should be required to provide their fair-share of the specific improvements identified in the Element to minimize negative traffic impacts associated with community development. The pedestrian and bicycle recommendations identified above are consistent with the City of San Diego Progress Guide and General Plan goals of providing a coordinated non-motorized transportation system.

The City of San Diego Regional Transportation Plan identifies a community and regional bikeway system to serve the Kearny Mesa Community. Adjacent to the project site, Class III bicycle routes ("a shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motorized vehicles") occur along Clairemont Mesa Boulevard and Kearny Villa Road. Clairemont Mesa Boulevard and Ruffin Road are recommended for Class II bicycle lanes ("a restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified with special signs, lane striping, and other pavement markings").

Urban Design Element

The primary goal of the Urban Design Element is to "preserve and enhance the physical environment, visual appearance, identity and character of the Kearny Mesa community."

Most of the Kearny Mesa Community has been developed under the provisions of the M-1A and M-1B industrial zoning designations. Development regulations for these zoning designations do not include more stringent site design standards which have been established for other City zoning designations. The Community Plan acknowledges that the community lacks the aesthetic quality that derives from the provision of basic amenities. In addition, landscaped medians, street trees, aesthetically pleasing signage, pedestrian pathways, and other Urban Design Elements tend to be completely missing or are provided in a piecemeal manner.

The Urban Design Element of the Kearny Mesa Community Plan contains Urban Design guidelines which have been developed for general application in the community. These guidelines address the following:

- Building scale and design;
- Gateways;
- Hillsides and other natural resources;
- Prime viewshed areas;
- Transportation corridors/streetscapes; and
- Arterials and other streets.

Community Facilities and Services Element

The primary goal of the Community Facilities and Service Element is to "maintain all existing community facilities and services, and secure financing to upgrade those which are impacted by community growth and change."

The relevant policy of this Element indicates that developments should incorporate recreational facilities for employees, including showers and locker facilities. Other policies and recommendations identified in this Element are site-specific and do not relate to the project site.

Conservation and Open Space Element

The Conservation and Open Space Element addresses issues related to the protection of natural resources and the provision of adequate open space areas. The primary goal of the element is:

- Preserve open and environmentally sensitive areas for the aesthetic, psychological, and recreational benefits they provide to the community.

Relevant policies and recommendations of this Element indicate that: open space areas should be provided within developments to provide visual relief; native vegetation should be retained where possible; developments within the NAS Miramar "airport influence area" should be reviewed for consistency with the NAS Miramar Comprehensive Land Use Plan; and that projects adjacent to vernal pool habitat should be designed to prevent: runoff during the dry season, the invasion of exotic plants, and leaf litter from impacting vernal pool habitat.

The Community Plan specifically designates open space lands and known vernal pool sites which should be protected.

Kearny Mesa Facilities Financing Plan

The Kearny Mesa Facilities Financing Plan identifies major public facilities needed on a community-wide basis. These facilities are transportation (streets, storm drains, traffic signals,

etc.), libraries, parks and recreation, and fire stations. The facilities identified in the Financing Plan are based on the necessary infrastructure associated with the buildout of the Community of Kearny Mesa as established in the Kearny Mesa Community Plan. The City of San Diego has established development impact fees (DIF) associated with development in the community. The Financing Plan provides the basis for impact fees for the Kearny Mesa Community.

Resource Protection Ordinance

In addition to the above-described documents, the project site is subject to the regulations of the City of San Diego's Resource Protection Ordinance (RPO), adopted in February 1991. The purpose and intent of this ordinance is "to protect, preserve, and where damaged, restore the environmentally sensitive lands of San Diego, which include wetlands, wetland buffers, floodplains, hillsides, biologically sensitive lands, and significant prehistoric and historic resources...." The provisions of the ordinance apply to floodways and 100-year floodplain fringe areas, all hillside areas of 25 percent or greater slope, all other unmapped hillsides, wetlands, and wetland buffer areas, all biologically sensitive lands, and all significant prehistoric and historic sites and resources. These resources must meet the definitions established in the RPO to be subject to its regulations. Applicable resources present on the site are wetland and wetland buffer areas, biologically sensitive lands, and potentially significant historic resources.

The RPO provides that development plans shall comply with the regulations limiting uses of the resources subject to the RPO and, in the case of wetlands and significant historic resources, avoid "encroachment." In a case where a development plan contemplates uses or encroachments beyond those provided in the RPO, the RPO provides that the Planning Commission may approve the plan through "alternative compliance" where it appears that the strict application of the regulations would "1) result in unnecessary hardship to the applicant; or 2) create results that conflict with City Council policy, the Progress Guide and General Plan or any adopted community plan; or 3) preclude provisions of extraordinary benefit to the general public." The application of these provisions are described below, as well as in Section 4.4, Biological Resources.

Other Relevant Plans

Montgomery Field Comprehensive Land Use Plan

The primary purpose of the Montgomery Field Comprehensive Land Use Plan (CLUP) is to ensure that compatible development occurs in areas adjacent to airport property within the Airport Influence Area (AIA). The AIA is based on those areas adjacent to the airport which

could be impacted by noise levels exceeding the standards or where height restrictions would be needed to prevent obstructions to navigable airspace. The project site is located generally north and adjacent to the AIA for Montgomery Field. A small area in the southeastern portion of the site falls within the AIA (location of proposed conservation bank).

Naval Air Station (NAS) Miramar Comprehensive Land Use Plan

The CLUP for the Naval Air Station (NAS) Miramar was prepared by the Airport Land Use Commission (ALUC) under the authority of Article 3.5 of the California Public Utilities Code. The purpose of the law is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards.

The plan was prepared to protect NAS Miramar from incompatible land uses and provide for the orderly growth of the area surrounding the air station; to safeguard the general welfare of the inhabitants within the vicinity of the air station and the public in general by protecting them from the adverse effects of aircraft noise and accident potential; and to ensure that no obstructions or other hazards affect navigable airspace.

The CLUP identifies the AIA, noise contours, and the area impacted by airport-generated noise; land uses compatibility issues; and accident potential zones. The project site is located within the southern portion of the AIA for NAS Miramar but is outside of its accident potential zones (APZ).

Multiple Species Conservation Plan

The draft Multiple Species Conservation Program (draft MSCP) was established by the City of San Diego to identify and evaluate biological resources within the City from a regional perspective rather than on a case-by-case basis. One of the primary objectives of the draft MSCP is to identify and maintain a preserve system which provides for the maintenance of plant and animal populations at both the local and regional levels. The preserve system is proposed as a network of biological core resource areas (large blocks of habitat) and linkages/wildlife corridors. The design of the preserve system will ultimately be finalized by the City into a Preserve Map.

A habitat evaluation model was created as part of the MSCP process to qualify associated biological resources. Qualitative values were assigned to habitats according to a number of different parameters related to wildlife, vegetation, and biogeography. Habitats were also assessed based upon their value for supporting viable populations of the coastal California

gnatcatcher, a target species for conservation in Southern California. Using this information, the draft MSCP proposes "core biological resource areas" which consist of large blocks of native habitat which are sufficient to support a diversity of plant and animal life. "Linkages" were also identified to accommodate wildlife movement between core areas. These linkages usually occur in river valleys or riparian corridors, although they can also extend across upland habitats between core areas.

The system of evaluating habitats can be used to prioritized which sites are most important to preserve (i.e., those with the highest values). Although the New Century Center site in Kearny Mesa supports a number of species targeted for conservation within the MSCP, the site does not occur within a core area or linkage area identified in the draft MSCP. However, because of the high quality of the vernal pool habitat associated with the southern section of the site, including the presence of four target species, preservation of the southern section would enhance local and regional conservation efforts for the San Diego mesa mint, San Diego button celery, San Diego fairy shrimp, and Orcutt's brodiaea. These resources are addressed below along with an additional resource associated with the San Diego hardpan vernal pool habitat: spreading navarretia.

4.1.1 ISSUE 1

How is the proposed project consistent with the land use designations, intensity of development, and environmental goals of the City of San Diego Progress Guide and General Plan and the Kearny Mesa Community Plan?

IMPACTS

San Diego Progress Guide and General Plan

In the absence of the proposed amendments, the proposed project would be inconsistent with the General Plan and Kearny Mesa Community Plan with regard to the existing land use designations; the Kearny Mesa Community Plan is discussed below. Approximately 236 acres of the site has a General Plan land use designation of Industrial; approximately 6 acres of the site, fronting onto Clairemont Mesa Boulevard, has a Commercial designation. Implementation of the proposed project would require a General Plan amendment and zone change. The two proposed general plan land use designations would be Commercial and Industrial. The figures and text of the Progress Guide and General Plan would be modified to reflect the details in the NCC Master Plan land uses, circulation system, and other General Plan elements applicable to the project site.

As previously addressed, the site is currently zoned M-1A and M-1B (industrial/retail/office); Planning Areas 1A, 1B, 2A, and 2B would be rezoned from M-1B to CA (community and regional shopping centers) (see Section 3.0, Figure 3-3). These planning areas comprise approximately 85 acres of the property adjacent to Kearny Villa Road. The existing M-1A and M-1B zoning designations would be retained on the majority of the remainder of the site. Planning Area 7 (Missile Park) would be rezoned from M-1B to OS-TDR (Open Space). With the proposed amendment and zone change, the project would be consistent with the General Plan designations.

Relevant environmental goals of the San Diego Progress Guide and General Plan relate primarily to the Transportation, Industrial, Commercial, Cultural Resources Management, and Urban Design Elements and are discussed below.

Transportation Element

The proposed project is consistent with Transportation Element goals because it would provide off-street parking, be compatible with land use compatibility standards and transportation improvement requirements for commercial and industrial development, would provide on-site and off-site transit facilities, and would provide pedestrian and bicycle facilities to facilitate the provision of a coordinated non-motorized transportation system. The provision of a mix of land uses on one site is intended to encourage longer stays at the site to take advantage of multiple opportunities (e.g., employment, entertainment, and retail), and thereby discourage off-site vehicular use. Further, the project would incorporate pedestrian facilities which would facilitate pedestrian transportation within and between the site, and between existing commercial development along Clairemont Mesa Boulevard, and transit (shuttle) within the site. As discussed in Section 4.2, Transportation and Circulation, of this EIR the project will contribute to significant, unavoidable cumulative impacts to the following freeway segments: I-15 (I-8 to Aero Drive, and Clairemont Mesa Boulevard to SR-52), SR-52 (I-805 to I-15), and I-805 (Murray Ridge Road to SR-52). These impacts were identified in the Kearny Mesa Community Plan and would occur with or without the proposed project.

Commercial and Industrial Elements

Prior to amendment of the Progress Guide and General Plan, the project's proposed land use designation change would be inconsistent with the General Plan. As previously noted, the Industrial Element of the General Plan discourages the encroachment of non-manufacturing uses on manufacturing properties. The western portion of the site (approximately 85 acres) is proposed for commercial and commercial-related uses (limited to 620,000 square feet of commercial uses in Planning Areas 1A and 1B), and would therefore be generally inconsistent

with the City's goal regarding the protection of manufacturing lands from encroachment by non-manufacturing uses. The General Plan notes that determining the appropriate amount of industrial land is difficult and an "overabundance" can also have negative economic and planning consequences. The remainder of the project site's development area would have an Industrial land use designation encouraging campus park-style office, manufacturing, and industrial uses with support retail uses.

The Commercial Element indicates that infill commercial development can serve to accommodate increased demand. Commercial goals indicate that commercial uses should be prohibited within industrial areas, with the exception of commercial services needed to serve industrial park development. While the proposed project would result in more commercial development than is required to serve industrial park development, the mixed-use project would result in the reuse and rehabilitation of the underutilized site, in accordance with the Element's goals. Additionally, the project may also result in the indirect rehabilitation and revitalization of the strip commercial development along Clairemont Mesa Boulevard and in Kearny Mesa, in general. Such secondary revitalization would be consistent with Commercial Element goals which seek the rehabilitation of older commercial areas. Additionally, the proposed project may also help to create a gateway or entrance into Kearny Mesa, which the Kearny Mesa Community Plan indicates is lacking.

Cultural Resources Management Element

The project site contains a complex of buildings and structures that were associated with the development of the aerospace industry in San Diego. The City has issued demolition permits that will allow for the ongoing demolition of all buildings and structures on the project site with the exception of the CSC complex and Missile Park. The significance of on-site historic resources is addressed in Section 4.5, Cultural Resources. An archaeological survey conducted as part of the project indicated no known or anticipated prehistoric archaeological resources on the project site (see Section 4.5 of this Program EIR). The EIR sets forth a mitigation program associated with the on-site historic resources that would mitigate all impacts to a level that is considered less than significant.

Urban Design Element

Consistent with the Urban Design Element, the project would be compatible with the size and design of the surrounding neighborhood and would avoid an overwhelming or dominating appearance by conforming with the prevailing scale of surrounding development (refer to Section 4.6, Visual/Aesthetics, for a detailed evaluation of this issue).

Kearny Mesa Community Plan

As described above, absent a Community Plan Amendment, the proposed project would be considered inconsistent with the existing land use designations and zoning identified in the Kearny Mesa Community Plan. Further, the Kearny Mesa Community Plan recommends that a Master Plan be prepared for the General Dynamics site indicating that the existing zoning on this site should be retained to provide primarily for industrial office and light infill development. Retention of the existing zoning and level of intensity for the project site, as envisioned in the Community Plan, could result in the retention of similar land uses (e.g., defense-related, industrial, etc.), as have historically existed on the project site. The Community Plan recognizes that the development of the General Dynamics Property can best proceed by following a Master Plan that sets forth a coherent vision for future uses, circulation, and urban design.

The project would conform with the remaining Master Plan components recommended for this site, such as an internal vehicular and pedestrian circulation system improved with areas of enhanced pavement to define pedestrian paths, a transportation demand management plan, and comprehensive landscape and sign plans would result from project implementation (refer to Sections 4.2, Transportation and 4.6, Visual/Aesthetics, of this Program EIR and to the Master Plan and PCD and PID permits for additional details regarding these plans).

The proposed project is consistent with Transportation Element goals of the Community Plan by providing for internal pedestrian and bicycle circulation connecting with adjacent areas, bicycle parking facilities, transit access, incorporation of provisions of the Transportation Demand Ordinance into project design, consistency with the capacity of the circulation system, and project fair-share contribution to traffic improvements. As previously noted, the project would contribute to a significant unavoidable cumulative impact to freeway segments. However, these freeway segments would operate at congested levels of services even if no development on the project site were to occur.

Consistent with the Urban Design Element, the project would be compatible with the size and design of the surrounding neighborhood and would avoid an overwhelming or dominating appearance by conforming with the prevailing scale of surrounding development (refer to Section 4.6, Visual/Aesthetics, for a detailed evaluation of this issue).

The project is consistent with the Community Facilities and Services Element regarding the provision of recreational opportunities in the project. As noted, ~~8.5~~ 7 acres of Missile Park (Planning Area 7) will be retained as an amenity to employees and users of the project. Although active recreational areas would not be included in the park, the park and the on-site pedestrian and bicycle paths provide recreational amenities within the project site. In addition,

recreational uses may be implemented at Market Square. Further, opportunities for the integration of other recreational uses including a health club(s) and other recreational amenities in building complexes could be provided.

The proposed project is consistent with the Open Space and Conservation Element of the Community Plan by providing for open areas within the development to provide visual relief (Missile Park, Market Square, and the conservation bank); and compatibility with the Noise Compatibility and Land Use Matrix, as evaluated in Section 4.10, Noise. Additionally, with mitigation identified in this Program EIR (Section 4.9, Hydrology), downstream erosion and sedimentation would be minimized, irrigation systems would be properly designed to avoid over watering, native and drought-tolerant species would be emphasized in areas adjacent to natural vegetation, and runoff would be prevented adjacent to vernal pool habitat. Further, the project would not result in the development of any areas designated as Open Space in the Community Plan. However, as proposed, the project would result in the loss of on-site vernal pools and other identified sensitive habitat and wildlife resources. Biological resource impacts are discussed in detail in Section 4.4 of this Program EIR.

SIGNIFICANCE OF IMPACTS

Absent the proposed amendments to the Progress Guide and General Plan, Kearny Mesa Community Plan, and zoning map, the proposed project would be inconsistent with existing land use designations and zoning, and goals/objectives related to the retention of industrial land for industrial/business park uses. Under City significance thresholds, inconsistency/conflict with an adopted land use designation or goal is only significant if it would result in significant environmental effects. As described below, implementation of the proposed project would not result in significant environmental impacts related to inconsistencies with adopted environmental goals of the San Diego Progress Guide and General Plan and the Kearny Mesa Community Plan.

As previously discussed, the applicant has requested an amendment to the San Diego Progress Guide to change the land use designation on the western portion of the site (approximately 85 acres) from Industrial to Commercial; the eastern portion of the site would retain its Industrial designation. An amendment to the Kearny Mesa Community Plan would change the site's designation of Industrial and Business Park on the western portion of the site to General Commercial; the eastern portion would retain its General Commercial and its Industrial and Business Park designations, and would designate Missile Park (Planning Area 7) as Open Space/Park.

All but 6 acres of the site are zoned M-1B; the remaining 6 acres are zoned M-1A. The proposed rezone would result in Planning Areas 1 and 2 being designated with CA zoning. Within the Planned Industrial Development Area, Planning Areas 3 through 6 would retain their M-1B zoning designation; Planning Areas 8A and 8B along Clairemont Mesa Boulevard would retain their M-1A zoning designation. The proposed rezone would result in 8.5 acres of Missile Park (Planning Area 7) rezoned to OS-TRD.

The proposed redesignation/rezone of the site could result in a significant environmental change if the region's jobs-housing balance is impacted such that traffic is increased (and cannot be mitigated) or new population is drawn to the area. It is not anticipated that either condition would occur with implementation of the proposed project's commercial uses because resulting retail office and industrial jobs would be of the type that would provide additional employment opportunities for existing residents, but would not result in people moving into the area and creating additional demands upon existing housing and public services.

With respect to traffic directional flows, Section 4.2, Transportation and Circulation, of this Program EIR addresses the anticipated peak hour traffic for the proposed project in comparison to land uses identified in the Community Plan for the project site. The traffic study prepared for the project indicates that the proposed land uses would result in less peak hour traffic and better directional flow of traffic. Additionally, resulting commercial-related jobs would generally not be of the type that would generate lengthy commutes. The Transportation and Circulation section of this Program EIR does acknowledge that the project would contribute to significant adverse impacts to freeway segments and the local circulation system within the traffic study area. The project's contribution to cumulative impacts on freeway segments is significant and unavoidable. However, these freeway segments would operate at congested levels of service with or without the project. All other traffic impacts can be mitigated to a level that is considered less than significant.

MITIGATION, MONITORING, AND REPORTING

No mitigation is required beyond that identified in Sections 4.2 through 4.12 of this Program EIR.

4.1.2 ISSUE 2

How does the project relate to the development regulations and guidelines of the Resource Protection Ordinance?

IMPACTS

Wetlands, Wetland Buffer Areas, and Biological Sensitive Lands

The RPO precludes uses within wetlands and wetland buffer areas, and substantially limits uses within biologically sensitive lands beyond specified "maximum percentages". Any such encroachment "must not adversely impact state or federally listed rare, threatened, or endangered species or wetlands."

Approximately 14.1 acres located within the eastern and southern sections of the project site contain biological and vegetation communities supporting species considered "sensitive" as defined in the RPO. Among other resources, this section of the property contains approximately 0.6 acre of vernal pool wetlands and 12.9 acres of Diegan coastal sage scrub. Therefore, 13.5 acres of the 14.1 acres would be subject to the RPO. Of the 13.5 acres, the following resources are found in the eastern section: 9.0 acres of Diegan coastal sage scrub and 0.2 acre of vernal pool wetlands. In the southern section, there are 3.9 acres of Diegan coastal sage scrub and 0.4 acre of vernal pool wetlands. Subject to acceptance by federal and state resource agencies, the applicant is proposing to set aside the 4.3-acre southern section of this biologically sensitive habitat as a conservation bank. Thus, the proposed development plan would impact only the remaining approximately 9.8 acres comprising the eastern section of the habitat area. The 13.5 acres subject to the City's RPO is approximately 5.5 percent of the project site, which would provide no encroachment allowance. The project would result in encroachments and other impacts to wetlands and biologically sensitive lands in the eastern section beyond the limited encroachments set forth in the RPO.

The City's RPO does not permit encroachment into the biologically sensitive lands and wetlands areas within the property in the absence of alternative compliance findings by the City Planning Commission. Such alternative compliance would require findings that appropriate mitigation of impacts to the sensitive lands and wetlands were provided, that the project will not conflict with the General Plan and the Community Plan, and that the project provides "extraordinary benefits" to the public. Please refer to Section 4.4, Biological Resources. The Planning Commission would need to grant alternative compliance for the eastern section of the project site.

Historic Resources

The RPO also applies to significant prehistoric and historic resources, specifically historic districts, sites, buildings, structures, or objects included in the State Landmark Register, or the

City of San Diego Historical Sites Board List, or included in or eligible for inclusion in the National Register of Historic Places.

Neither the project site as a whole nor any individual buildings or structures have been included in either the National Register of Historic Places, State Landmark Register, or the City of San Diego Historical Sites Board List. Additionally, neither the project site nor the individual buildings have been determined "eligible" for inclusion in the National Register. For these reasons, neither the project site nor any individual buildings are subject to the RPO.

SIGNIFICANCE OF IMPACTS

The development of the eastern section of the site would potentially conflict with the regulatory standards of the RPO with respect to sensitive biological resources. As such, all impacts to vernal pool habitat and biologically sensitive lands are considered significant direct and cumulative land use impacts. Please refer to Section 6.0 of this Program EIR for additional discussion of the project's contribution to significant, cumulative regional land use impacts.

MITIGATION, MONITORING, AND REPORTING

The applicant proposes to offset encroachment into the vernal pools and biologically sensitive lands through the creation of a 4.3-acre conservation bank for the preservation and enhancement of vernal pool habitat, as well as through off-site acquisition of equally suitable Diegan coastal sage scrub habitat. Please refer to Section 4.4, Biological Resources, of this Program EIR for a detailed discussion of the proposed biological mitigation program for the project. Implementation of this mitigation program would reduce potential direct, but not cumulative, impacts with respect to the RPO allowances for biologically sensitive lands, excepting wetlands, to below a level of significance. Impacts to vernal pools would remain a significant adverse impact of the project on a project-specific and cumulative basis.

Implementation of the following alternatives identified in Section 9.0 of the Program EIR would lessen or eliminate significant impacts to biological resources that are associated with the proposed project: No Project "A" Alternative (assumes no new development of the site), and Reduced Intensity Alternative (assumes no direct encroachment into the on-site biological resources).

4.1.3 ISSUE 3

How is the proposed project consistent with the Montgomery Field and Naval Air Station (NAS) Miramar land use policies?

IMPACTS

Montgomery Field

As indicated in the Existing Conditions subsection, the purpose of the Montgomery Field Comprehensive Land Use Plan is to ensure that compatible development occurs in areas adjacent to airport property in the Airport Influence Area (AIA). While a small area in the southeastern portion of the site (proposed conservation bank area) falls within the Montgomery Field AIA, the site is generally located north and adjacent to the AIA.

The CLUP for Montgomery Field provides a development review process by which a development or proposal is determined to be consistent with the Plan. This process requires that the Airport Land Use Commission (ALUC) be notified of proposed development projects or land use plan/zone changes. The ALUC staff then make a determination as to whether or not the proposed action is consistent with its adopted CLUP.

However, the proposed project would not be considered an incompatible land use as it does not occur in noise impacted areas (as delineated by 60, 65, and 70 CNEL noise contours) and/or Flight Activity Zones (FAZ). The proposed project site is located outside existing and future 60 CNEL noise contours and, therefore, would not be located in an area impacted by aircraft noise. Likewise, the site is located outside of the FAZ for Montgomery Field which contain the land areas adjacent to the ends of the runways over which all aircraft using the airport must pass on either arrival or departure. Therefore, the project would not be subject to the land use compatibility criteria of the Comprehensive Land Use Plan for Montgomery Field because these criteria only apply to land uses that would occur within noise impacted areas or within FAZs.

NAS Miramar

As indicated in the Existing Conditions section, the purpose of the NAS Miramar Comprehensive Land Use Plan is to ensure that compatible development occurs in areas adjacent to the Miramar Air Station, within the Airport Influence Area. As the site is located within the Airport Influence Area, it should be reviewed for consistency with the policies and criteria contained in the CLUP.

The project site is located outside existing and future noise impacted areas (as delineated by 60, 65, 70, 75, and 80 CNEL noise contours) and is located within an area that would be considered compatible for the proposed uses as defined in CLUP's Land Use Compatibility Matrix. The project site is located outside the defined Accident Potential Zones (APZs), which are areas that are exposed to potential aircraft accidents and, therefore, is not subject to the land use compatibility criteria for APZs identified in the CLUP. Additionally, the proposed project would not exceed the height restrictions, which indicate that objects over 200 feet above ground level or which penetrates the 100:1 slope extending 20,000 feet from the nearest point of the nearest runway must be submitted to the Federal Aviation Administration for an obstruction evaluation. Therefore, the proposed project would be considered a compatible land use and is consistent with the CLUP for NAS Miramar.

SIGNIFICANCE OF IMPACTS

No significant impacts are anticipated.

MITIGATION, MONITORING, AND REPORTING

No mitigation is required.

4.2 TRANSPORTATION AND CIRCULATION

Note: In response to comments received on the Draft Program EIR, the project applicant agreed to modifications to the proposed project. As identified in Table 3-3 of Section 3.0, Project Description, the amount of commercial/retail development in Planning Areas 1A and 1B would be limited to 620,000 square feet; the total square footage requested by the applicant has not changed. This modification may reduce the average daily trips associated with the proposed project. These changes would not result an any new significant environmental impacts.

This section summarizes the traffic impact analysis prepared by Kimley-Horn and Associates, Inc. in June 1997. The entire analysis is provided as Appendix B to this Program EIR. Traffic conditions were analyzed for the following scenarios:

- *Year 1996*
- *Existing Baseline With Redevelopment Increment*
- *Year 2006*
- *Future Year Without Project*
- *Future Year With Project*
- *Existing Community Plan Buildout*

EXISTING CONDITIONS

The study area for the project was defined jointly by the City of San Diego and Kimley-Horn and Associates, Inc. The study area includes those intersections and roadways that may potentially be affected by the proposed project. The City and Kimley-Horn identified 36 off-site or project access intersections (31 existing and 5 future) that represent primary ingress/egress to and from the project site and the Kearny Mesa Community. The following intersections were identified (future intersections are shown in italics) and are depicted in Figure 4.2-1. Figure 4.2-2 depicts existing street classifications.

1. Clairemont Mesa Boulevard/I-15 northbound ramps
2. Clairemont Mesa Boulevard/I-15 southbound ramps
3. Clairemont Mesa Boulevard/Murphy Canyon Road
4. Clairemont Mesa Boulevard/Ruffin Road
5. Clairemont Mesa Boulevard/Overland Avenue

5A. Clairemont Mesa Boulevard/Missile Road

6. Clairemont Mesa Boulevard/Complex Street
7. Clairemont Mesa Boulevard/Kearny Villa Road
8. Clairemont Mesa Boulevard/Kearny Mesa Road
9. Clairemont Mesa Boulevard/Kearny Plaza driveway
10. Clairemont Mesa Boulevard/Mercury Street

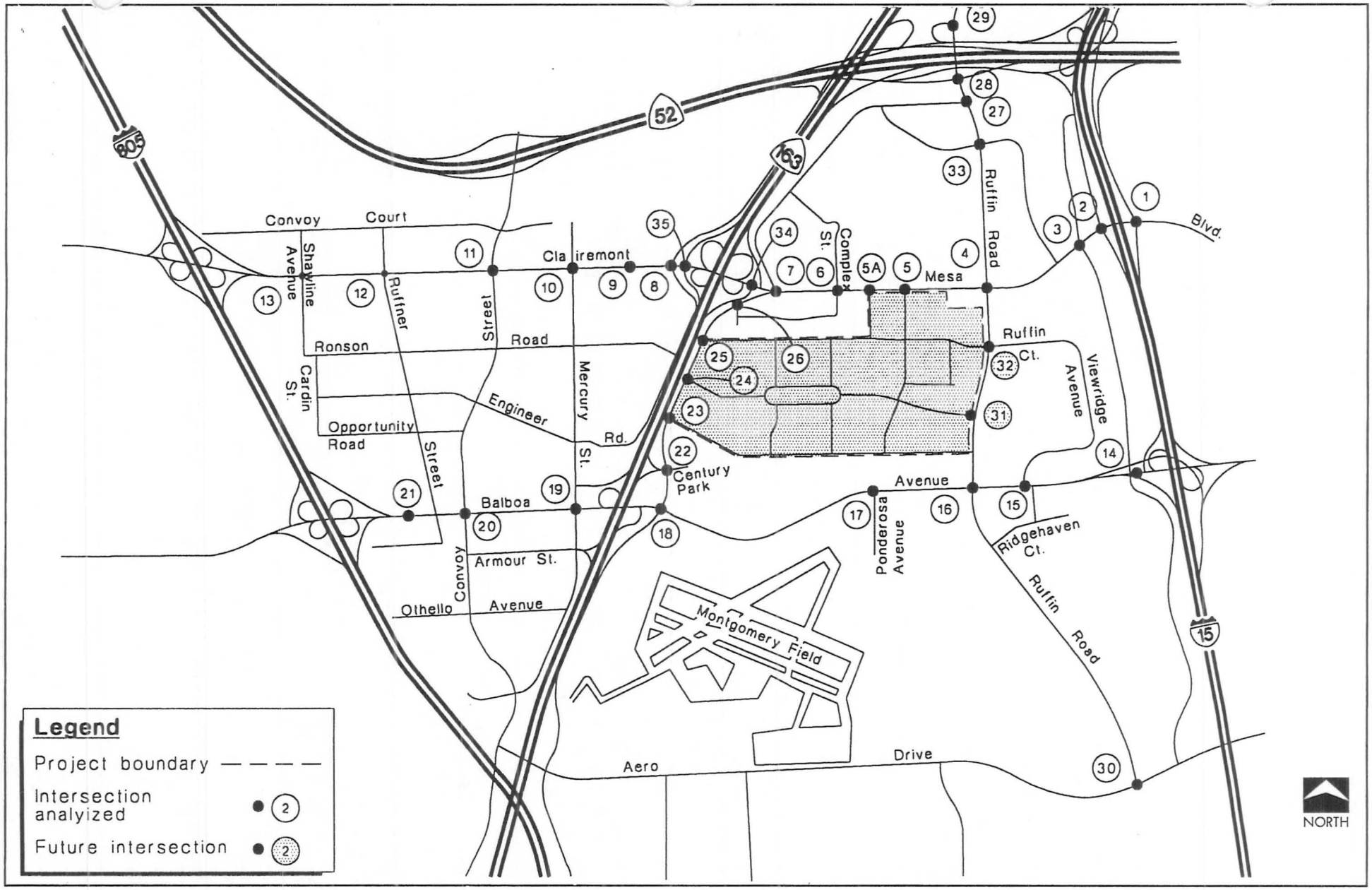
14. Balboa Avenue/I-15 southbound ramps
15. Balboa Avenue/Viewridge Avenue
16. Balboa Avenue/Ruffin Road
17. Balboa Avenue/Ponderosa Avenue
18. Balboa Avenue/Kearny Villa Road
19. Balboa Avenue/Mercury Street
20. Balboa Avenue/Convoy Street
21. Balboa Avenue/Sportmart Entrance
22. Kearny Villa Road/Century Park Road/SR-163 northbound ramps
23. *Kearny Villa Road/Electronics Way*
24. *Kearny Villa Road/Main Street*
25. *Kearny Villa Road/Convair Drive*
26. Kearny Villa Road/Kearny Villa Way
27. Kearny Villa Road/Ruffin Road
28. Kearny Villa Road/SR-52 eastbound ramps
29. Kearny Villa Road/SR-52 westbound ramps
30. Ruffin Road/Aero Drive
31. *Ruffin Road/Main Street*
32. Ruffin Road/Ruffin Court/Convair Drive
33. Ruffin Road/Chesapeake Drive
34. SR-163-Clairemont Mesa Boulevard northbound offramps
35. *SR-163-Clairemont Mesa Boulevard northbound and southbound offramps (partial cloverleaf design alternative)*

Year 1996

The City has acknowledged that a redevelopment increment is appropriate to reflect the fact that additional traffic capacity was created as operations at the General Dynamics facility were scaled back. For this reason, the *Existing Baseline With Redevelopment Increment* is considered the baseline condition. The *Year 1996* scenario, which does not include the redevelopment increment for the project site, is included for comparison purposes. The *Year 1996* scenario is based on traffic data collected in January 1996. Under this scenario, the traffic generated by prior defense-related uses on the project site are not included.

Intersection Level of Service Methodology

Roadway performance is most often controlled by the performance of intersections, specifically during peak traffic periods. This is because traffic control at intersections interrupts traffic flow which would otherwise be relatively unimpeded except for the influences of on-street parking, access to adjacent land uses, or other factors resulting in interaction of vehicles between intersections. For this reason, this traffic analysis focuses on peak hour operating conditions for key intersections rather than roadway segments. Operating conditions at intersections are typically described in terms of "level of service" (LOS). Level of service is a qualitative measure of a facility's operating performance. Level of Service is described with a letter designation from

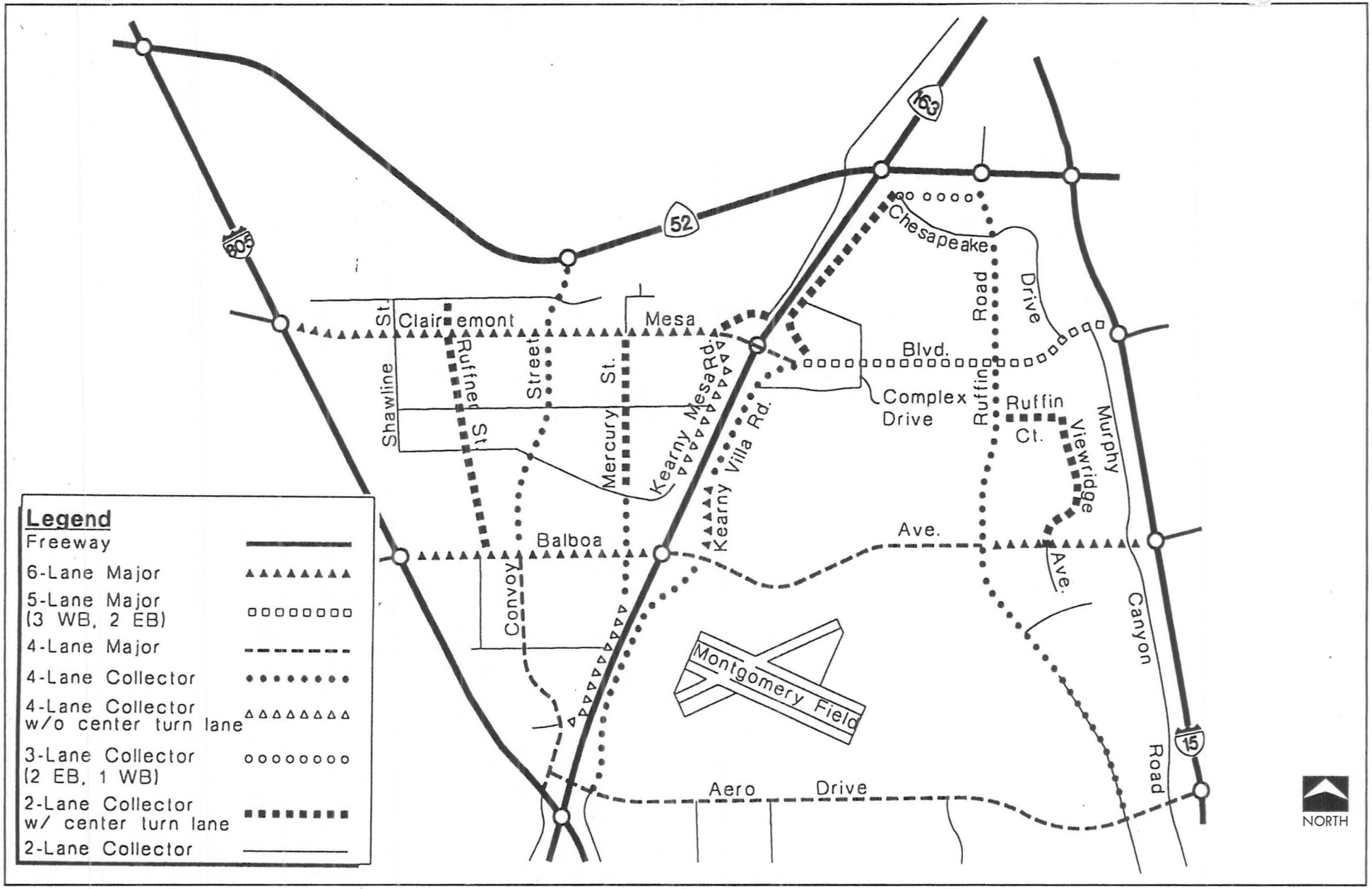


SOURCE: Kimley-Horn and Associates

Traffic Study Area

New Century Center

FIGURE **4.2-1**



SOURCE: Kimley-Horn and Associates

Existing Roadway Configurations

FIGURE **4.2-2**

A to F, with A representing the best operating conditions and F the worst. The procedures used for determining intersection levels of service are consistent with the operational analysis methods set forth in Chapters 9 and 10 of the 1994 Highway Capacity Manual (HCM). The maximum delay thresholds for each level of service are as prescribed in the 1994 HCM.

Year 1996: Intersection Capacity Analysis

The location of each off-site or ingress/egress intersection was previously depicted in Figure 4.2-1. Table 4.2-1 identifies the findings of the 1996 intersection analysis. As shown in the table, all intersections will operate at adequate levels of service (i.e., LOS D or better) with the following exceptions:

Signalized Locations

4. Clairemont Mesa Boulevard/Ruffin Road–LOS E (p.m. peak)
13. Clairemont Mesa Boulevard/Shawline Street–LOS E (p.m. peak)
21. Balboa Avenue/Sportmart entrance–LOS E (p.m. peak)

Unsignalized Locations (one or more conflicting movements)

5A. Clairemont Mesa Boulevard/Missile Road–LOS F (p.m. peak)
27. Kearny Villa Road/Ruffin Road–LOS F (a.m. and p.m. peak)
28. Kearny Villa Road/SR-52 eastbound ramps–LOS F (a.m. and p.m. peak)
29. Kearny Villa Road/SR-52 westbound ramps–LOS F (a.m. and p.m. peak)

The 1994 Highway Capacity Manual (HCM) methodology used in the analysis of the unsignalized intersection of Clairemont Mesa Boulevard at Missile Road assumes the arrival of vehicles on Clairemont Mesa Boulevard is random. This assumptions suggests that fewer gaps occur where traffic on Missile Road can cross Clairemont Mesa Boulevard than if vehicles on the major street occurred in groups (or "platoons"). Since this intersection is located between two interconnected traffic signals (which promotes the movement of vehicles in platoons), it is reasonable to assume that the actual delay at Missile Road is less than predicted by the HCM model.

Roadway Segment Level of Service Methodology

Street system operating conditions are also described in terms of level of service. The City of San Diego generally considers LOS C an acceptable operating condition in newly developing communities, and LOS D an acceptable operating condition in more urbanized areas such as the Kearny Mesa Community where further improvement in the level of service is not feasible or practical. Daily traffic volume standards for City roadways are contained in the City of San

TABLE 4.2-1
YEAR 1996: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	20.7	C	10.7	B
2. Clairemont Mesa Blvd./I-15 SB Ramps	10.6	B	10.3	B
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	8.3	B	17.3	C
4. Clairemont Mesa Blvd./Ruffin Rd.	22.4	C	47.4	E
5. Clairemont Mesa Blvd./Overland Ave.	6.5	B	5.7	B
6. Clairemont Mesa Blvd./Complex St.	9.4	B	13.1	B
7. Clairemont Mesa Blvd./Kearny Villa Rd.	9.3	B	10.5	B
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	12.3	B	19.8	C
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	7.1	B	12.1	B
10. Clairemont Mesa Blvd./Mercury St.	9.5	B	16.7	C
11. Clairemont Mesa Blvd./Convoy St.	12.9	B	15.0	B
12. Clairemont Mesa Blvd./Ruffner St.	10.7	B	18.5	C
13. Clairemont Mesa Blvd./Shawline St.	12.7	B	53.3	E
14. Balboa Ave./I-15 SB Ramp	7.5	B	5.6	B
15. Balboa Ave./Viewridge Ave.	7.2	B	33.7	D
16. Balboa Ave./Ruffin Rd.	23.6	C	28.8	D
17. Balboa Ave./Ponderosa Ave.	7.2	B	7.1	B
18. Balboa Ave./Kearny Villa Rd.	18.2	C	11.8	B
19. Balboa Ave./Mercury St.	10.8	B	15.4	C
20. Balboa Ave./Convoy St.	12.5	B	23.2	C
21. Balboa Ave./Sport Mart Entrance	12.5	B	40.3	E
22. Kearny Villa Rd./SR 163 NB Ramps	11.3	B	14.6	B
26. Kearny Villa Rd./Kearny Villa Way	6.3	B	4.5	A
30. Ruffin Rd./Aero Dr.	15.8	C	14.8	B
33. Ruffin Rd./Chesapeake Dr.	10.3	B	15.2	C
UNSIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (c)	LOS (d)	DELAY (c)	LOS (d)
5A. Clairemont Mesa Boulevard/Missile Road				
NB left turns	(e)	(e)	67.9	F
NB right turns	(e)	(e)	3.8	A
WB left turns	5.4	B	(e)	(e)
27. Kearny Villa Rd./Ruffin Rd.				
NB left turns	16.3	C	3.9	A
EB left turns	269.8	F	#	F
EB right turns	7.1	B	3.5	A
28. Kearny Villa Rd/SR 52 EB Ramps				
SB left turns	#	F	14.5	C
EB left turns	#	F	#	F
EB through/right turns	#	F	5.8	B
29. Kearny Villa Rd/SR 52 WB Ramps				
NB left turns	6.4	B	8.3	B
EB left turns	65.4	F	#	F
EB right turns	6.3	B	3.4	A
34. SR-163/Clairemont Mesa Blvd. NB Off Ramp				
NB right turns	19.8	C	9.4	B

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
(e) Nominal volume for this movement
Delay exceeds 999.9 seconds

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Diego's Traffic Impact Study Manual. The Traffic Impact Study Manual gives approximate daily traffic volumes thresholds for roadway classifications. These thresholds are typically used to size new roadways or are used in the absence of more detailed peak hour operating characteristics. These approximate thresholds are based on generalized information regarding traffic characteristics, roadway characteristics, access, intersection turn lanes, and traffic control devices. For this project's traffic analysis, the relationship between average daily traffic (ADT) volume and level of service (LOS) for each City of San Diego street classification was approximated to assist in describing street segment operating conditions.

Year 1996: Roadway Segment Capacity Analysis

Figure 4.2-3 depicts the average daily trip (ADT) volumes in the project vicinity. Table 4.2-2 summarizes the street segment level of service analysis. As shown in this table, all street segments will operate at adequate levels of service (i.e., LOS D or better), with the following exception:

- Balboa Avenue (Convoy Street to Sportmart entrance)–LOS F

Year 1996: Arterial Capacity Analysis

In conformance with the requirements of the San Diego Regional Congestion Management Program (CMP), a peak hour arterial analysis was conducted for two segments of Balboa Avenue using the 1994 HCM Chapter 11 procedures. The HCM procedure considers the benefits of turn lane improvements in evaluating an arterial's level of service. Arterial segment analyses also measures capacity improvements associated with intersection improvements on arterial flow.

The Balboa Avenue segments analyzed are I-15 to Kearny Villa Road and Mercury Street to the Sportmart entrance. Both directions of travel were analyzed during the a.m. and p.m. peak hours. Table 4.2-3 summarizes the findings of this analysis. As shown in this table, arterial operations will be adequate during both the a.m. and p.m. peak hours in both directions of travel.

TABLE 4.2-2

YEAR 1996: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	5 LN MAJOR ARTERIAL	25200	45000	B
	MURPHY CANYON ROAD - RUFFIN ROAD	5 LN MAJOR ARTERIAL	25200	45000	B
	RUFFIN ROAD - OVERLAND AVENUE	5 LN MAJOR ARTERIAL	23000	45000	B
	OVERLAND AVENUE - COMPLEX STREET	5 LN MAJOR ARTERIAL	23000	45000	B
	COMPLEX STREET - KEARNY VILLA ROAD	5 LN MAJOR ARTERIAL	23000	45000	B
	KEARNY VILLA ROAD - SR-163	4 LN MAJOR ARTERIAL	22000	40000	C
	SR-163 - KEARNY MESA ROAD	4 LN MAJOR ARTERIAL	29000	40000	C
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN MAJOR ARTERIAL	35900	50000	C
	KEARNY MESA PLAZA - MERCURY STREET	6 LN MAJOR ARTERIAL	35900	50000	C
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	32000	50000	C
	CONVOY STREET - RUFFNER STREET	6 LN MAJOR ARTERIAL	29500	50000	C
	RUFFNER STREET - SHAWLINE STREET	6 LN MAJOR ARTERIAL	29500	50000	C
	SHAWLINE STREET - I-805	6 LN MAJOR ARTERIAL	33400	50000	C
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN MAJOR ARTERIAL	26000	50000	B
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN MAJOR ARTERIAL	26000	50000	B
	RUFFIN ROAD - PONDEROSA AVENUE	4 LN MAJOR ARTERIAL	23000	40000	C
	PONDEROSA AVENUE - KEARNY VILLA ROAD	4 LN MAJOR ARTERIAL	23000	40000	C
	ROUTE 163 - MERCURY STREET	6 LN MAJOR ARTERIAL	31500	50000	C
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	35000	50000	C
	CONVOY STREET - SPORT MART	6 LN MAJOR ARTERIAL	72000	50000	F
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	13700	40000	C
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	17600	30000	C
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	17600	30000	C
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	17600	30000	C
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	17900	30000	C
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	17900	30000	C
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	16900	50000	A
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	7500	40000	A
	ELECTRONICS WAY - MAIN STREET	4 LN COLLECTOR	7500	30000	A
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	7500	30000	A
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN COLLECTOR	7500	30000	A
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	7500	30000	A
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	2 LN COLLECTOR (a)	11100	15000	D
	CHESAPEAKE DRIVE - RUFFIN ROAD	3 LN COLLECTOR (a)	11100	22500	C
	RUFFIN ROAD - SR 52	5 LN MAJOR ARTERIAL	19000	45000	A

(a) WITH TWO WAY CENTER LEFT TURN LANE.

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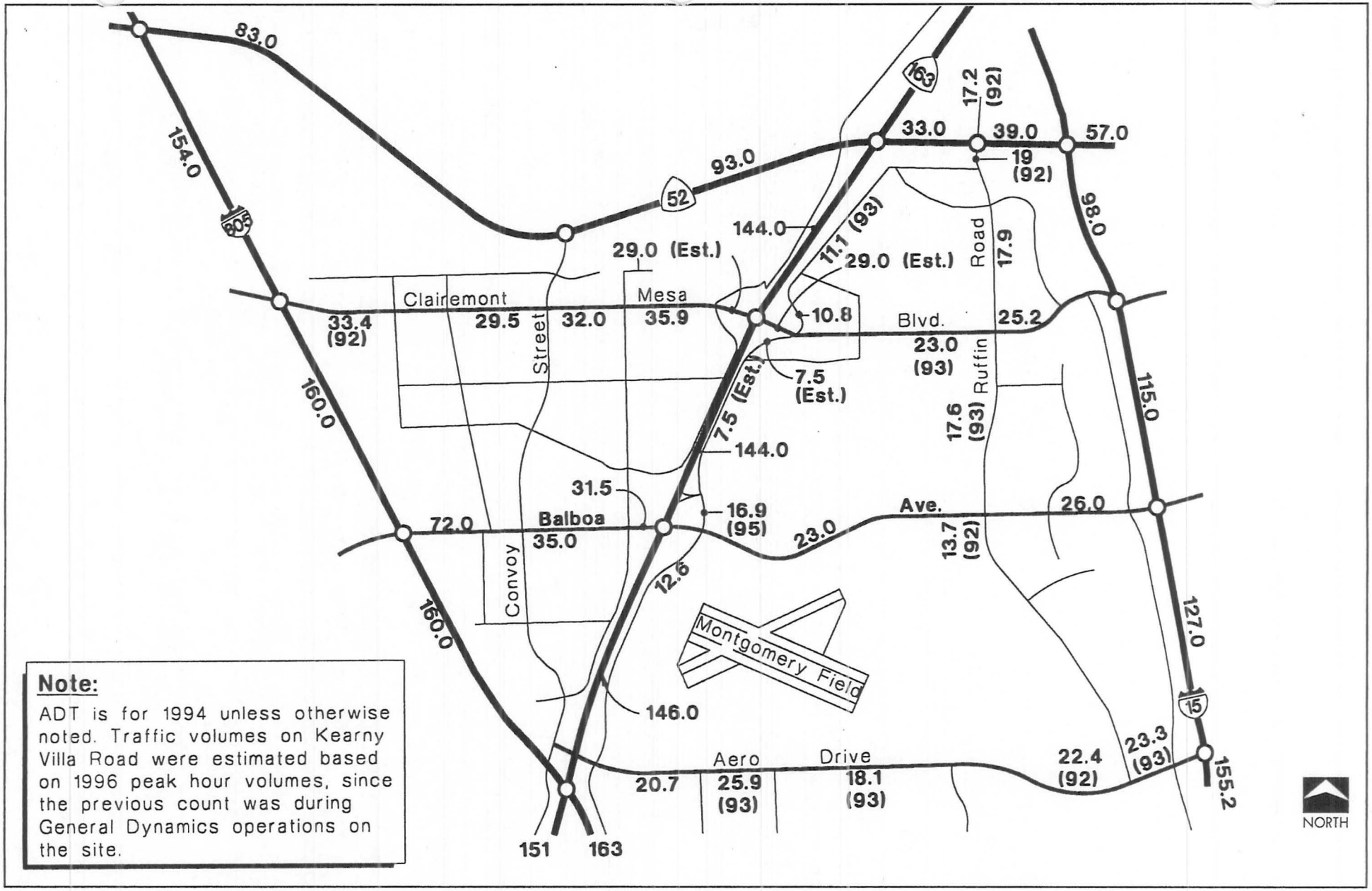

Note:

ADT is for 1994 unless otherwise noted. Traffic volumes on Kearny Villa Road were estimated based on 1996 peak hour volumes, since the previous count was during General Dynamics operations on the site.

SOURCE: Kimley-Horn and Associates

Year 1996: Average Daily Traffic Volumes

FIGURE **4.2-3**

TABLE 4.2-3
YEAR 1996: PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	B C	20.3 18.5	C C	16.2 16.8
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	20.1 17.9	D C	9.4 13.9
Source: Kimley-Horn and Associates, Inc. 1997.					

Freeway Segment and Ramp Meter Level of Service Methodology

Freeway segments were analyzed in accordance with standard California Department of Transportation (Caltrans) methodologies. To estimate peak hour directional volumes based on daily trips, peak hour percentages (k factors), directional splits (d factors), and truck percentages were compiled from Caltrans for the nearest available count station. The estimated peak hour volume was compared to the peak hour capacity and the resulting volume-to-capacity ratio was reviewed against Caltrans thresholds. Ramp meter demand and queues were evaluated based on City of San Diego procedures and ramp meter flow rates provided by Caltrans.

Year 1996: Freeway Segment Capacity Analysis

Freeway volumes for the *Year 1996* scenario were analyzed and the results are provided in Table 4.2-4. As shown in this table, all freeway segments are characterized by adequate levels of service (i.e., LOS D or better), with the following exceptions:

- I-15 (Friars Road to Aero Drive)–LOS E
- SR-52 (Convoy Street to SR-163)–LOS E

Freeway Ramp Meters

Ramp meter demand and queues for all metered onramps to SR-163 from Clairemont Mesa Boulevard and Balboa Avenue are provided in Table 4.2-5. This table indicates that the existing ramp meter rate is set to accommodate *Year 1996* demands with minor queues in the peak direction of travel.

TABLE 4.2-4

YEAR 1996: FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	4	9,200	150,800	8.9%	60.2%	0.971	8,321	0.90	D
	Friars Rd. - Aero Dr.	4	9,200	155,200	8.9%	60.2%	0.971	8,564	0.93	E
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4	9,200	127,000	8.9%	60.2%	0.971	7,008	0.76	C
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4	9,200	115,000	8.9%	60.2%	0.971	6,345	0.69	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	98,000	8.9%	60.2%	0.971	5,407	0.59	B
State Route 52	I-805 - Convoy St.	3	6,900	83,000	11.6%	61.0%	0.967	6,074	0.88	D
	Convoy St. - SR-163	3	6,900	93,000	11.6%	61.0%	0.967	6,805	0.99	E
	SR-163 - I-15	3	6,900	39,000	11.6%	61.0%	0.967	2,854	0.41	B
State Route 163	Mesa College Dr. - I-805	4	9,200	151,000	8.3%	53.6%	0.949	7,079	0.77	C
	I-805 - Balboa Av.	4	9,200	146,000	8.3%	53.6%	0.949	6,844	0.74	C
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	144,000	8.3%	53.6%	0.949	6,751	0.73	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	141,600	8.3%	53.6%	0.949	6,638	0.72	C
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	163,000	8.2%	60.7%	0.956	8,487	0.92	D
	SR-163 - Balboa Av.	4	9,200	160,000	8.2%	60.7%	0.956	8,330	0.91	D
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	160,000	8.2%	60.7%	0.956	8,330	0.91	D
	Clairemont Mesa Blvd. - SR-52	4	9,200	154,000	8.2%	60.7%	0.956	8,018	0.87	D

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-5
YEAR 1996: FREEWAY RAMP METER DEMAND AND QUEUES

Location	Movement	Peak Hour	Demand	Meter Rate	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (a)	AM	234	1,000	0	0	0
	WB to SB	AM	400	390	10	2	250
	EB to SB	AM	325	315	10	2	250
	EB to NB (a)	AM	189	1,000	0	0	0
	WB to NB (a)	PM	508	500	8	1	190
	WB to SB	PM	654	1,000	0	0	0
	EB to SB	PM	972	1,000	0	0	0
	EB to NB (a)	PM	585	575	10	1	250
SR-163/KEARNY VILLA ROAD	NB	AM	37	1,000	0	0	0
	NB	PM	349	340	9	2	225

(a) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

Existing Community Plan Buildout

The *Existing Community Plan Buildout* scenario assumes the reuse of the General Dynamics site as identified in the Kearny Mesa Community Plan (adopted in 1992, as amended in 1994 and 1996). The Community Plan assumes the development of the site with the following land uses:

- Industrial Business Park at 5,107,800 square feet (Floor-to-area [FAR] of 0.50:1 over 234 acres)
- Specialty Retail at 99,100 square feet (FAR of 0.35:1 for 6.5 acres along Clairemont Mesa Boulevard)

This is an increase in development intensity from that historically on the site and currently proposed by the New Century Center project. Under the *Existing Community Plan Buildout* scenario, land uses would generate approximately 69,000 daily trips with 8,100 a.m. peak hour trips and 8,300 p.m. peak hour trips. These intensities are based on City assumptions that site access would be improved by providing internal roadways that allow access to Ruffin Road. The street and intersection improvements assumed in the Community Plan were incorporated into this analysis. Impacts associated with buildout of the Kearny Mesa Community Plan are discussed later in this section.

4.2.1 ISSUE 1

What direct and/or cumulative traffic impacts would the project have on the existing and planned community and regional circulation networks?

The City of San Diego's *Traffic Impact Study Manual* (Aug. 1993) describes impact significant thresholds used to determine whether a project should contribute to transportation improvements required to mitigate its traffic impacts. If under buildout conditions, an intersection, roadway, or freeway is found to operate at LOS E or F conditions, then the City's significance criteria are applied. These criteria state that a project is deemed to generate a significant impact if project-related volumes cause an additional delay of two seconds per vehicle and/or an additional 0.02 to the facility's volume to capacity (v/c) ratio.

IMPACTS

Redevelopment Increment Assumptions

The City of San Diego has recognized that local and regional roadway capacity has been increased as defense industry operations at the General Dynamics site have been scaled back (uses that would have continued to generate trips had the site remained in full operation), and that certain levels of traffic from redevelopment of the site can be recaptured without requiring new transportation improvements. With the exception of the CSC facility (Planning Area 9) and Missile Park (Planning Area 7), all other development on the site is presently being demolished. The City has acknowledged a "redevelopment increment" for the proposed project to allow for the recapture of the traffic generation that was previously assigned to the site. Partial buildout of the proposed project would be allowed up to this redevelopment increment without having been deemed to have contributed additional trips to the roadway system. Only the net increase in traffic above the redevelopment increment is considered project-specific traffic generation.

The City has determined that the redevelopment increment should be based upon the amount of traffic previously generated at the General Dynamics site. In 1984, the project site contained approximately 2.5 million square feet of development. At that time, employment at General Dynamics peaked at approximately 11,180 persons. Traffic levels at that time were approximately 33,500 trips per day based on a traffic generation rate of three daily trips per employee. Assuming standard peak hour trip rates for industrial/manufacturing uses (source: Institute of Transportation Engineers [ITE]), the site generated 4,920 trips in the a.m. peak hour and 4,360 trips in the p.m. peak hour. Table 4.2-6 identifies the existing and Community Plan traffic generation associated with the project site.

TABLE 4.2-6
EXISTING AND COMMUNITY PLAN TRAFFIC GENERATION

Traffic Generation Scenario	Intensity	Daily Trip Rate	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Peak Employment (1988)									
Number of Employees	11,178	3.00	33,534	4,918	4,426	492	4,359	436	3,923
Community Plan (Cumulative Rate for Retail)									
Square Feet of Use (1,000s)									
- Industrial	5,107.80	13.00	66,401	7,968	6,375	1,594	7,968	1,594	6,375
- Retail	99.10	36.00	3,568	107	64	43	321	161	161
Total			69,969	8,075	6,439	1,636	8,289	1,754	6,535
Community Plan (Driveway Rate for Retail)									
Square Feet of Use (1000s)									
- Industrial	5,107.80	13.00	66,401	7,968	6,375	1,594	7,968	1,594	6,375
- Retail	99.10	40.00	3,964	119	71	48	357	178	178
Total			70,365	8,087	6,446	1,641	8,325	1,772	6,553

Because the proposed project's land uses exhibit different trip-making characteristics than the historic land uses on the site, a mix of uses based upon anticipated market conditions, was assumed for purposes of approximating the comparable impact to the local roadway network. These uses are described further below. When applying the assumed uses and characteristics of the proposed project, the redevelopment increment corresponds to 30,800 ADT with 2,090 a.m. peak hour trips and 3,160 p.m. peak hour trips.

Trip Rate Assumptions

Implementation of land uses will be market-driven. However, for the purposes of the traffic study, the following uses and corresponding trip generation rates have been assumed for the project as a whole and the redevelopment increment (with regard to the first phase of development).

Retail and Entertainment Uses

The City of San Diego, the San Diego Association of Governments (SANDAG), and ITE do not have published trip rates for entertainment and retail use complexes. As described in Section 3.0 of the Program EIR, Project Description, the western portion of the project site (Planning Areas 1A and 1B) could include several closely-grouped buildings with entertainment-related uses such as theaters, cinemas, restaurants, night clubs, travel-related shops, book stores, interactive video, and other entertainment-themed retail uses. Market Square, Planning Area 2A, is a part of the retail and entertainment concept for the project site. An objective of Market Square is to increase pedestrian activity in this portion of the project site. Market Square uses could include restaurants, open-air markets, kiosks, and outdoor entertainment.

The objective of this portion of the project site is to attract customers who will stay for an extended visit. An ITE *Regional Mall* trip generation rate has been applied to uses proposed in this area because of the similar characteristics, such interaction between uses, high levels of pedestrian activity, and relatively long (as compared to other retail uses) average stay at the site. The rate for this use varies based on the size of the use. A project generation rate of 43 trips per 1,000 square feet has been used. For the redevelopment increment, a rate of 50 trips per 1,000 square feet has been assumed.

Retail Uses Facing Onto Kearny Villa Road

This area of the site could contain smaller retail shops and perhaps a large anchor store(s). Buildings would be orientated towards SR-163 with parking between Kearny Villa Road and the storefronts. An ITE *Community Retail* trip generation rate has been applied to this area, which has a daily traffic generation rate of 70 daily trips per 1,000 square feet of use.

Retail Uses Along Clairemont Mesa Boulevard

Retail uses supporting the project's businesses are proposed in Planning Areas 8A and 8B. The retail center would have internal access to the project site. The trip generation rate assigned to these uses is 40 daily trips per 1,000 square feet of use.

Hotel

A hotel could be developed in Planning Areas 2A, 3A, or 3B. For purposes of this land use scenario, the hotel is assumed to have approximately 350 rooms with conference facilities. The intent of a hotel within the project site is to serve office and industrial park users during the work

week and visitors to the retail/entertainment area on weekends. A trip generation rate of 10 daily trips per room has been assigned to the hotel use.

Mixed-use Office and Commercial Uses

Mixed-use office and commercial uses are proposed in Planning Areas 3A and 3B in the central portion of the project site. Ground floor retail uses could provide support services to upper level office uses. Examples of ground floor retail uses could include office supply, postal annex, business services, restaurant/deli, dry cleaners, day care, etc. These retail uses are not expected to exceed 20 percent of the total building square footage. The combination of these uses fits the City's rate for *Office* uses, which has a daily trip generation rate of 20 and 16 trips per 1,000 square feet of use for small (under 100,000 square foot buildings) and large offices, respectively.

Planned Industrial/Business Park Area

The eastern portion of the site is envisioned as campus-style office, light industrial, and support commercial development area. Development of this portion of the site is intended to take advantage of proximity to Missile Park, the commercial frontage along Clairemont Mesa Boulevard (described above), and access from Ruffin Road. The combination of uses, and their exact composition and intensities is unknown. The retail uses along Ruffin Road would not have an office support retail component. For purposes of this traffic study, a mix of likely uses was assumed. This assumed land use mix and the traffic generation rates for these uses within these planning areas are as follows:

Land Use	Intensity	Trip Rate
Scientific Research and Development	160 KSF	8 trips/KSF
Industrial (large)	160 KSF	8 trips/KSF
Industrial (small)	160 KSF	15 trips/KSF
Office (small)	160 KSF	20 trips/KSF
Manufacturing	160 KSF	4 trips/KSF
Specialty Retail	40 KSF	40 trips/KSF

KSF: 1,000 square feet.

Source: Kimley-Horn and Associates, Inc. and General Dynamics, 1997.

Substitution of Land Uses

Table 4.2-7 presents a summary of traffic generation rates for alternative land uses that could be substituted for those uses assumed in the traffic report. This table would allow alternative development scenarios within the first phase/redevelopment increment without exceeding the 3,160 p.m. peak hour trip cap.

Trip Credit Assumptions

The diversity of uses on the site is expected to reduce the number of vehicular trips from the site to adjacent areas; much of the project's's traffic will be internal trips. In addition, trip reduction credits have been applied to account for transit uses and internal traffic within a mixed-use development. For retail uses, pass-by trip reductions were also applied.

To evaluate the potential traffic impacts of the proposed project on the community and regional transportation system, trip reduction credits were assumed in accordance with standard City procedures. The characteristics and location of the project site allow for several types of credits to be applied. These credits have the effect of reducing the number of trips that are added to the surrounding street system, when compared to stand alone developments note served by transit. The three forms of trip reduction credits assumed in this analysis are described below.

Transit Reductions

The City's *Traffic Impact Study Guidelines* allow for a reduction in vehicular trips for developments located near transit stations/bus stops. Typically, developments within 1,500 feet of a transit stop have a component of their total trips served by transit. As such, a reduction in vehicular trips is appropriate. Since this site will be served by bus stops along Kearny Villa Road, Clairemont Mesa Boulevard, and Ruffin Road, as well as an internal shuttle system, all on-site land uses will be within walking distance (1,500 feet) of transit service. Additionally, the Kearny Mesa Community Plan has identified this site as a potential transit center, which could include a bus transfer center or a light rail transit station.

Vehicular trip reductions vary depending on the type of transit center facility. Because the Metropolitan Transit Development Board (MTDB) has not decided on the ultimate transit plans for the SR-163/I-15 corridor and the project applicant is not proposing a light rail transit station as part of the project, the more conservative (bus transfer center) trip reductions were applied in this study. This transit reduction credit is identified in Table 4.2-8.

TABLE 4.2-7

P.M. PEAK HOUR TRIP EQUIVALENCE

Land Use Type[a]	P.M. Peak Trip Rate[b]	Average Daily Trips
Community Retail	4.9[c]	49
Entertainment District	2.9[d]	34.4
Specialty Retail	3.2[e]	36
Specialty Retail/Business Services	3.2[e]	36
Hotel with Convention Center	0.8/room	10
Day Care Center	7.2[f]	40
Office (large)[g]	2.24	20
Office (small)[h]	2.8	16
Government Office	3.6	30
Business Park	1.9	16
Industrial (large)	1.0	8
Industrial (small)	1.8	15
Corporate Headquarters/Single User	1.5	10
Scientific Research and Development	1.1	8
Manufacturing/Assembly	0.8	4

[a] If other land uses are included, the City of San Diego rates shall apply.
[b] Trip rate is expressed as trips/1,000 sq.ft. of use. Source: City of San Diego Trip Generation Manual, Oct. 1994.
[c] Based on a 30% reduction for pass-by trips.
[d] Assumes a 20% reduction for pass-by trips.
[e] Assumes a 10% reduction for pass-by trips.
[f] Day care is based on 80 daily trips/1,000 sq.ft. less a 50% reduction if located within an employment area. If the use is within an office building, the office trip rate may be used.
[g] Large is defined as a single building or closely grouped buildings having a combined square footage of 100,000 sq.ft. or greater.
[h] Small is defined as a single building or closely grouped buildings having a combined square footage of less than 100,000 sq.ft.

Source: Kimley-Horn and Associates, Inc. 1996.

TABLE 4.2-8
TRANSIT REDUCTIONS FOR A BUS TRANSFER CENTER

Land Use Type	Daily[a]	A.M. Peak Hour[a]	P.M. Peak Hour[a]
Employment Uses[b]	5%	6.5%	5.5%
Hotel	3%	3%	3%
Entertainment Dist. Retail	3%	3%	3%
Community Retail	n/a	n/a	n/a
Specialty Retail	n/a	n/a	n/a

[a] Percent reduction.
[b] Employment uses include office, government office, business park, industrial park, industrial, corporate office, scientific research & development, and manufacturing uses.

Source: Kimley-Horn and Associates, Inc. 1996.

Mixed-use Development Reductions

Most trip generation rates are established based on studies of isolated single-use developments. When uses are combined within a site, the sum of the trip generation based on standard trip rates results in an overestimation of traffic since interaction between the uses occurs. The City's *Traffic Impact Study Guidelines* allows for a reduction in vehicular trips for mixed-use developments. The proposed project also includes an internal transit/shuttle system; therefore, the standard City reductions have been increased by two percent for daily and the p.m. peak hour time periods. Provision of the shuttle system is mandatory to increase the mixed-use credit from the Market Square to include the entire site. Table 4.2-9 identifies the mixed-use development trip generation rate reductions without implementation of the shuttle system.

Pass-by Trip Reductions

Based on the City's trip generation standards, pass-by trip reductions can be applied to retail developments to reflect the concept of pass-by traffic. This portion of the site's traffic would have been on the adjacent street and was diverted into the site. The pass-by rates assumed in the analysis are identified in Table 4.2-10.

TABLE 4.2-42

INTERSECTION LEVELS OF SERVICE BY SCENARIO

INTERSECTION	1996				EXISTING BASELINE				YEAR 2006			
	AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	20.7	C	10.7	B	29.8	D	11.0	B	30.8	D	14.4	B
2. Clairemont Mesa Blvd./I-15 SB Ramps	10.6	B	10.3	B	11.2	B	12.3	B	16.2	C	34.5	D
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	8.3	B	17.3	C	8.9	B	19.4	C	6.2	B	21.8	C
4. Clairemont Mesa Blvd./Ruffin Rd.	22.4	C	47.4	E	28.6	D	61.3	F	29.5	D	*	F
5. Clairemont Mesa Blvd./Overland Ave.	6.5	B	5.7	B	9.5	B	8.5	B	10.2	B	11.1	B
5A. Clairemont Mesa Blvd./Missile Rd.	(d)	E	(d)	F	(d)	F	(d)	F	(d)	F	(d)	F
6. Clairemont Mesa Blvd./Complex St.	9.4	B	13.1	B	9.1	B	18.2	C	8.8	B	12.0	B
7. Clairemont Mesa Blvd./Kearny Villa Rd.	9.3	B	10.5	B	12.2	B	64.6	F	*	F	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	12.3	B	19.8	C	12.3	B	21.2	C	13.6	B	36.3	D
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	7.1	B	12.1	B	7.0	B	12.6	B	6.9	B	14.5	B
10. Clairemont Mesa Blvd./Mercury St.	9.5	B	16.7	C	12.2	B	19.6	C	12.0	B	29.3	D
11. Clairemont Mesa Blvd./Convoy St.	12.9	B	15.0	B	13.2	B	17.5	C	14.2	B	27.0	D
12. Clairemont Mesa Blvd./Ruffner St.	10.7	B	18.5	C	10.4	B	23.6	C	10.2	B	39.7	D
13. Clairemont Mesa Blvd./Shawline St.	12.7	B	53.3	E	12.9	B	58.2	E	16.2	C	*	F
14. Balboa Ave./I-15 SB Ramp	7.5	B	5.6	B	8.1	B	5.6	B	10.7	B	8.3	B
15. Balboa Ave./Viewridge Ave.	7.2	B	33.7	D	12.7	B	15.5	C	19.8	C	26.7	D
16. Balboa Ave./Ruffin Rd.	23.6	C	28.8	D	25.0	C	27.6	D	*	F	*	F
17. Balboa Ave./Ponderosa Ave.	7.2	B	7.1	B	7.0	B	7.3	B	7.7	B	8.1	B
18. Balboa Ave./Kearny Villa Rd.	18.2	C	11.8	B	14.5	B	13.2	B	17.3	C	18.7	C
19. Balboa Ave./Mercury St.	10.8	B	15.4	C	11.4	B	16.8	C	15.7	C	27.3	D
20. Balboa Ave./Convoy St.	12.5	B	23.2	C	13.0	B	29.7	D	17.6	C	*	F
21. Balboa Ave./Sport Mart Entrance	12.5	B	40.3	E	13.2	B	18.9	C	15.9	C	31.2	D
22. Kearny Villa Rd./SR 163 NB Ramps	11.3	B	14.6	B	14.1	B	27.1	D	*	F	*	F
23. Kearny Villa Rd./Electronics Way	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	9.0	B	18.1	C
24. Kearny Villa Rd./Main Street	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	8.1	B	10.8	B
25. Kearny Villa Rd./Convair Rd.	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	6.3	B	9.4	B
26. Kearny Villa Rd./Kearny Villa Way	6.3	B	4.5	A	5.5	B	7.6	B	3.9	A	5.6	B
27. Kearny Villa Rd./Ruffin Rd.	(d)	F	(d)	F	10.5	B	26.5	D	12.7	B	36.3	D
28. Kearny Villa Rd./SR-52 EB	(d)	F	(d)	F	(d)	F	(d)	F	29.6	D	22.8	C
29. Kearny Villa Rd./SR-52 WB	(d)	F	(d)	F	(d)	F	(d)	F	26.0	D	12.4	B
30. Ruffin Rd./Aero Dr.	15.8	C	14.8	B	18.1	C	16.9	C	23.2	C	25.4	D
31. Ruffin Rd./Main St.	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	9.3	B	7.0	B
32. Ruffin Rd./Convair Dr.	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	21.8	C	23.2	C
33. Ruffin Rd./Chesapeake Dr.	10.3	B	15.2	C	10.5	B	20.2	C	12.2	C	36.4	D
34. SR-163/Clairemont Mesa Blvd. NB off	(d)	C	(d)	B	(d)	F	(d)	C	(d)	F	(d)	F
35. SR-163/Clairemont Mesa Blvd. SB off	(e)	--	(e)	--	(e)	--	(e)	--	(e)	--	(e)	--

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Future intersection
(d) Unsignalized location. LOS for most congested movement shown.
(e) Existing geometry provides southbound free right turn; analysis not required
* Critical v/c exceeds 1.2 or 1/PHF; calculation of delay not feasible.

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TABLE 4.2-42 (con't)

INTERSECTION	FUTURE WITH EXIST. BASE				FUTURE W/PROJECT BUILDOUT			
	AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	29.6	D	25.9	D	39.4	D	37.3	D
2. Clairemont Mesa Blvd./I-15 SB Ramps	15.2	C	11.1	B	21.6	C	17.7	C
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	12.3	B	21.4	C	17.0	C	39.7	D
4. Clairemont Mesa Blvd./Ruffin Rd.	22.8	C	44.4	E	36.8	D	*	F
5. Clairemont Mesa Blvd./Overland Ave.	6.7	B	5.5	B	13.5	B	19.6	C
5A. Clairemont Mesa Blvd./Missile Rd.	(d)	F	(d)	F	(d)	F	(d)	F
6. Clairemont Mesa Blvd./Complex St.	10.9	B	13.9	B	11.0	B	19.0	C
7. Clairemont Mesa Blvd./Kearny Villa Rd.	15.0	B	*	F	22.6	C	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	14.2	B	30.1	D	14.8	B	39.3	D
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.8	B	25.0	D	6.7	B	30.4	D
10. Clairemont Mesa Blvd./Mercury St.	12.7	B	34.0	D	12.6	B	35.2	D
11. Clairemont Mesa Blvd./Convoy St.	13.9	B	30.5	D	13.8	B	36.7	D
12. Clairemont Mesa Blvd./Ruffner St.	10.2	B	34.0	D	10.4	B	36.7	D
13. Clairemont Mesa Blvd./Shawline St.	20.4	C	*	F	21.1	C	*	F
14. Balboa Ave./I-15 SB Ramp	15.9	C	8.7	B	21.0	C	26.4	D
15. Balboa Ave./Viewridge Ave.	28.5	D	23.0	F	21.7	C	34.6	D
16. Balboa Ave./Ruffin Rd.	14.7	B	*	F	25.9	D	*	F
17. Balboa Ave./Ponderosa Ave.	9.0	B	11.2	B	8.8	B	10.4	B
18. Balboa Ave./Kearny Villa Rd.	46.0	E	*	F	28.4	D	24.4	C
19. Balboa Ave./Mercury St.	11.8	B	22.7	C	13.0	B	30.9	D
20. Balboa Ave./Convoy St.	13.1	B	29.9	D	13.5	B	38.9	D
21. Balboa Ave./Sport Mart Entrance	17.6	C	45.0	E	15.9	C	23.9	C
22. Kearny Villa Rd./SR 163 NB Ramps	14.5	B	30.5	D	24.3	C	*	F
23. Kearny Villa Rd./Electronics Way	6.4	B	12.9	B	8.7	B	21.7	C
24. Kearny Villa Rd./Main Street	6.5	B	8.3	B	8.3	B	12.5	B
25. Kearny Villa Rd./Convair Rd.	6.1	B	7.7	B	6.4	B	9.8	B
26. Kearny Villa Rd./Kearny Villa Way	5.1	B	5.4	B	4.1	A	5.5	B
27. Kearny Villa Rd./Ruffin Rd.	6.0	B	11.6	B	18.6	C	33.3	D
28. Kearny Villa Rd./SR-52 EB	15.6	C	28.3	D	38.3	D	39.3	D
29. Kearny Villa Rd./SR-52 WB	7.5	B	5.8	B	8.8	B	6.2	C
30. Ruffin Rd./Aero Dr.	22.0	C	22.8	C	31.6	D	31.1	D
31. Ruffin Rd./Main St.	5.3	B	4.9	A	9.4	B	8.3	B
32. Ruffin Rd./Convair Dr.	13.4	B	26.6	D	23.5	C	26.3	D
33. Ruffin Rd./Chesapeake Dr.	11.6	B	35.5	D	17.1	C	36.7	D
34. SR-163/Clairemont Mesa Blvd. NB off (f)	14.9	B	10.9	B	22.2	C	21.0	C
35. SR-163/Clairemont Mesa Blvd. SB off (f)	11.7	B	8.5	B	11.7	B	15.3	C

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Future intersection
(d) Unsignalized location. LOS for most congested movement shown.
(e) Existing geometry provides southbound free right turn; analysis not required
(f) Assumes implementation of Clairemont Mesa Blvd. bridge over SR-163 widening project
* Critical v/c exceeds 1.2 or 1/PHF; calculation of delay not feasible.

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TABLE 4.2-43
DAILY ROADWAY SEGMENT LEVELS OF SERVICE BY SCENARIO

STREET	SEGMENT	YEAR 1996			EXISTING BASELINE			YEAR 2006			FUTURE WITH EXIST. BASELINE			FUTURE WITH PROJECT BUILDOUT		
		DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	25200	45000	B	28300	45000	C	38700	45000	D	66100	60000	F	71400	60000	F
	MURPHY CANYON ROAD - RUFFIN ROAD	25200	45000	B	28300	45000	C	38700	45000	D	46100	60000	C	51400	60000	D
	RUFFIN ROAD - OVERLAND AVENUE	23000	45000	B	30000	45000	C	39100	45000	D	32600	60000	B	41000	60000	C
	OVERLAND AVENUE - COMPLEX STREET	23000	45000	B	30000	45000	C	39100	45000	D	33300	60000	B	40000	60000	C
	COMPLEX STREET - KEARNY VILLA ROAD	23000	45000	B	30000	45000	C	39100	45000	D	22300	60000	A	28300	60000	B
	KEARNY VILLA ROAD - SR-163	22000	40000	C	27700	40000	C	43400	40000	F	52800	60000	D	62100	60000	F
	SR-163 - KEARNY MESA ROAD	29000	40000	C	32100	40000	D	44100	40000	F	60100	60000	F	65100	60000	F
	KEARNY MESA ROAD - KEARNY MESA PLAZA	35900	50000	C	39000	50000	C	48300	50000	E	36100	60000	C	41100	60000	C
	KEARNY MESA PLAZA - MERCURY STREET	35900	50000	C	39000	50000	C	48300	50000	E	36500	60000	C	41100	60000	C
	MERCURY STREET - CONVOY STREET	32000	50000	C	34800	50000	C	39800	50000	C	36500	60000	C	41100	60000	C
	CONVOY STREET - RUFFNER STREET	29500	50000	C	32000	50000	C	39300	50000	C	47300	60000	C	50800	60000	D
	RUFFNER STREET - SHAWLINE STREET	29500	50000	C	32000	50000	C	39300	50000	C	47300	60000	C	50800	60000	D
	SHAWLINE STREET - I-805	33400	50000	C	35300	50000	C	46500	50000	E	67600	60000	F	70700	60000	F
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	26000	50000	B	29700	50000	C	44700	50000	D	65300	60000	F	71400	60000	F
	VIEWRIDGE AVENUE - RUFFIN ROAD	26000	50000	B	29700	50000	C	43400	50000	D	60300	60000	F	66400	60000	F
	RUFFIN ROAD - PONDEROSA AVENUE	23000	40000	C	27300	40000	C	38700	40000	E	49500	60000	C	55300	60000	E
	PONDEROSA AVENUE - KEARNY VILLA ROAD	23000	40000	C	27300	40000	C	38700	40000	E	49500	60000	C	55300	60000	E
	SR-163 - MERCURY STREET	31500	50000	C	34900	50000	C	45700	50000	E	55700	60000	E	61300	60000	F
	MERCURY STREET - CONVOY STREET	35000	50000	C	37800	50000	C	43200	50000	D	41500	60000	C	46000	60000	C
	CONVOY STREET - SPORT MART	72000	50000	F	74200	50000	F	72200	60000	F	62300	60000	D	65800	60000	E
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	13700	40000	C	16200	30000	C	24100	30000	D	31900	30000	F	35900	30000	F
	BALBOA AVENUE - MAIN STREET	17600	30000	C	20200	30000	D	30500	30000	F	32200	30000	F	39200	30000	F
	MAIN STREET - CONVAIR DRIVE	17600	30000	C	20200	30000	D	30700	30000	F	22200	30000	D	27900	30000	E
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	17600	30000	C	20200	30000	D	23400	30000	D	25000	30000	D	27200	30000	E
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	17900	30000	C	20700	30000	D	23000	30000	D	18500	30000	C	23000	30000	D
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	17900	30000	C	20400	30000	D	29800	30000	E	41900	30000	F	45900	30000	F
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	16900	50000	A	22600	50000	B	31700	60000	C	36500	60000	C	42100	60000	D
	CENTURY PARK - ELECTRONICS WAY	7600	40000	A	23800	40000	C	35800	40000	E	27600	40000	C	37600	40000	E
	ELECTRONICS WAY - MAIN STREET	7600	30000	A	17300	40000	B	21400	40000	C	30100	40000	D	30200	40000	D
	MAIN STREET - CONVAIR DRIVE	7600	30000	A	17300	40000	B	21400	40000	C	30100	40000	D	30200	40000	D
	CONVAIR DRIVE - KEARNY VILLA WAY	7600	30000	A	17300	40000	B	21400	40000	C	30100	40000	D	30200	40000	D
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	7500	30000	A	20800	40000	B	31300	40000	D	23600	40000	C	34100	40000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	11100	15000	D	12000	15000	D	12000	15000	D	10800	40000	A	12300	40000	A
	CHESAPEAKE DRIVE - RUFFIN ROAD	11100	22500	C	12000	22500	B	12000	22500	C	8900	30000	B	10400	30000	B
	RUFFIN ROAD - SR 52	19000	45000	A	22100	45000	B	34400	45000	C	61100	60000	D	66100	60000	E

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TABLE 4.2-44
PEAK HOUR ARTERIAL LEVELS OF SERVICE BY SCENARIO

STREET SEGMENT	DIRECTION	1996 CONDITION				EXISTING BASELINE CONDITION				YEAR 2006				FUTURE WITH EXISTING EXISTING BASELINE CONDITION				FUTURE WITH PROJECT BUILDOUT CONDITION			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		LOS	SPEED	LOS	SPEED	LOS	SPEED	LOS	SPEED	LOS	SPEED	LOS		LOS	SPEED	LOS	SPEED	LOS	SPEED	LOS	SPEED
Balboa Avenue																					
I-15 to Kearny Villa Road	Westbound	B	20.3	C	16.2	B	21.3	B	20.7	B	19.6	C	17.1	C	17.6	F	*	C	17.1	F	*
	Eastbound	C	18.5	C	16.8	C	18.2	C	15.9	F	*	C	16.8	B	20.4	F	*	B	20.1	F	*
Balboa Avenue																					
Mercury St. to Sport Mart Entrance	Westbound	B	20.1	D	9.4	B	20.3	C	13.5	B	19.5	F	*	B	19.2	D	9.6	B	19.5	D	10.4
	Eastbound	C	17.9	C	13.9	C	17.5	C	13.0	C	14.1	E	8.1	C	17.3	D	12.1	C	16.6	D	10.4

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TABLE 4.2-45

FREEWAY SEGMENT LEVELS OF SERVICE BY SCENARIO

ROUTE	LIMITS	YEAR 1996		EXISTING BASELINE		YEAR 2006		FUTURE WITH EXIST. BASELINE		FUTURE WITH PROJECT BUILDOUT	
		V/C	LEVEL OF SERVICE	V/C	LEVEL OF SERVICE	V/C	LEVEL OF SERVICE	V/C	LEVEL OF SERVICE	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	0.90	D	0.92	D	0.98	E	0.92	D	0.95	E
	Friars Rd. - Aero Dr.	0.93	E	0.95	E	1.01	F(0)	0.95	E	0.98	E
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	0.76	C	0.78	C	0.85	D	0.84	D	0.87	D
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa	0.69	C	0.69	C	0.76	C	0.86	D	0.86	D
	Clairemont Mesa Blvd. - SR-52	0.59	B	0.60	B	0.73	C	0.96	E	0.97	E
State Route 52	I-805 - Convoy St.	0.88	D	0.91	D	~~0.82~~	~~D~~	0.98	E	1.01	F(0)
						1.09	F(0)				
	Convoy St. - SR-163	0.99	E	1.01	F(0)	~~0.91~~	~~D~~	1.12	F(0)	1.15	F(0)
						1.22	F(0)				
	SR-163 - I-15	0.41	B	0.43	B	~~0.58~~	~~B~~	1.14	F(0)	1.15	F(0)
						0.77	D				
State Route 163	Mesa College Dr. - I-805	0.77	C	0.78	C	0.84	D	0.90	D	0.92	D
	I-805 - Balboa Av.	0.74	C	0.76	C	0.83	D	0.79	C	0.82	D
	Balboa Av. - Clairemont Mesa Blvd.	0.73	C	0.75	C	0.78	C	0.80	D	0.82	D
	Clairemont Mesa Blvd. - SR-52	0.72	C	0.79	C	0.79	C	0.80	D	0.82	D
Interstate 805	Murray Ridge Rd. - SR-163	0.92	D	0.93	E	0.99	E	1.12	F(0)	1.14	F(0)
	SR-163 - Balboa Av.	0.91	D	0.91	D	0.93	E	1.02	F(0)	1.02	F(0)
	Balboa Av. - Clairemont Mesa Blvd.	0.91	D	0.91	D	0.94	E	1.01	F(0)	1.02	F(0)
	Clairemont Mesa Blvd. - SR-52	0.87	D	0.88	D	0.92	D	0.95	E	0.97	E

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-46
FACILITIES WITH LOS E OR F BY SCENARIO

Traffic Scenario	Intersections	Street Segments	Freeway Segments	Peak Hour Arterial Segments
Year 1996	7	1	2	0
Existing Baseline With Redevelopment Increment	7	1	3	0
Year 2006	~~0~~ 8	~~0~~ 13	~~5~~ 7	2
Year 2006 With Mitigation	0	0	~~5~~ 7	0
Future Year Without Project	8	9	9	1
Future Year With Project	6	17	10	1
Future Year With Project With Mitigation	0	0	10	0
Existing Community Plan	17	9	10	2
Source: Kimley-Horn and Associates, Inc. 1997.				

The findings are summarized below:

Year 1996

- Of the 30 intersections analyzed, seven (four unsignalized) were characterized by congested LOS E or worse conditions.
- Of the 35 roadway segments analyzed, one was characterized by congested LOS E or worse conditions.
- Of the two peak hour arterial segments analyzed, both operated at acceptable LOS D or better conditions.
- Of the 16 freeway segments analyzed, two were characterized by congested LOS E or worse conditions.

Existing Baseline With Redevelopment Increment

- Of the 30 intersections analyzed, seven (four unsignalized) were characterized by congested LOS E or worse conditions.
- Of the 35 roadway segments analyzed, one was characterized by congested LOS E or worse conditions.

- Of the two peak hour arterial segments analyzed, both operated at acceptable LOS D or better conditions.
- Of the 16 freeway segments evaluated, three were identified as operated at congested LOS E or worse conditions.

Year 2006

- Of the 34 intersections analyzed, eight (two unsignalized) were characterized by congested LOS E or worse conditions.
- Of the 35 roadway segments analyzed, 13 were characterized by congested LOS E or worse conditions.
- Of the two peak hour arterial segments, both operated at acceptable LOS D or better conditions.
- Of the 16 freeway segments evaluated, ~~five~~ seven were characterized by congested LOS E or worse conditions.

Future Year Without Project

- Of the 35 intersections analyzed, eight (one unsignalized) were characterized by congested LOS E or worse conditions.
- Of the 35 roadway segments analyzed, nine were characterized by congested LOS E or worse conditions. However, with improvements to intersections, each of these segments are expected to operate at acceptable levels of service (i.e., LOS D or better).
- Of the two peak hour arterial segments analyzed, one was characterized by congested LOS E or F conditions during one or both peak hours in one or both directions of traffic.
- Of the 16 freeway segments evaluated, nine were identified as experiencing congested LOS E or worse conditions.

Future Year With Project

- Of the 35 intersections analyzed, six (all signalized) were characterized by congested LOS E or worse conditions.
- Of the 35 roadway segments analyzed, 17 were characterized by congested LOS E or worse conditions.
- Of the two peak hour arterial segments analyzed, one operated at congested LOS E or F conditions during one or both peak hours in one or both directions.
- Of the 16 freeway segments, 10 were identified as operating at congested LOS E or worse conditions.

Existing Community Plan Buildout

- Of the 33 intersections analyzed, 17 (one unsignalized) were characterized by congested LOS E or worse conditions.
- Of the 34 roadway segments analyzed, nine were characterized by congested LOS E or worse conditions.
- Of the two peak hour arterial segments analyzed, both operated at congested LOS E or F conditions during one or both peak hours in one or both directions.
- Of the 16 freeway segments, 10 were identified as operating at congested LOS E or worse conditions.

MITIGATION, MONITORING, AND REPORTING

The project applicant and the City of San Diego have agreed that the *Year 2006* traffic impact analysis should be used to determine the project's traffic mitigation program. As discussed previously, the *Year 2006* analysis assumes that the only traffic improvements that will be in place by the end of the projected 10-year buildout of the project will be those improvements constructed as project design features as part of the project's redevelopment increment. The *Year 2006* traffic scenario does not assume that any of the improvements identified in the Kearny Mesa Community Facilities Financing Plan will be implemented. By excluding such improvements and projecting a reasonably conservative rate of background traffic growth independent of the proposed project (25 percent build out of the remainder of the Kearny Mesa Community), the *Year 2006* scenario better isolates the project's specific impacts and contribution to cumulative impacts on the transportation system.

The project's significant impacts to intersections, roadway segments, and arterial will be mitigated by the implementation of improvements which will restore these transportation linkages to acceptable levels of service. The project's impacts to regional facilities, specifically the SR-163/Clairemont Mesa Boulevard interchange, will be funded on a fair share basis based upon the relative impact of an individual project's contribution of traffic to the need for this facility. Because it is anticipated that insufficient funds will be available to construct the interchange improvements in a timely manner, the project applicant has agreed that upon approval of the improvements by Caltrans (and the associated cost for said improvements), the project applicant will establish a fund to implement the interchange improvements subject to receiving appropriate credits/reimbursements for the costs not attributable to the project's fair share.

The following summarizes the improvements necessary to restore levels of service to acceptable levels under the *Year 2006* scenario and the mitigation measures to be implemented to ensure that such improvements are in place.

Intersection Improvements

Intersection improvements for the *Year 2006* scenario would restore the level of service of the five significantly impacted intersections to LOS D or better conditions. Figure 4.2-13 depicts the geometric improvements required to return intersection operations to LOS D or better. Table 4.2-47 summarizes the *Existing Baseline With Redevelopment Increment* scenario conditions and the *Year 2006* scenario conditions incorporating the traffic improvements identified in Figure 4.2-13.

TABLE 4.2-47

INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE WITH AND WITHOUT YEAR 2006 MITIGATION

Intersection	Existing Geometry				Mitigated to LOS D or Better			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)
Clairemont Mesa Boulevard at Ruffin Road	29.5	D	--	F	25.1	D	31.7	D
Clairemont Mesa Boulevard at Kearny Villa Road	--	F	--	F	15.1	C	30.4	D
Clairemont Mesa Boulevard at Shawline Street	16.2	C	--	F	12.7	B	34.1	D
Balboa Ave./Ruffin Road	--	F	--	F	33.7	D	36.1	D
Balboa Ave./Convoy Street	17.6	C	--	F	14.3	B	33.4	D
Kearny Villa Rd./SR-163	--	F	--	F	26.2	D	33.8	D
	Existing Geometry				Mitigated			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Arterial Segment	EB	WB	EB	WB	EB	WB	EB	WB
Balboa (I-15 to Kearny Villa)	F	B	C	C	C	C	C	B
Balboa (Mercury to SportMart entrance)	C	B	E	F	C	D	B	D

(a) Average stopped delay per vehicle, in seconds.
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures.

Note: supplemental improvements refer to additional improvements needed to achieve LOS D or better.

Table 4.2-48 identifies the project's fair share contribution to the improvements necessary to restore intersection operations to LOS D or better. The project's fair share is expressed as a percentage of the total additional traffic contributing to the need for the identified improvements. Although the project's fair share is less than 100 percent of the improvement costs, to fully mitigate the project's direct and cumulative impacts (except cumulative freeway impacts), the project applicant has agreed to construct all of the improvements identified below as subdivider improvements.

TABLE 4.2-48

FAIR SHARE CALCULATIONS FOR YEAR 2006 INTERSECTION IMPROVEMENTS

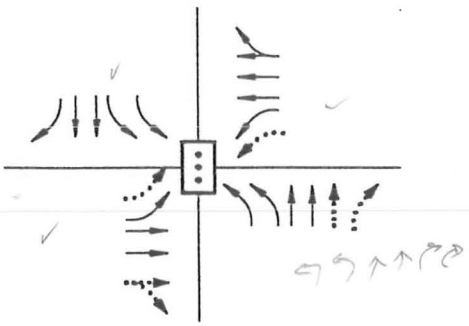
Intersection	Improvements Needed to Achieve Existing Baseline Level of Service	Project's Fair Share Contribution
Clairemont Mesa Blvd./Ruffin Road	Change EB right to a thru/right lane Add EB left turn lane Add WB left turn lane Add NB right turn lane Add NB through lane	87%
Clairemont Mesa Blvd./Kearny Villa Road	Add SB left turn lane Add EB through lane Add NB left turn lane Add SB through lane	70%
Clairemont Mesa Blvd./Shawline St.	Add WB right turn lane Add SB through lane	41%
Balboa Avenue/Ruffin Road	Add SB right turn lane Add NB right turn lane[a]	70%
Balboa Avenue/Conroy Street	Add WB right turn lane Add NB right turn lane[a]	68%
Kearny Villa Road/SR-163/Century Park	Add SB right turn lane Restripe EB approach Restripe WB approach[a]	97%

[a] Same as *Existing Baseline With Redevelopment Increment.*
Source: Kimley-Horn and Associates, Inc., 1997.

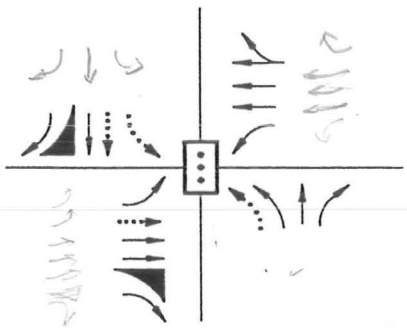
The improvements needed to restore significantly impacted intersections to LOS D or better conditions are as follows:

A. Clairemont Mesa Boulevard at Ruffin Road:

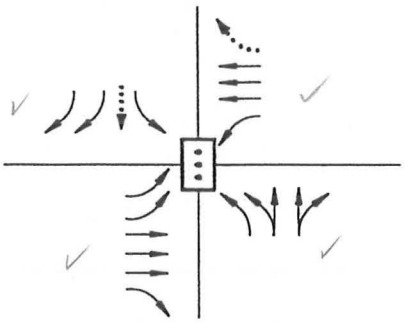
- Add one eastbound through lane
- Add one eastbound left-turn lane
- Add one westbound left-turn lane



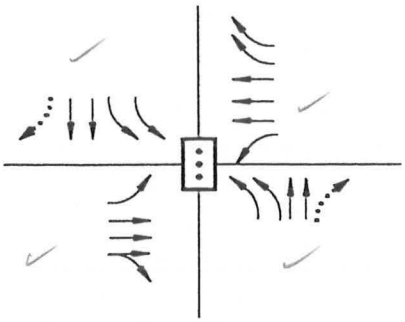
Intersection 4
Clairemont Mesa Boulevard/Ruffin Road



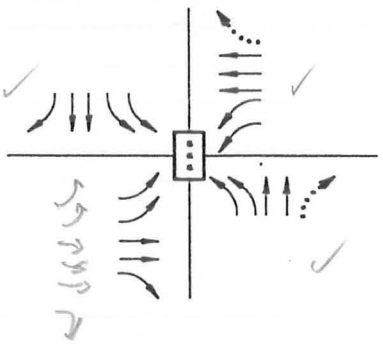
Intersection 7
Clairemont Mesa Boulevard/Kearny Villa Road



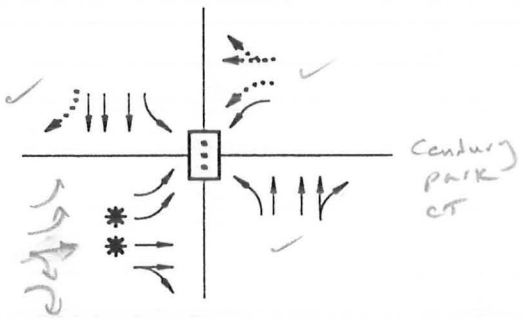
Intersection 13
Clairemont Mesa Boulevard/Shawline Street



Intersection 16
Balboa Avenue/Ruffin Road



Intersection 20
Balboa Avenue/Convoy Street



Intersection 22
Kearny Villa Road/S.R. 163

Legend

- Existing lane
- Improvement to achieve acceptable LOS
- Restripe existing shared lane to provide exclusive movements only

Geometric Improvements to Achieve Year 2006 Conditions

FIGURE **4.2-13**

- Add one northbound right-turn lane
- Add one northbound through lane

B. Clairemont Mesa Boulevard at Kearny Villa Road:

- Add one southbound left-turn lane
- Add one eastbound through lane
- Add one northbound left-turn lane
- Add one southbound through lane

C. Clairemont Mesa Boulevard at Shawline Street:

- Add one westbound right-turn lane
- Add one southbound through lane

D. Balboa Avenue at Ruffin Road:

- Add one southbound right-turn lane
- Add one northbound right-turn lane

E. Balboa Avenue at Convoy Street:

- Add one westbound right-turn lane
- Add one northbound right-turn lane

F. Kearny Villa Road/SR-163/Century Park:

- Add one southbound right-turn lane
- Restripe the eastbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane
- Restripe the westbound approach to provide two left turn lanes and one shared through/right-turn lane

Table 4.2-49 summarizes project design features and mitigation measures that would implemented as a part of the project.

Intersection Mitigation

1. Prior to the approval of any site plan that would increase the aggregate square footage developed within the project site beyond the redevelopment increment (3,160 p.m. peak hour trips) ("Redevelopment Increment Site Plan"), the applicant shall submit to the City of San Diego Development Services Department, a Transportation System Phasing Plan identifying which of the potentially impacted intersections identified as Intersection Improvements A through F are operating at LOS E or F or when such improvements would need to be implemented in order to

TABLE 4.2-49
PROJECT DESIGN FEATURES AND MITIGATION

Location	Improvement
Design Features	
Balboa Avenue/Viewridge Road	Restripe to add NB and SB left-turn lanes; Modify traffic signal loops
Balboa Avenue/Kearny Villa Road	Add SB left-turn lane; Restripe EB approach to convert the right-turn lane into a shared thru/right-turn lane; Modify traffic signal
Balboa Avenue/SportMart entrance	Add NB left-turn lane; Add SB left-turn lane; Modify traffic signal
Clairemont Mesa Boulevard (Kearny Villa Road to Ruffin Road)	Improve to a six-lane major street
Kearny Villa Road (Electronics Way to Convair Drive)	Add turn lanes
Kearny Villa Road/Electronics Way	Modify traffic signal
Kearny Villa Road/Main Street	Add a traffic signal
Kearny Villa Road/Convair Drive	Add a traffic signal
Ruffin Road (Balboa Avenue to Clairemont Mesa Boulevard)	Add a third northbound lane
Ruffin Road/Main Street	Add SB right-turn lane; Add NB dual left-turn lanes; Add traffic signal
Ruffin Road/Convair Drive	Add SB right-turn lane; Add NB dual left-turn lanes; Add traffic signal
Internal project streets	Construct per vesting tentative map conditions
Convair Drive/Overland Drive	Construct traffic signal
Clairemont Mesa Blvd./Overland Drive	Modify traffic signal
Kearny Villa Road (between Clairemont Mesa Boulevard and Balboa Avenue)	Construct a traffic signal interconnect
Ruffin Road (between Clairemont Mesa Boulevard and Balboa Avenue)	Construct a traffic signal interconnect
Clairemont Mesa Boulevard (between Kearny Villa Road and Ruffin Road)	Construct a traffic signal interconnect
Internal Shuttle Transit System	Operate an internal shuttle at a frequency acceptable to the City Engineer
MTDB Bus Transfer Center	Provide bus transfer facility on-site (funding and location to be determined by applicant and MTDB).
Clairemont Mesa Blvd./Complex Drive	Modify traffic signal loops

TABLE 4.2-49 (con't)
PROJECT DESIGN FEATURES AND MITIGATION

Location	Improvement
Mitigation Measures	
Clairemont Mesa Blvd./Ruffin Road	Change EB right to thru/right lane; Add EB left-turn lane; Add WB left-turn lane; Add NB thru lane; Add NB right-turn lane
Clairemont Mesa Blvd./Kearny Villa Road	Add SB left-turn lane; Add SB thru lane; Add EB thru lane; Add NB left-turn lane
Clairemont Mesa Blvd./Shawline Street	Add WB right-turn lane; Add SB thru lane
Balboa Avenue/Ruffin Road	Add SB right-turn lane; Add NB thru lane
Balboa Avenue/Convoy Street	Add WB right-turn lane; Add NB right-turn lane
Kearny Villa Rd./SR-163/Century Park	Add SB right-turn lane; Restripe WB approach to provide dual lefts and a shared thru/right-turn lane; Restripe EB approach to provide dual lefts, one thru lane, and one shared thru/right-turn lane
SR-163/Clairemont Mesa Boulevard Interchange	Advance funding and pay fair share of ~~partial cloverleaf~~ improvements
Convair Drive/A Street	Monitor traffic patterns to determine if a traffic signal is needed
Convair Drive/B Street	Monitor traffic patterns to determine if a traffic signal is needed
Source: Kimley-Horn and Associates, Inc., 1997.	

maintain LOS D or better conditions. The Phasing Plan shall be subject to review and approval by the City.

2. Prior to the approval of the Redevelopment Increment Site Plan, the applicant shall demonstrate with respect to each of the intersections identified as Intersection Improvements A through F that one of the following has occurred:

   a. The above-referenced traffic improvements have been implemented; or,

   b. The Phasing Plan approved by the City reasonably demonstrates that LOS D or better conditions can be maintained until subsequent phases of project development at which time Intersection Improvements A through F, as applicable, shall be implemented.

Roadway Segment and Arterial Improvements

Peak hour intersection improvements imply improvements to roadway segment operations. Implementation of Intersection Improvements A through F will result in acceptable levels of service on all Clairemont Mesa Boulevard and Balboa Avenue intersections when using the daily segment capacity thresholds. Therefore, improvements to these intersections will also address the project's impact on roadway segments levels of service.

The roadway segments of Balboa Avenue that were identified to have congested peak hour levels of service will be improved to LOS D or better with the implementation of Intersection Improvements E and F. Ruffin Road between Main Street and Balboa Avenue will operate at acceptable levels of service with the implementation of Intersection Improvement E at the intersection of Balboa Avenue at Ruffin Road.

Freeway Segment, Ramp Metering, and Interchange Improvements

Freeway Segment Improvements

The project will contribute to cumulative freeway impacts to the following freeway segments: I-15 (I-8 to Aero Drive, and Clairemont Mesa Boulevard to SR-52), SR-52 (I-805 to I-15), and I-805 (Murray Ridge Road to SR-52). These impacts would occur with or without the project. The project's contribution to this previously identified impact is considered significant and unavoidable.

Ramp Metering

3. ~~For the Year 2006, in the event that traffic at the SR-163/Clairemont Mesa Boulevard eastbound to southbound onramp or the SR-163/Kearny Villa Road northbound onramp exceed the meter rate during the p.m. peak hour, either Caltrans will increase the ramp meter rate from 1,000 vehicles per hour to ensure that traffic does not back up onto City streets, or the applicant will install, on a fair share basis, appropriate additional improvements to the satisfaction of Caltrans and the City Engineer.~~

   Prior to any development above the Redevelopment Increment, in the event that traffic at the SR-163/Kearny Villa Road northbound onramp exceeds the meter rate during the p.m. peak hour, either Caltrans will increase the ramp meter rate to ensure that a significant impact does not occur to City streets; or a) in the event a significant impact will occur during the first phase of development above the Redevelopment Increment, the applicant will install, on a fair share basis, an HOV bypass lane to the satisfaction of Caltrans and the City Engineer; or b) in the event a significant impact will occur during subsequent phases of development, the applicant shall either install, on a fair share basis, an HOV bypass lane to the satisfaction of Caltrans and the City Engineer or shall post a bond or other security satisfactory to the City Engineer ensuring that the HOV bypass lane shall be constructed prior to such significant impact.

Interchanges

4. ~~Prior to approval of the Redevelopment Increment Site Plan, the applicant shall demonstrate that the following has occurred:~~

- ~~The City and Caltrans have approved the "partial cloverleaf" improvements and a construction budget for the SR-163/Clairemont Mesa Boulevard interchange as described further in the Kimley-Horn and Associates Traffic Impact Analysis (see Figure 4.3-3 in Appendix B). The applicant has agreed to advance the funding necessary to construct the required improvements consistent with an approved construction budget provided, however, that such sums shall be reduced by the amount of fair share contributions collected by the City of San Diego from other development projects which impact the SR-163/Clairemont Mesa Boulevard interchange and by any funds which have been specifically allocated to the construction of such improvements as set forth in the Kearny Mesa Community Facilities Financing Plan.~~

Prior to any development above the Redevelopment Increment, and within 90 days after the City and Caltrans have approved the Project Study Report (PSR) for the SR-163/Clairemont Mesa Boulevard interchange and its associated construction budget, construction of the interchange improvements shall be assured to the satisfaction of the City Engineer.

Prior to any development above the Redevelopment Increment, the applicant shall demonstrate that the following has occurred:

- The City and Caltrans have approved a Project Study Report (PSR) that recommends "partial cloverleaf" improvements (without widening of the existing structures) and a construction budget for the SR-163/Clairemont Mesa Boulevard interchange as described further in the Kimley-Horn and Associates Traffic Impact Analysis (see Figure 4.3-3 in Appendix B of the Program EIR), or any other alternative project sufficient to address the Year 2006 conditions identified through the PSR process. The City has initiated a Capital Improvement Program project for construction of the project approved through the PSR project. The applicant has advanced the funding for construction of the required improvements consistent with an approved construction budget. However, such sums shall be reduced by the amount of fair share contributions collected by the City of San Diego from other development projects which impact the SR-163/Clairemont Mesa Boulevard interchange and by any funds which have been specifically allocated to the construction of such improvements as set forth in the Kearny Mesa Community Facilities Financing Plan.

Development Impact Fees

The Kearny Mesa Community Plan contains several transportation network improvements designed to provide adequate street segment and intersection levels of service upon buildout of the Community Plan. These improvements have been included in the Kearny Mesa Public Facilities Financing Plan and are to be funded partially through development impact fees. The project applicant would be responsible for paying development impact fees on the new traffic added: the total project traffic at buildout less the project's redevelopment increment (30,800 cumulative trips).

5. Upon issuance of each building permit subsequent to the approval of the Redevelopment Increment Site Plan, the applicant shall pay development impact fees as required by the Kearny Mesa Community Facilities Financing Plan. Note: to the extent that the applicant's construction of traffic improvements results in contributions in excess of the applicant's fair share, credits may be obtained against the payment of additional development impact fees for improvements to SR-163 and Clairemont Mesa Boulevard in accordance with the conditions of approval for Vesting Tentative Map 96-0165.

6. The applicant shall apply for an amendment to the Kearny Mesa Community Facilities Financing Plan to include the "over and above" Community Plan improvements identified as necessary at buildout in the Kimley-Horn and Associates Traffic Impact Analysis.

4.3 AIR QUALITY

EXISTING CONDITIONS

Climate and Meteorology

The New Century Center project site is located in the western portion of the San Diego Air Basin (air basin), an area encompassing all of San Diego County. The air basin is characterized by a complex terrain consisting of coastal plains, mountain ranges, and inland desert valleys. Ambient air quality in the air basin is commonly depicted by climatological conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The San Diego area is subject to a combination of topographical and climatic factors that decrease the potential for increases in regional and local air pollutants. The following section describes pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the San Diego area.

Regional Climate

The climate in San Diego is strongly influenced by the strength and location of a semi-permanent, subtropical high-pressure cell over the Pacific Ocean. The regional climate is typical of the Mediterranean-style climate found throughout most of coastal southern California. The climate along the coastal plain regions is also influenced by the moderating effects of the nearby oceanic heat reservoir. Warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidities characterize the climatic conditions of the majority of the region.

Moderate temperatures and humidities characterize San Diego where temperatures average 62 degrees Fahrenheit (F) annually (Felton 1965). Average daytime high temperatures range from 74 degrees F in August to 63 degrees F in January. Average overnight low temperatures range from 64 degrees F in August to 47 degrees F in January. Precipitation varies greatly in the project area, depending on season. Rainfall averages approximately 10 inches annually and occurs almost exclusively from October through April. Summers are mild and relatively dry with 4 to 5 months without rain. Winters are mild.

Winds across the study area are an important meteorological parameter because they control the dilution of locally generated air pollutant emissions and their regional trajectory. West to northwest winds are the most common at the Miramar Naval Air Station, the closest station that measures wind speed and direction to the proposed project, located approximately 3 miles north

of the project site (California Air Resources Board 1989). On an annual basis, surface winds prevail from the west to northwest, except during fall and winter when air flow from the east is prevalent. Long-term wind data recorded at the Miramar Naval Air Station indicates that daily winds average 4.9 miles per hour (mph) with west winds typically averaging 7.3 mph.

Meteorological Influences on Air Quality

Regional wind flow patterns have an effect on air quality patterns by trapping pollutants in the project vicinity. Localized meteorological conditions in combination with the high mountains surrounding the urbanized area can increase pollutant concentrations. When a warm layer of air traps cooler air close to the ground, an inversion layer is produced. Such temperature inversions especially hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground. During summer mornings and afternoons, such inversions are present over the project area. During summer's longer daylights hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG), which result in ozone (O_3) formation.

In the winter, temperature inversions dominate during the night and early morning hours but frequently dissipate by afternoon. At this time, the greatest pollution problems are from carbon monoxide (CO) and NO_x. High CO concentrations occur on cold winter mornings with strong surface inversions and light winds.

Criteria Air Pollutants

Currently, most of the effort to improve air quality in the United States and California is directed toward the control of five pollutants, called "criteria" air pollutants: photochemical oxidants (ozone), CO, PM_{10}, nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). Criteria pollutants, including their formation and health effects, are discussed below:

Ozone (O_3). O_3 is a colorless toxic gas with a pungent odor that causes eye irritation, respiratory function impairment, and damages materials and vegetation. Most O_3 in the atmosphere is formed as a result of the interaction of ultraviolet light, ROG, and NO_x. ROG is composed of nonmethane hydrocarbons, and NO_x is made of different chemical combinations of nitrogen and oxygen, mainly nitrogen oxide and NO_2. Motor vehicles are the primary source of ROG and NO_x. Because these photochemical reactions occur on a regional scale, O_3 is considered a regional pollutant.

Fine Particulate Matter (PM_{10}). PM_{10} are atmospheric particles resulting from fume-producing industrial and agricultural operations, and natural activities. Health impacts from breathing the particulates resulted in revision of the Total Suspended

Particulate (TSP) standard to reflect particulates that are small enough to be inhaled (i.e., 10 microns or less in size). Current standards define acceptable concentrations of particulates that are smaller than 10 microns in diameter, referred to as PM_{10}. PM_{10} includes a wide range of solid and liquid particles, including smoke, dust, aerosols, sulfates, and nitrates, which can cause lung damage.

Carbon Monoxide (CO). CO is an odorless, colorless gas that causes a number of health problems including fatigue, headache, confusion, and dizziness. The incomplete combustion of petroleum fuels in on-road vehicles is a major cause of CO. CO is also produced during the winter from wood stoves and fireplaces. CO tends to dissipate rapidly into the atmosphere; consequently, violations of the CO state standard are generally limited to major intersections during peak period traffic conditions.

Nitrogen Dioxide (NO_2). NO_2 is an indirect product of fuel combustion in industrial sources, motor vehicles, and other mobile sources (e.g., off-road vehicles, trains, aircraft, mobile equipment, and utility equipment). NO_2 causes a number of health problems including risk of acute and chronic respiratory disease.

Sulfur Dioxide (SO_2). SO_2 is a colorless gas with a pungent, irritating odor (Horowitz 1982). The major source of SO_2 emissions is fuel-burning equipment in which fuel oil and/or coal are consumed. SO_2 causes a number of health problems including aggravation of chronic obstructive lung disease.

Regulatory Framework

Air quality control in the San Diego air basin is regulated by federal, state, and regional control authorities. The U.S. Environmental Agency (EPA) is involved in regional air quality planning through the federal Clean Air Act (CAA), as amended by the CAA Amendments of 1990. At the state level, the Lewis-Presley Air Quality Management Act (originally adopted in 1976 and substantially amended in 1987) and the California Clean Air Act (CCAA) of 1988, and amended in 1992, set air quality planning and regulatory responsibilities. The California Air Resources Board (CARB) is charged with the responsibility for coordinating efforts to attain and maintain ambient air quality standards and conducting research into the causes of, and solutions to, air pollution problems. At the regional level, the San Diego Air Pollution Control District (APCD) has responsibility for preparing and periodically revising its Regional Air Quality Strategy (RAQS), which contains measures to meet state and federal requirements.

Federal Regulatory Requirements

The early federal legislative response to air quality concerns consisted of the Air Pollution Control Act of 1955, the CAA of 1963, and the Air Quality Act of 1967. The goal of the CAA of 1970, as stated by Congress in the 1977 CAA Amendments, was "to protect and enhance the quality of the Nation's air resources." The CAA Amendments of 1990 (the "1990 Amendments")

are extremely broad. The major titles of the 1990 Amendments address attainment of air quality standards, mobile source emissions, air toxics, acid rain, a new federal permit program, enforcement, and protection of stratospheric ozone. The titles that most substantially affect analysis of the proposed project are Title I (attainment and maintenance provisions) and Title II (mobile source provisions).

Title I of the Clean Air Act Amendments of 1990

The goal of Title I is to attain federal air quality standards for six criteria pollutants: O_3, CO, PM_{10}, NO_2, SO_2, and lead. Federal standards, which are established by the U.S. EPA at levels to protect public health with an adequate margin of safety, are presented in Table 4.3-1.

The 1990 Amendments divide the nation into five categories of planning regions, depending on the severity of their pollution, and set new timetables for attaining the air quality standards. Title I also requires each non-attainment area to submit a comprehensive inventory of actual emissions as part of a State Implementation Plan (SIP) revision to demonstrate the means for achieving federal standards by the established deadlines. Each nonattainment area must achieve a 15 percent reduction from its actual 1990 emissions inventory within 6 years. Thereafter, each area must achieve a 3 percent annual reduction.

Title II of the Clean Air Act Amendments of 1990

Title II of the 1990 Amendments, which contains provisions to control emissions from mobile sources, includes the following measures to reduce pollutants from mobile sources: mandatory use of cleaner, reformulated gasoline in those cities with the most severe ozone problem; use of cleaner fuels, such as methanol and natural gas, to meet particulate standards; and requirements on auto manufacturers to reduce tailpipe emissions of ROG and NO_x. Section 177 of Title II permits California to adopt stricter vehicle emission standards and allows other states to adopt California's stricter standards.

California Clean Air Act Requirements

The CCAA of 1988, amended in 1992, requires all air districts in the state to endeavor to achieve and maintain state ambient air quality standards for O_3, CO, SO_2, and NO_2 by the earliest practicable date. California's ambient air standards are generally stricter than national standards for the same pollutants. California also has established state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles (Table 4.3-1).

TABLE 4.3-1
AMBIENT AIR QUALITY STANDARDS

California[a]		National[b]	
Air Pollutant	Concentration[c]	Primary (>)[c]	Secondary (>)[c]
Ozone	0.09 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.053 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide	0.04 ppm, 24-hr. avg. 0.25 ppm, 1-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr avg.	0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM_{10})	30 $\mu g/m^3$ annual geometric mean 50 $\mu g/m^3$, 24-hr. avg.	50 $\mu g/m^3$ annual arithmetic mean 150 $\mu g/m^3$, 24-hr. avg.	50 $\mu g/m^3$ annual arithmetic mean 150 $\mu g/m^3$, 24-hr. avg.
Sulfates	25 $\mu g/m^3$, 24-hr. avg.	no federal standard	no federal standard
Lead	1.5 $\mu g/m^3$, 30-day avg.	1.5 $\mu g/m^3$, calendar quarter	1.5 $\mu g/m^3$, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.	no federal standard	no federal standard
Vinyl Chloride	0.010 ppm, 24-hr. avg.	no federal standard	no federal standard
Visibility Reducing Particles	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%.	no federal standard	no federal standard

[a] California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter (PM_{10}), and visibility reducing particles, are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded.

[b] National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); parts per million (ppm) in this table refers to ppm by volume, or micro moles of pollutant per mole of gas; $\mu g/m^3$ in this table refers to micrograms per cubic meter.

Source: California Air Resources Board 1994.

The CCAA specified that plans for attaining California standards were to be submitted to the ARB by June 30, 1991. Districts were to focus particular attention on reducing the emissions from transportation and areawide emissions sources. The CCAA provides air districts with new authority to regulate indirect sources. Each district plan is to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in districtwide emissions of each nonattainment pollutant or its precursors unless, despite the inclusion of all feasible measures

in the plan and an expeditious adoption schedule, the area is not able to achieve the required 5 percent annual reduction. The San Diego APCD plan is described below.

San Diego Air Pollution Control District

The San Diego APCD is responsible for implementing emissions standards and other requirements of federal and state laws regarding most types of stationary emission sources. The San Diego APCD, unlike other air districts throughout the state, does not have thresholds or standards for projects subject to CEQA (Reider 1996). The San Diego APCD focuses on regulating air quality in San Diego County through its permit authority and its planning and review activities in its RAQS or SIP.

The 1991 RAQS for San Diego County was issued in draft form in July 1991, with formal adoption in 1992. While provisions contained in the 1991 RAQS generally meet federal requirements (in addition to those of the CCAA), the RAQS was revised in 1992, 1993, and most recently in 1994. The 1994 SIP Revision goal is to reduce the local pollutant emissions of ozone such that state air quality standards are achieved as expeditiously as possible (San Diego APCD 1994). It should be noted that the 1994 SIP Revision estimates attainment of the federal standard for ozone by 1999. To attain the federal ozone standard, several stationary and mobile source control measures have been implemented by the San Diego APCD to reduce the level of ozone precursors in the atmosphere.

The CCAA's main requirement is a 5 percent per year reduction in emissions. However, in San Diego County, where extensive emissions reduction programs are already in place, it is not anticipated that this level of annual emissions reductions can be achieved. Consequently, the CCAA requires that all feasible measures be implemented on a practical, expeditious schedule. Measures identified in the RAQS include clean fuel vehicles; stationary and areawide control measures; and transportation control measures including trip reduction programs, alternative transportation mode capacity expansion, and transportation system management. The San Diego APCD RAQS has already adopted measures that enforce emission reductions for can coating, marine coating, coatings and printing inks manufacturing, foam blowing and plastics expanding, bakery ovens, electrical generation stream boilers, industrial and commercial boilers, stationary combustion turbines, and stationary internal combustion engines. The San Diego APCD expects to adopt additional emission tightening regulations for wood products coating, and new emission cutback rules for underground storage tank decommissioning and soil decontamination, automotive refinishing, adhesive operations, plastic, rubber, composite and glass coating, residential water heaters, and furnaces in 1996 or 1997.

City of San Diego

The Kearny Mesa Community Plan notes that the community is located in the San Diego/San Diego County air basin which is classified as a nonattainment area for ozone and particulates. The county is in attainment for nitrogen dioxide, carbon monoxide, and sulfur dioxide. The Community Plan states further that:

> New development should be required to provide its fair share of the mitigation measures suggested in this community plan to minimize additional negative traffic and air quality impacts within the community.

No specific measures are identified in the Kearny Mesa Community Plan.

The City of San Diego *Progress Guide and General Plan* strives to improve air quality through the implementation of its goals, guidelines, and standards. The Air Quality Element of the *Progress Guide and General Plan* contains a brief overview of sources of air pollution and air quality trends in San Diego County. Applicable goals, guidelines, and standards of the City's *Progress Guide and General Plan* are listed below:

> Goals. To protect and enhance the quality of San Diego's air resources so as to promote the public health and welfare and the productive capacity of its population and natural environment.
>
> Guidelines and Standards.
>
> - The City should seek tactics for control of air quality which have the least possible disruptive effects on present ways of life.
> - Priority should be given pollution-control measures which also serve to further other goals of the *Progress Guide and General Plan*.
> - Public participation, understanding, acceptance, and support of air quality policies should be considered essential to their success and should be actively encouraged.

Existing Air Quality Monitoring Data

Air pollutant concentrations are measured at monitoring stations throughout the air basin. Locations of the nine stations currently operated by the San Diego APCD are depicted in Figure 4.3-1. Baseline air quality in the study area can be inferred from ambient air quality measurements conducted at the San Diego monitoring station on Overland Avenue. Less than one-half mile from the project site, this monitoring station records several pollutants. Table 4.3-2 summarizes the last 4 years of published data from this monitoring station.

TABLE 4.3-2
SUMMARY OF ANNUAL AIR QUALITY MONITORING DATA:
SAN DIEGO OVERLAND STATION

	1993	1994	1995	1996
OZONE (O_3)				
State Standard (1-hr. avg., 0.09 ppm)				
Federal Standard (1-hr. avg., 0.12 ppm)				
Maximum Concentration	0.15	0.10	0.12	0.12
Number of Days State Standard Exceeded	15	2	8	7
Number of Days Federal Standard Exceeded	3	0	0	0
NITROGEN DIOXIDE (NO_2)				
State Standard (1-hr. avg., 0.25 ppm)				
Federal Standard (0.053 ppm AAM)				
Maximum Concentration	0.12	0.21	0.12	0.12
Annual Mean	0.023	0.024	0.024	0.022
Number of Days State Standard Exceeded	0	0	0	0
Federal Standard Exceeded	No	No	No	No
CARBON MONOXIDE (CO)				
State Standard (1-hr/8-hr. avg., 20/9.10 ppm)				
Federal Standard (1-hr/8-hr avg, 35/9. ppm)				
Maximum Concentration (1-hr./8-hr.)	4.7/3.2	5.4/3.8	4.8/3.5	4.6/3.3
Number of Days State Standard Exceeded	0/0	0/0	0/0	0/0
Number of Days Federal Standard Exceeded	0/0	0/0	0/0	0/0
SUSPENDED PARTICULATES (PM_{10})				
State Standard (24-hr. avg., 50$\mu g/m^3$)				
Federal Standard (24-hr. avg., 150$\mu g/m^3$)				
Maximum Concentration	79	60	82	50

ppm = parts per million.
AAM = annual arithmetic mean.
$\mu g/m^3$ = micrograms per cubic meter.

Source: California Environmental Protection Agency Air Resources Board, 1993-1997.

Existing Attainment Status

Monitored criteria air pollutants are classified in each air basin, county, or in some cases within a specific urbanized area. The classification is determined by comparing actual monitoring data within an air basin/ county with state and federal standards. If a pollutant concentration within the air basin/county is lower than the standard, the pollutant is classified as "attainment" in that area. If the concentration within the air basin/county exceeds the standard, the pollutant is classified as "non-attainment." If data are insufficient to determine whether or not the standard is exceeded, the area is designated "unclassified."

traffic decreases by approximately 2,100 vehicles per hour during the a.m. peak hour. The p.m. peak hour trips increase, but the critical outbound trips decrease by 780 vehicles per hour.

Future Year With Project: Intersection Capacity Analysis

The results of the intersection capacity analysis for the *Future Year With Project* scenario are summarized in Table 4.2-29. The significance of the intersection impacts is stated in Table 4.2-30. This scenario assumes the bridge widening project included in the Kearny Mesa Public Facilities Financing Plan. The intersection of Clairemont Mesa Boulevard at Missile Road is eliminated with buildout of the proposed project; Missile Road is replaced by an extension of Overland Avenue into the project site. As previously discussed, the project applicant has agreed to provide improvements (project design features) to the intersections of Balboa Avenue/Viewridge Avenue, Balboa Avenue/Kearny Villa Road, and Balboa Avenue/Sportmart entrance. These improvements are assumed to be in place for the following analyses for this traffic scenario. As shown in Table 4.2-29, all study area intersections will be characterized by adequate levels of service (i.e., LOS D or better), except for the following:

Signalized Locations

4. Clairemont Mesa Boulevard/Ruffin Road–LOS F (p.m. peak)
7. Clairemont Mesa Boulevard/Kearny Villa Road–LOS F (p.m. peak)
13. Clairemont Mesa Boulevard/Shawline Street–LOS F (p.m. peak)
16. Balboa Avenue/Ruffin Road–LOS F (p.m. peak)
22. Kearny Villa Road/SR-163 northbound ramps–LOS F (p.m. peak)

With the addition of the proposed project, the level of service at the following intersection is characterized by congested levels of service: Kearny Villa Road/SR-163 northbound ramps (decreases from LOS D to LOS F). Where intersection improvements will be made as part of the project design improvements, the level of service at three intersections will improve when compared to *Future Year Without Project Buildout*: Balboa Avenue/Viewridge Avenue (improves from LOS F to LOS D in the p.m. peak), Balboa Avenue/Kearny Villa Road (improves from LOS E to LOS D in the a.m. peak and from LOS F to LOS C in the p.m. peak), and Balboa Avenue/Sportmart entrance (improves from LOS E to LOS C in the p.m. peak). The five signalized intersections will be mitigated. The remainder of the intersections identified on Table 4.2-30 do not require further improvements as part of the project. Any remaining improvements would be funded in accordance with the Kearny Mesa Public Facilities Financing Plan.

TABLE 4.2-29

FUTURE YEAR WITH PROJECT: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	39.4	D	37.3	D
2. Clairemont Mesa Blvd./I-15 SB Ramps	21.6	C	17.7	C
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	17.0	C	39.7	D
4. Clairemont Mesa Blvd./Ruffin Rd.	36.8	D	*	F
5. Clairemont Mesa Blvd./Overland Ave.	13.5	B	19.6	C
6. Clairemont Mesa Blvd./Complex St.	11.0	B	19.0	C
7. Clairemont Mesa Blvd./Kearny Villa Rd.	22.6	C	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	14.8	B	39.3	D
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.7	B	30.4	D
10. Clairemont Mesa Blvd./Mercury St.	12.6	B	35.2	D
11. Clairemont Mesa Blvd./Convoy St.	13.8	B	36.7	D
12. Clairemont Mesa Blvd./Ruffner St.	10.4	B	36.7	D
13. Clairemont Mesa Blvd./Shawline St.	21.1	C	*	F
14. Balboa Ave./I-15 SB Ramp	21.0	C	26.4	D
15. Balboa Ave./Viewridge Ave.	21.7	C	34.6	D
16. Balboa Ave./Ruffin Rd.	25.9	D	*	F
17. Balboa Ave./Ponderosa Ave.	8.8	B	10.4	B
18. Balboa Ave./Kearny Villa Rd.	28.4	D	24.4	C
19. Balboa Ave./Mercury St.	13.0	B	30.9	D
20. Balboa Ave./Convoy St.	13.5	B	38.9	D
21. Balboa Ave./Sport Mart Entrance	15.9	C	23.9	C
22. Kearny Villa Rd./SR 163 NB Ramps	24.3	C	*	F
23. Kearny Villa Rd./Electronics Way	8.7	B	21.7	C
24. Kearny Villa Rd./Main Street	8.3	B	12.5	B
25. Kearny Villa Rd./Convair Rd.	6.4	B	9.8	B
26. Kearny Villa Rd./Kearny Villa Way	4.1	A	5.5	B
27. Kearny Villa Rd./Ruffin Rd.	18.6	C	33.3	D
28. Kearny Villa Rd./SR-52 EB	38.3	D	39.3	D
29. Kearny Villa Rd./SR-52 WB	8.8	B	6.2	C
30. Ruffin Rd./Aero Dr.	31.6	D	31.1	D
31. Ruffin Rd./Main St.	9.4	B	8.3	B
32. Ruffin Rd./Convair Dr.	23.5	C	26.3	D
33. Ruffin Rd./Chesapeake Dr.	17.1	C	36.7	D
34. SR-163/Clairemont Mesa Blvd SB off ramp	22.2	C	21.0	C
35. SR-163/Clairemont Mesa Blvd. NB off ramp	11.7	B	15.3	C

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
* Critical V/C exceeds 1.2 or 1/PHF; calculation of delay not feasible
# Delay exceeds 999.9 seconds

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TABLE 4.2-30
SIGNIFICANCE OF INTERSECTION IMPACTS

INTERSECTION	FUTURE YEAR BACKGROUND WITH EXISTING BASELINE				BUILDOUT WITH PROJECT CONDITION				DIFFERENCE IN DELAY OR V/C		SIGNIFICANCE	
	AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR					
	DELAY or V/C	LOS	DELAY or V/C	LOS	DELAY or V/C	LOS	DELAY or V/C	LOS	AM	PM	AM	PM
1. Clairemont Mesa Blvd./I-15 NB Ramps	29.6	D	25.9	D	39.4	D	37.3	D	9.80	11.40	YES	YES
2. Clairemont Mesa Blvd./I-15 SB Ramps	15.2	C	11.1	B	21.6	C	17.7	C	6.40	6.60	YES	YES
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	12.3	B	21.4	C	17.0	C	39.7	D	4.70	18.30	YES	YES
4. Clairemont Mesa Blvd./Ruffin Rd.	22.8	C	0.857	E	36.8	D	1.501	F	14.00	0.64	YES	NO
5. Clairemont Mesa Blvd./Overland Ave.	6.7	B	5.5	B	13.5	B	19.6	C	6.80	14.10	YES	YES
6. Clairemont Mesa Blvd./Complex St.	10.9	B	13.9	B	11.0	B	19.0	C	0.10	5.10	NO	YES
7. Clairemont Mesa Blvd./Kearny Villa Rd.	15.0	B	0.935	F	22.6	C	1.007	F	7.60	0.07	YES	YES
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	14.2	B	30.1	D	14.8	B	39.3	D	0.60	9.20	NO	YES
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.8	B	25.0	D	6.7	B	30.4	D	0.00	5.40	NO	YES
10. Clairemont Mesa Blvd./Mercury St.	12.7	B	34.0	D	12.6	B	35.2	D	0.00	1.20	NO	NO
11. Clairemont Mesa Blvd./Convoy St.	13.9	B	30.5	D	13.8	B	36.7	D	0.00	6.20	NO	YES
12. Clairemont Mesa Blvd./Ruffner St.	10.2	B	34.0	D	10.4	B	36.7	D	0.20	2.70	NO	YES
13. Clairemont Mesa Blvd./Shawline St.	20.4	C	1.153	F	21.1	C	1.189	F	0.70	0.04	NO	YES
14. Balboa Ave./I-15 SB Ramp	15.9	C	8.7	B	21.0	C	26.4	D	5.10	17.70	YES	YES
15. Balboa Ave./Viewridge Ave.	28.5	D	23.0	F	21.7	C	34.6	D	(a)	(a)	NO	NO
16. Balboa Ave./Ruffin Rd.	14.7	B	0.999	F	25.9	D	1.205	F	11.20	0.21	YES	YES
17. Balboa Ave./Ponderosa Ave.	9.0	B	11.2	B	8.8	B	10.4	B	0.00	0.00	NO	NO
18. Balboa Ave./Kearny Villa Rd.	46.0	E	*	F	28.4	D	24.4	C	(a)	(a)	NO	NO
19. Balboa Ave./Mercury St.	11.8	B	22.7	C	13.0	B	30.9	D	1.20	8.20	NO	YES
20. Balboa Ave./Convoy St.	13.1	B	29.9	D	13.5	B	38.9	D	0.40	9.00	NO	YES
21. Balboa Ave./Sport Mart Entrance	17.6	C	45.0	E	15.9	C	23.9	C	(a)	(a)	NO	NO
22. Kearny Villa Rd./SR 163 NB Ramps	14.5	B	0.798	D	24.3	C	1.046	F	9.80	0.25	YES	YES
23. Kearny Villa Rd./Electronics Way	6.4	B	12.9	B	8.7	B	21.7	C	2.30	8.80	NO	YES
24. Kearny Villa Rd./Main Street	6.5	B	8.3	B	8.3	B	12.5	B	1.80	4.20	NO	NO
25. Kearny Villa Rd./Convair Rd.	6.1	B	7.7	B	6.4	B	9.8	B	0.30	2.10	NO	NO
26. Kearny Villa Rd./Kearny Villa Way	5.1	B	5.4	B	4.1	A	5.5	B	0.00	0.10	NO	NO
27. Kearny Villa Rd./Ruffin Rd.	6.0	B	11.6	B	18.6	C	33.3	D	12.60	21.70	YES	YES
28. Kearny Villa Rd./SR-52 EB	15.6	C	28.3	D	38.3	D	39.3	D	22.70	11.00	YES	YES
29. Kearny Villa Rd./SR-52 WB	7.5	B	5.8	B	8.8	B	6.2	C	1.30	0.40	NO	NO
30. Ruffin Rd./Aero Dr.	22.0	C	22.8	C	31.6	D	31.1	D	9.60	8.30	YES	YES
31. Ruffin Rd./Main St.	5.3	B	4.9	A	9.4	B	8.3	B	4.10	3.40	NO	NO
32. Ruffin Rd./Convair Dr.	13.4	B	26.6	D	23.5	C	26.3	D	10.10	0.00	YES	NO
33. Ruffin Rd./Chesapeake Dr.	11.6	B	35.5	D	17.1	C	36.7	D	5.50	1.20	YES	NO
34. SR-163/Clairemont Mesa Blvd SB off ramp	14.9	B	10.9	B	22.2	C	21.0	C	7.30	10.10	YES	YES
35. SR-163/Clairemont Mesa Blvd. NB off ramp	11.7	B	8.5	B	11.7	B	15.3	C	0.00	6.80	NO	YES

(a) Project feature improvements assumed to be implemented; reduction in delay only.

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Future Year With Project: Roadway Segment Capacity Analysis

Future Year With Project ADT volumes depicted in Figure 4.2-9 were compared to the City of San Diego roadway segment daily capacity standards. Table 4.2-31 summarizes the results of this analysis. The significance of these impacts are identified in Table 4.2-32. As shown in this table, all street segments analyzed will be characterized by acceptable levels of service (i.e., LOS D or better), with the following exceptions:

Clairemont Mesa Boulevard

I-15 to Murphy Canyon Road–LOS F
Kearny Villa Road to Kearny Mesa Road–LOS F
Shawline Street to I-805–LOS F

Balboa Avenue

I-15 southbound to Mercury Street–LOS E/F
Convoy Street to Sportmart entrance–LOS E

Ruffin Road

South of Balboa Avenue—LOS F
Balboa Avenue to Clairemont Mesa Boulevard—LOS E/F
Chesapeake Drive to Kearny Villa Road–LOS F

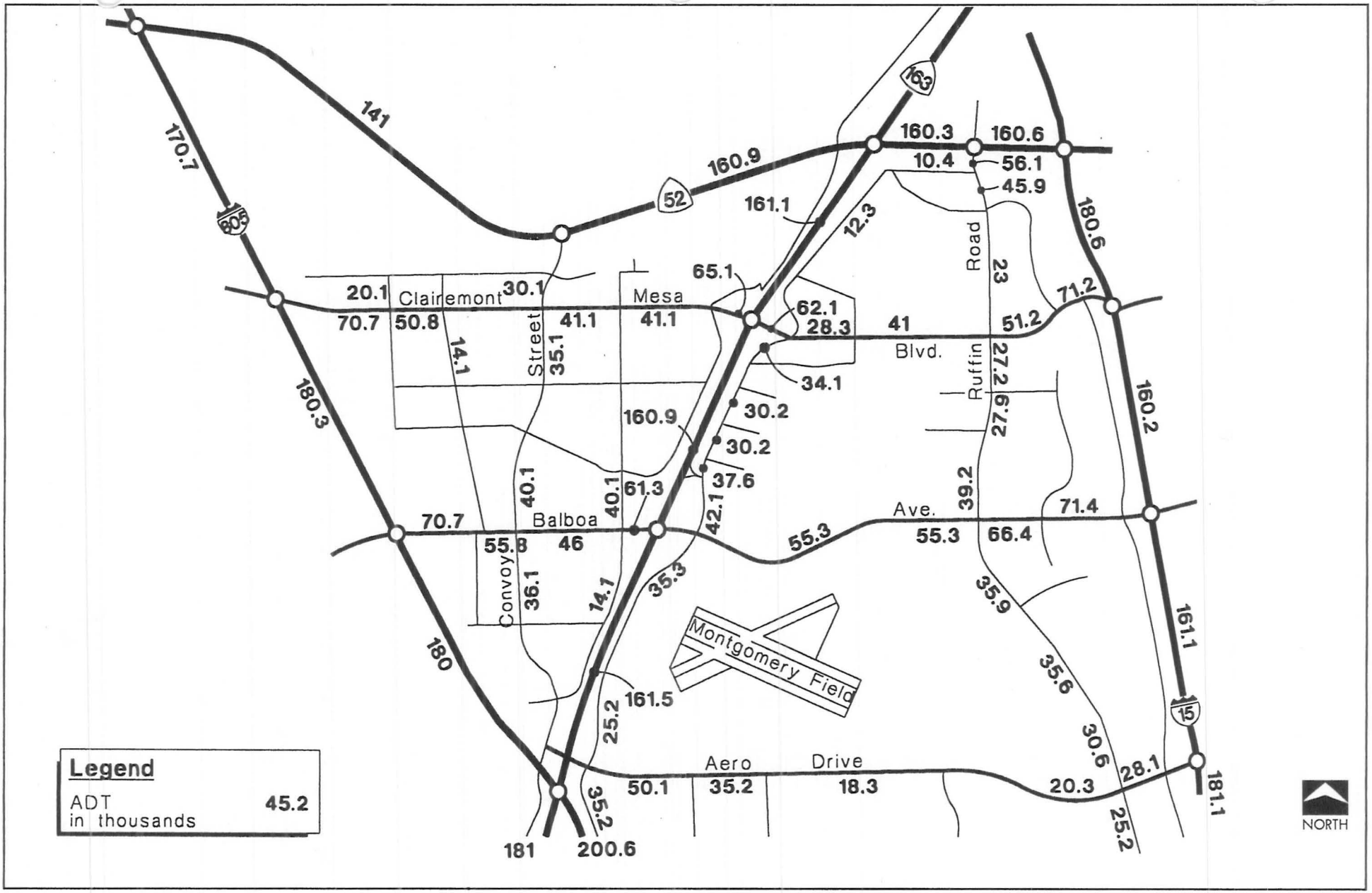
Kearny Villa Road

Century Park Place to Electronics Way–LOS E
Ruffin Road to SR-52–LOS E

With the addition of project-related traffic, the following segments will be characterized by congested levels of service: Clairemont Mesa Boulevard: Kearny Villa Road to SR-163 (decreases from LOS D to LOS F), Balboa Avenue: Ruffin Road to Kearny Villa Road, and Convoy Street to Sportmart entrance (decreases from LOS C to LOS E, and LOS D to LOS E, respectively), Ruffin Road: Main Street to Clairemont Mesa Boulevard (decreases from LOS D to LOS E), and Kearny Villa Road: Century Park Place to Electronics Way, and Ruffin Road to SR-52 (decreases from LOS C to LOS E, and LOS D to LOS E, respectively).

Each of these segments have been identified in the Kearny Mesa Community Plan as deficient. The transportation improvements recommended in this project traffic study focus on improving adequate peak hour intersection capacity.

For the *Future Year With Project* scenario conditions, the findings are as follows:



SOURCE: Kimley-Horn and Associates

Future Year with Project: ADT Volumes

FIGURE **4.2-9**

TABLE 4.2-31

FUTURE YEAR WITH PROJECT: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	6 LN PRIMARY ARTERIAL	71400	60000	F
	MURPHY CANYON ROAD - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	51400	60000	D
	RUFFIN ROAD - OVERLAND AVENUE	6 LN PRIMARY ARTERIAL	41000	60000	C
	OVERLAND AVENUE - COMPLEX STREET	6 LN PRIMARY ARTERIAL	40000	60000	C
	COMPLEX STREET - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	28300	60000	B
	KEARNY VILLA ROAD - SR-163	6 LN PRIMARY ARTERIAL	62100	60000	F
	SR-163 - KEARNY MESA ROAD	6 LN PRIMARY ARTERIAL	65100	60000	F
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN PRIMARY ARTERIAL	41100	60000	C
	KEARNY MESA PLAZA - MERCURY STREET	6 LN PRIMARY ARTERIAL	41100	60000	C
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	41100	60000	C
	CONVOY STREET - RUFFNER STREET	6 LN PRIMARY ARTERIAL	50800	60000	D
	RUFFNER STREET - SHAWLINE STREET	6 LN PRIMARY ARTERIAL	50800	60000	D
	SHAWLINE STREET - I-805	6 LN PRIMARY ARTERIAL	70700	60000	F
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN PRIMARY ARTERIAL	71400	60000	F
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	66400	60000	F
	RUFFIN ROAD - PONDEROSA AVENUE	6 LN PRIMARY ARTERIAL	55300	60000	E
	PONDEROSA AVENUE - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	55300	60000	E
	ROUTE 163 - MERCURY STREET	6 LN PRIMARY ARTERIAL	61300	60000	F
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	46000	60000	C
	CONVOY STREET - SPORT MART	6 LN PRIMARY ARTERIAL	55800	60000	E
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	35900	30000	F
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	39200	30000	F
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	27900	30000	E
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	27200	30000	E
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	23000	30000	D
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	45900	30000	F
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	42100	50000	D
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	37600	40000	E
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	30200	40000	D
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	30200	40000	D
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	30200	40000	D
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	34100	40000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN MAJOR ARTERIAL	12300	40000	A
	CHESAPEAKE DRIVE - RUFFIN ROAD	4 LN COLLECTOR	10400	30000	B
	RUFFIN ROAD - SR 52	6 LN PRIMARY ARTERIAL	56100	60000	E

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TABLE 4.2-32
SIGNIFICANCE OF ROADWAY SEGMENT IMPACTS

STREET	SEGMENT	STREET CLASSIFICATION	FUTURE YEAR BACKGROUND WITH EXISTING BASELINE		FUTURE YEAR BACKGROUND WITH PROJECT BUILDOUT		DIFFERENCE IN V/C RATIO	SIGNIFICANT IMPACT ? (YES/NO)
			V/C RATIO	LOS	V/C RATIO	LOS		
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	6 LN PRIMARY ARTERIAL	1.10	F	1.19	F	0.088	YES
	MURPHY CANYON ROAD - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	0.77	C	0.86	C	0.088	YES
	RUFFIN ROAD - OVERLAND AVENUE	6 LN PRIMARY ARTERIAL	0.54	B	0.68	B	0.140	YES
	OVERLAND AVENUE - COMPLEX STREET	6 LN PRIMARY ARTERIAL	0.56	B	0.67	B	0.112	YES
	COMPLEX STREET - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	0.37	A	0.47	A	0.100	NO
	KEARNY VILLA ROAD - SR-163	6 LN PRIMARY ARTERIAL	0.88	D	1.04	D	0.155	YES
	SR-163 - KEARNY MESA ROAD	6 LN PRIMARY ARTERIAL	1.00	F	1.09	F	0.083	YES
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN PRIMARY ARTERIAL	0.60	C	0.69	C	0.083	YES
	KEARNY MESA PLAZA - MERCURY STREET	6 LN PRIMARY ARTERIAL	0.61	C	0.69	C	0.077	YES
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	0.61	C	0.69	C	0.077	YES
	CONVOY STREET - RUFFNER STREET	6 LN PRIMARY ARTERIAL	0.79	C	0.85	C	0.058	YES
	RUFFNER STREET - SHAWLINE STREET	6 LN PRIMARY ARTERIAL	0.79	C	0.85	C	0.058	YES
	SHAWLINE STREET - I-805	6 LN PRIMARY ARTERIAL	1.13	F	1.18	F	0.052	YES
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN PRIMARY ARTERIAL	1.09	F	1.19	F	0.102	YES
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	1.01	F	1.11	F	0.102	YES
	RUFFIN ROAD - PONDEROSA AVENUE	6 LN PRIMARY ARTERIAL	0.83	C	0.92	C	0.097	YES
	PONDEROSA AVENUE - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	0.83	C	0.92	C	0.097	YES
	ROUTE 163 - MERCURY STREET	6 LN PRIMARY ARTERIAL	0.93	E	1.02	E	0.093	YES
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	0.69	C	0.77	C	0.075	YES
	CONVOY STREET - SPORT MART	6 LN PRIMARY ARTERIAL	0.87	D	0.93	D	0.058	YES
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	1.06	F	1.20	F	0.133	YES
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	1.07	F	1.31	F	0.233	YES
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	0.74	D	0.93	D	0.190	YES
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	0.83	D	0.91	D	0.073	YES
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	0.62	C	0.77	C	0.150	YES
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	1.40	F	1.53	F	0.133	YES
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	0.73	C	0.84	C	0.112	YES
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	0.69	C	0.94	C	0.250	YES
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	0.75	D	0.76	D	0.002	YES
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	0.75	D	0.76	D	0.002	YES
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	0.75	D	0.76	D	0.002	YES
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	0.59	C	0.85	C	0.263	YES
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN MAJOR ARTERIAL	0.27	A	0.31	A	0.038	NO
	CHESAPEAKE DRIVE - RUFFIN ROAD	4 LN COLLECTOR	0.29	B	0.35	B	0.053	NO
	RUFFIN ROAD - SR 52	6 LN PRIMARY ARTERIAL	0.85	D	0.94	D	0.083	YES

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- Adequate peak hour intersection operations at the Clairemont Mesa Boulevard intersections with the I-15 southbound ramps and Murphy Canyon Road suggest acceptable operations on Clairemont Mesa Boulevard between these two intersections.

- Congested peak hour operations at the Clairemont Mesa Boulevard intersection with Kearny Villa Road suggest congested segment levels of service result between Kearny Villa Road and SR-163. However, acceptable peak hour levels of service at the Clairemont Mesa Boulevard intersections with the SR-163 northbound offramp, the SR-163 southbound offramp, and the Kearny Mesa Road suggest acceptable roadway segment levels of service between these two intersections.

- Congested peak hour operations at the Clairemont Mesa Boulevard intersection with Shawline Street suggest congested segment levels of service between I-805 and Shawline Street.

- Congested peak hour operations at the Balboa Avenue intersection with Ruffin Road suggest congested roadway segment level of service results between Ponderosa Avenue and Viewridge Avenue. However, adequate peak hour levels of service at the Mercury Street, Kearny Villa Road, Viewridge Avenue, and I-15 southbound ramps intersections suggest adequate operations on the Balboa Avenue segments between Mercury Street and Ponderosa Avenue, and between Viewridge Avenue and I-15.

- Adequate peak hour operations at the Balboa Avenue intersection with Convoy Street and the Sportmart entrance imply acceptable roadway segment levels of service between these intersections.

- Adequate peak hour operations at the Ruffin Road intersections with Chesapeake Drive and Kearny Villa Road suggest acceptable operations on the Ruffin Road segment between these two intersections.

- Congested peak hour operations at the Ruffin Road intersection with Balboa Avenue suggest congested roadway segment levels of service between Balboa Avenue and Main Street.

- Adequate peak hour operations at the Ruffin Road intersections with Convair Drive and Main Street suggest adequate levels of service on the Ruffin Road segments between these two intersections.

- Congested peak hour operations at the Ruffin Road intersection with Clairemont Mesa Boulevard suggest a congested segment level of service between Clairemont Mesa Boulevard and Convair Drive.

- Congested peak hour operations at the Kearny Villa Road/SR-163 northbound ramps/Century Park Place intersection indicates congested roadway segment levels of service between these intersections.

- Adequate peak hour operations at the Kearny Villa Road intersections with Ruffin Road and the SR-52 eastbound ramps suggest an acceptable roadway segment level of service between these two intersections.

Based on this evaluation regarding intersection operations, the following roadway segments would be characterized by congested conditions:

Clairemont Mesa Boulevard

Kearny Villa Road to SR-163—LOS F
Shawline Street to I-805—LOS F

Balboa Avenue

Ponderosa Avenue to Viewridge Avenue—LOS E

Ruffin Road

Balboa Avenue to Main Street—LOS F
Convair Drive to Clairemont Mesa Boulevard—LOS E

Future Year With Project: Arterial Capacity Analysis

Future Year With Project peak hour traffic volumes on two Balboa Avenue segments is summarized in Table 4.2-33. This table indicates that Balboa Avenue between I-15 and Kearny Villa Road will be characterized by congested conditions (LOS F) in the eastbound direction during the p.m. peak hour; this segment would operate at LOS F with or without the project. It

TABLE 4.2-33
FUTURE YEAR WITH PROJECT:
PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	C B	17.1 20.1	F F	(a) (a)
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	19.5 16.6	D D	10.4 10.4

(a) Arterial speed cannot be accurately estimated when intersection V/C exceeds either 1.2 or 1/PHF.

Source: Kimley-Horn and Associates, Inc. 1997.

should also be noted that the level of service on Balboa Avenue between I-15 and Kearny Villa Road in the westbound direction during the p.m. peak will improve (improves from LOS F to LOS B) when compared to the *Future Year Without Project* scenario.

Future Year With Project: Freeway Segment Capacity Analysis

The *Future Year With Project* scenario peak hour freeway segment capacity analysis is summarized in Table 4.2-34. The significance of these freeway impacts is identified in Table 4.2-35. As with the *Future Year Without Project*, most freeway segments are characterized by congested levels of service:

- I-15 (I-8 to Aero Drive and Clairemont Mesa Boulevard to SR-52)–LOS E
- SR-52 (I-805 to I-15)–LOS F
- I-805 (Murray Ridge Road to SR-52)–LOS E/F

With the addition of project-related traffic, the following freeway segment will be characterized by a congested level of service: I-15 between I-8 and Friars Road (decreases from LOS D to LOS E). With the exception of this one freeway segment, all freeway segments operating at LOS E or F would also operate at these levels of service without the proposed project and were anticipated in the Kearny Mesa Community Plan. The project's a.m. inbound traffic volumes are less than what could have occurred with buildout of the project site under the Kearny Mesa Community Plan assumptions.

To better identify the actual peak hour directional impacts on the freeway system, a more detailed analysis was prepared by Kimley-Horn and Associates, Inc. Table 4.2-36 identifies those segments that would experience congested conditions and that would be significantly impacted (i.e., V/C increases over 0.02) by project-related traffic. To determine these potential effects, peak hour directional project traffic was assigned to the freeway study area. The proposed project would have different effects on freeway segments depending upon the peak hour direction of travel assessed. While this more detailed analysis does not change the previous conclusions regarding levels of service (see Table 4.2-34), the findings of the table more accurately state the project's contribution to the deficiency and show that each impacted segment has a V/C increase under 0.02. However, the project's contribution to cumulative impacts on the identified freeway segments is still considered significant. This finding of cumulatively significant impacts is consistent with the findings made for the adoption of the Kearny Mesa Community Plan in 1992, as amended.

TABLE 4.2-34

FUTURE WITH PROJECT: FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE	INCREASE IN V/C RATIO W/PROJECT
Interstate 15	I-8 - Friars Rd.	4 w/ HOV	9,200	175,700	8.9%	60.2%	0.971	8,725	0.95	E	0.03
	Friars Rd. - Aero Dr.	4 w/ HOV	9,200	181,100	8.9%	60.2%	0.971	8,993	0.98	E	0.03
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4 w/ HOV	9,200	161,100	8.9%	60.2%	0.971	8,000	0.87	D	0.03
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4 w/ HOV	9,200	160,200	8.9%	60.2%	0.971	7,956	0.86	D	0.01
	Clairemont Mesa Blvd. - SR-52	4 w/ HOV	9,200	180,600	8.9%	60.2%	0.971	8,969	0.97	E	0.01
State Route 52	I-805 - Convoy St.	4 w/ HOV	9,200	141,000	11.6%	61.0%	0.967	9,286	1.01	F(0)	0.03
	Convoy St. - SR-163	4 w/ HOV	9,200	160,900	11.6%	61.0%	0.967	10,596	1.15	F(0)	0.03
	SR-163 - I-15	4 w/ HOV	9,200	160,600	11.6%	61.0%	0.967	10,577	1.15	F(0)	0.01
State Route 163	Mesa College Dr. - I-805	4	9,200	181,000	8.3%	53.6%	0.949	8,485	0.92	D	0.02
	I-805 - Balboa Av.	4	9,200	161,500	8.3%	53.6%	0.949	7,571	0.82	D	0.03
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	160,900	8.3%	53.6%	0.949	7,543	0.82	D	0.02
	Clairemont Mesa Blvd. - SR-52	4	9,200	161,100	8.3%	53.6%	0.949	7,552	0.82	D	0.02
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	200,600	8.2%	60.7%	0.956	10,444	1.14	F(0)	0.01
	SR-163 - Balboa Av.	4	9,200	180,000	8.2%	60.7%	0.956	9,372	1.02	F(0)	0.00
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	180,300	8.2%	60.7%	0.956	9,387	1.02	F(0)	0.01
	Clairemont Mesa Blvd. - SR-52	4	9,200	170,700	8.2%	60.7%	0.956	8,887	0.97	E	0.02

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

TABLE 4.2-35
SIGNIFICANCE OF FREEWAY IMPACTS

ROUTE	LIMITS	# LANES	FUTURE YEAR BACKGROUND WITH EXISTING BASELINE		FUTURE YEAR BACKGROUND WITH PROJECT BUILDOUT		DIFFERENCE IN V/C RATIO	SIGNIFICANT IMPACT ? (YES/NO)
			V/C RATIO	LOS	V/C RATIO	LOS		
Interstate 15	I-8 - Friars Rd. (1)	4	0.921	D	0.940	E	0.019	NO
	Friars Rd. - Aero Dr. (1)	4	0.951	E	0.969	E	0.018	NO
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4	0.843	D	0.861	D	0.018	NO
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4	0.859	D	0.865	D	0.005	NO
	Clairemont Mesa Blvd. - SR-52	4	0.961	E	0.975	E	0.014	NO
State Route 52	I-805 - Convoy St. (2)	3	0.977	E	0.986	F(0)	0.009	NO
	Convoy St. - SR-163 (2)	3	1.123	F(0)	1.132	F(0)	0.009	NO
	SR-163 - I-15	3	1.137	F(0)	1.150	F(0)	0.013	NO
State Route 163	Mesa College Dr. - I-805	4	0.899	D	0.922	D	0.023	YES
	I-805 - Balboa Av.	4	0.789	C	0.815	D	0.026	YES
	Balboa Av. - Clairemont Mesa Blvd.	4	0.799	D	0.820	D	0.020	NO
	Clairemont Mesa Blvd. - SR-52	4	0.795	D	0.821	D	0.025	YES
Interstate 805	Murray Ridge Rd. - SR-163	4	1.121	F(0)	1.135	F(0)	0.014	NO
	SR-163 - Balboa Av.	4	1.019	F(0)	1.019	F(0)	0.000	NO
	Balboa Av. - Clairemont Mesa Blvd.	4	1.012	F(0)	1.020	F(0)	0.008	NO
	Clairemont Mesa Blvd. - SR-52	4	0.949	E	0.966	E	0.017	NO

V/C Ratio - volume to capacity ratio
LOS - Level of Service
(1) NB PM Peak from Table 4.4-5
(2) EB PM Peak from Table 4.4-5

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TABLE 4.2-36

FUTURE YEAR WITH PROJECT: PEAK HOUR/PEAK DIRECTION FREEWAY LEVELS OF SERVICE

ROUTE	SEGMENT	PEAK PERIOD AND DIRECTION	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	BACKGROUND PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME	FUTURE + PROJECT PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE	CHANGE IN V/C
Interstate 15	I-8 - Friars Road	AM PEAK - SOUTHBOUND	4 w/ HOV	9,200	170,700	8.9%	60.2%	0.971	8,477	55	8,532	0.927	E	0.006
		AM PEAK - NORTHBOUND	4 w/ HOV	9,200	170,700	8.9%	39.8%	0.971	5,604	30	5,634	0.612	C	0.003
		PM PEAK - SOUTHBOUND	4 w/ HOV	9,200	170,700	8.9%	39.8%	0.971	5,604	149	5,753	0.625	C	0.016
		PM PEAK - NORTHBOUND	4 w/ HOV	9,200	170,700	8.9%	60.2%	0.971	8,477	171	8,648	0.940	E	0.019
	Friars - Aero Drive	AM PEAK - SOUTHBOUND	4 w/ HOV	9,200	176,100	8.9%	60.2%	0.971	8,745	55	8,800	0.957	E	0.006
		AM PEAK - NORTHBOUND	4 w/ HOV	9,200	176,100	8.9%	39.8%	0.971	5,782	30	5,811	0.632	C	0.003
		PM PEAK - SOUTHBOUND	4 w/ HOV	9,200	176,100	8.9%	39.8%	0.971	5,782	149	5,930	0.645	C	0.016
		PM PEAK - NORTHBOUND	4 w/ HOV	9,200	176,100	8.9%	60.2%	0.971	8,745	171	8,916	0.969	E	0.019
	Aero Drive to Tierrasanta	AM PEAK - SOUTHBOUND	4 w/ HOV	9,200	156,100	8.9%	60.2%	0.971	7,752	55	7,807	0.849	E	0.006
		AM PEAK - NORTHBOUND	4 w/ HOV	9,200	156,100	8.9%	39.8%	0.971	5,125	30	5,155	0.560	C	0.003
		PM PEAK - SOUTHBOUND	4 w/ HOV	9,200	156,100	8.9%	39.8%	0.971	5,125	149	5,274	0.573	C	0.016
		PM PEAK - NORTHBOUND	4 w/ HOV	9,200	156,100	8.9%	60.2%	0.971	7,752	171	7,923	0.861	E	0.019
SR-52	I-805 - Convoy St.	AM PEAK - WESTBOUND	4 w/ HOV	9,200	136,500	11.6%	61.0%	0.967	8,990	27	9,017	0.980	E	0.003
		AM PEAK - EASTBOUND	4 w/ HOV	9,200	136,500	11.6%	39.0%	0.967	5,747	15	5,762	0.626	C	0.002
		PM PEAK - WESTBOUND	4 w/ HOV	9,200	136,500	11.6%	39.0%	0.967	5,747	73	5,820	0.633	C	0.008
		PM PEAK - EASTBOUND	4 w/ HOV	9,200	136,500	11.6%	61.0%	0.967	8,990	84	9,074	0.986	E	0.009
	Convoy St. - SR-163	AM PEAK - WESTBOUND	4 w/ HOV	9,200	156,900	11.6%	61.0%	0.967	10,333	27	10,360	1.126	E	0.003
		AM PEAK - EASTBOUND	4 w/ HOV	9,200	156,900	11.6%	39.0%	0.967	6,606	15	6,621	0.720	C	0.002
		PM PEAK - WESTBOUND	4 w/ HOV	9,200	156,900	11.6%	39.0%	0.967	6,606	73	6,679	0.726	C	0.008
		PM PEAK - EASTBOUND	4 w/ HOV	9,200	156,900	11.6%	61.0%	0.967	10,333	84	10,417	1.132	E	0.009
SR-163	I-805 - Balboa Ave	AM PEAK - SOUTHBOUND	4	9,200	154,900	8.3%	53.6%	0.949	7,262	74	7,336	0.797	E	0.008
		AM PEAK - NORTHBOUND	4	9,200	154,900	8.3%	46.4%	0.949	6,286	41	6,327	0.688	C	0.004
		PM PEAK - SOUTHBOUND	4	9,200	154,900	8.3%	46.4%	0.949	6,286	201	6,487	0.705	C	0.022
		PM PEAK - NORTHBOUND	4	9,200	154,900	8.3%	53.6%	0.949	7,262	232	7,494	0.815	E	0.025

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
Project traffic is based on peak hour directional traffic assigned to the freeway segment
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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Freeway Ramp Meters

Table 4.2-37 summarizes the findings of the freeway ramp meter demand and queues analysis prepared for the *Future Year With Project* scenario.

TABLE 4.2-37

FUTURE YEAR WITH PROJECT: FREEWAY RAMP METER DEMAND AND QUEUES (ASSUMING EXISTING CALTRANS METER RATES OR 15 MINUTE DELAYS)

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (b)	AM	671	~~1,000~~ 537	~~0~~ 134	~~0~~ 15	~~0~~ 3,338
	WB to SB	AM	782	~~1,000~~ 1100	0	0	0
	EB to SB	AM	500	~~1,000~~ 800	0	0	0
	EB to NB (b)	AM	360	~~1,000~~ 750	0	0	0
	WB to NB (b)	PM	1,037	~~1,000~~ 830	~~37~~ 207	~~2~~ 15	~~920~~ 5,170
	WB to SB	PM	1,198	~~1,000~~ 1100	~~198~~ 98	~~12~~ 5	~~4,950~~ 2,450
	EB to SB	PM	1,160	~~1,000~~ 928	~~160~~ 232	~~10~~ 15	~~4,000~~ 5,800
	EB to NB (b)	PM	729	~~1,000~~ 750	0	0	0
SR-163/KEARNY VILLA ROAD	NB	AM	218	~~1,000~~ 280	0	0	0
	NB	PM	1,116	~~1,000~~ 893	~~116~~ 223	~~7~~ 15	~~2,000~~ 5,575

(a) Ramp meter rate reflects actual existing rate or rates that will be in effect when meters are turned on. (Source: Max Wickham, Caltrans, September 2, 1997).
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
~~(b) Ramp meter rate should be increased to at least 1,011 to avoid spillover.~~
~~(c) Ramp meter rate should be increased to at least 1 ,168 to avoid spillover.~~
~~(d) Ramp meter rate should be increased to at least 1 ,108 to avoid spillover.~~
(c) Where the existing meter rate results in unrealistic delyas, the meter rate has been adjusted to show a 15 minute delay and the resulting queue.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

The following four locations will have demands in excess of the assumed meter rate:

SR-163/Clairemont Mesa Boulevard

Westbound to northbound
Westbound to southbound
Eastbound to southbound

SR-163/Kearny Villa Road

Northbound

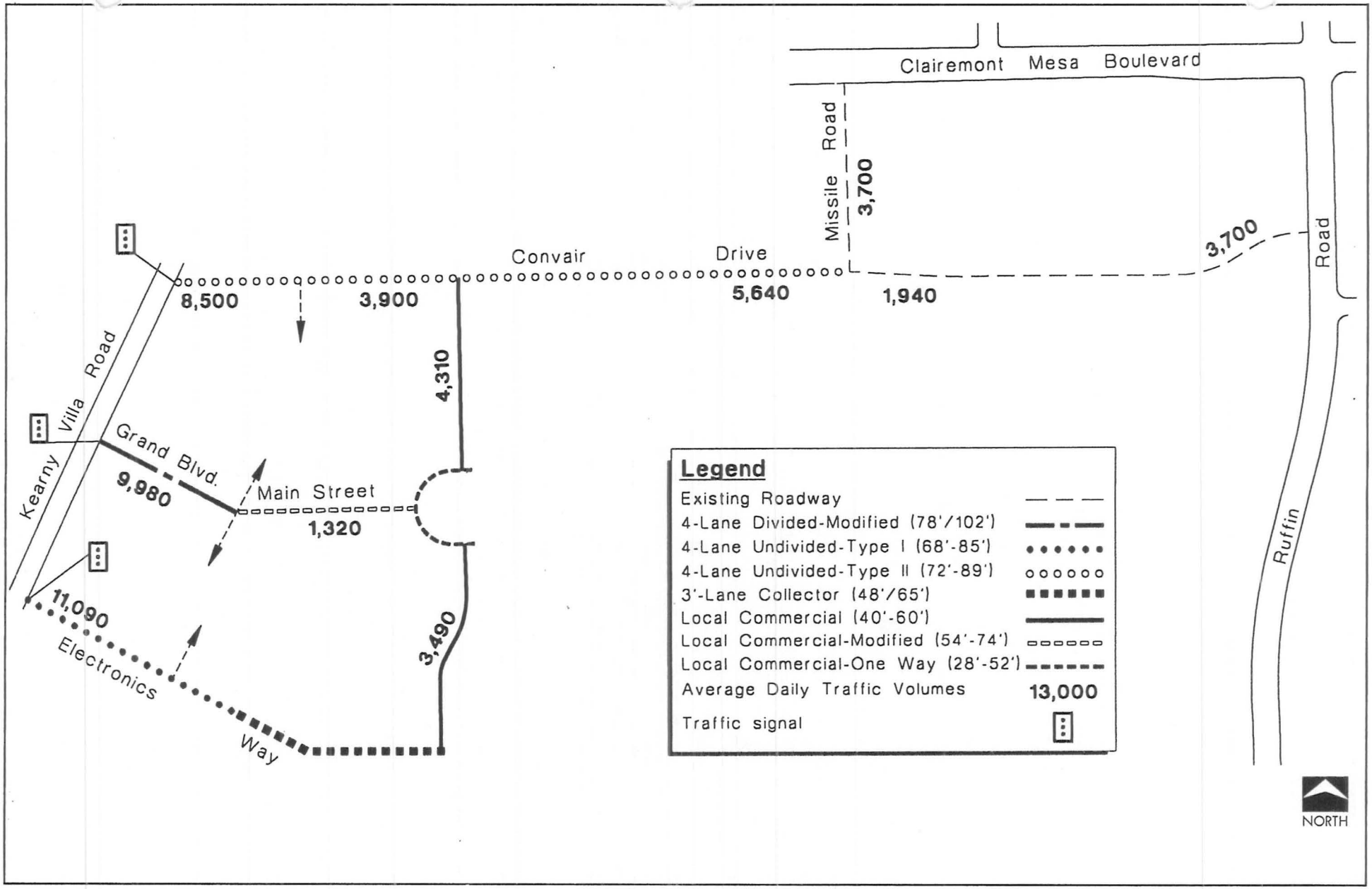
Site Access and Internal Circulation

To estimate future traffic volumes on internal streets, the project was divided into Traffic Analysis Zones (TAZ), for which the daily and peak hour traffic generation was estimated. The regional orientation of project-related traffic guided the assignment of project traffic on internal streets. This assignment formed the basis for determining the appropriate street classification of the internal circulation network. Figure 4.2-10 depicts internal traffic volumes and street classifications for the *Existing Baseline With Redevelopment Increment* scenario. Primary project access would be from Kearny Villa Road. Electronics Way, Main Street, and Convair Drive would be improved to their ultimate configuration within the western portions of the site. Figure 4.2-11 depicts the same information for the *Future Year With Project* scenario. As shown in this figure, the internal street system would consist of two- and four-lane collectors and local collector streets.

Traffic Signal Warrants

The need for traffic signalization at internal project intersections at ingress/egress locations is also illustrated in the above referenced figures. Of the project access roads to/from Kearny Villa Road, signalization will be required at Convair Drive, Main Street, and Electronics Way. On Ruffin Road, traffic signals will be required at Convair Drive and Main Street. On Clairemont Mesa Boulevard, the existing access at Missile Road would be maintained during the initial stage of site development. By project buildout, Missile Road would be eliminated and access would be provided through an extension of Overland Avenue into the site.

The need for traffic signal control within the project site was evaluated using Caltrans' daily warrant worksheets. Both the Minimum Vehicular and Interruption of Continuous Traffic warrants were met at the Overland Drive intersections at Grand Boulevard and at Convair Drive under the *Future Year With Project* scenario conditions. Traffic signal control is recommended at both locations. At the Convair Drive intersections with parking lot access driveways "A" and "B," no single warrant was satisfied. However, both warrants were met at 80 percent or more. Traffic signals at these two locations are not recommended at this time. While they meet signal warrants at full project buildout, signal installation may not be appropriate prior to buildout. Initial control would be stop signs from the parking lot access driveways and Convair Drive uninterrupted. The intersection of Grand Boulevard with an internal driveway within the retail district also meets warrants, if a single driveway is located along the street to serve the retail site. This location would be reevaluated when specific development site plans are prepared for the retail center. Traffic operations would be monitored with each subsequent phase of development, and traffic control device recommendations would be incorporated with each

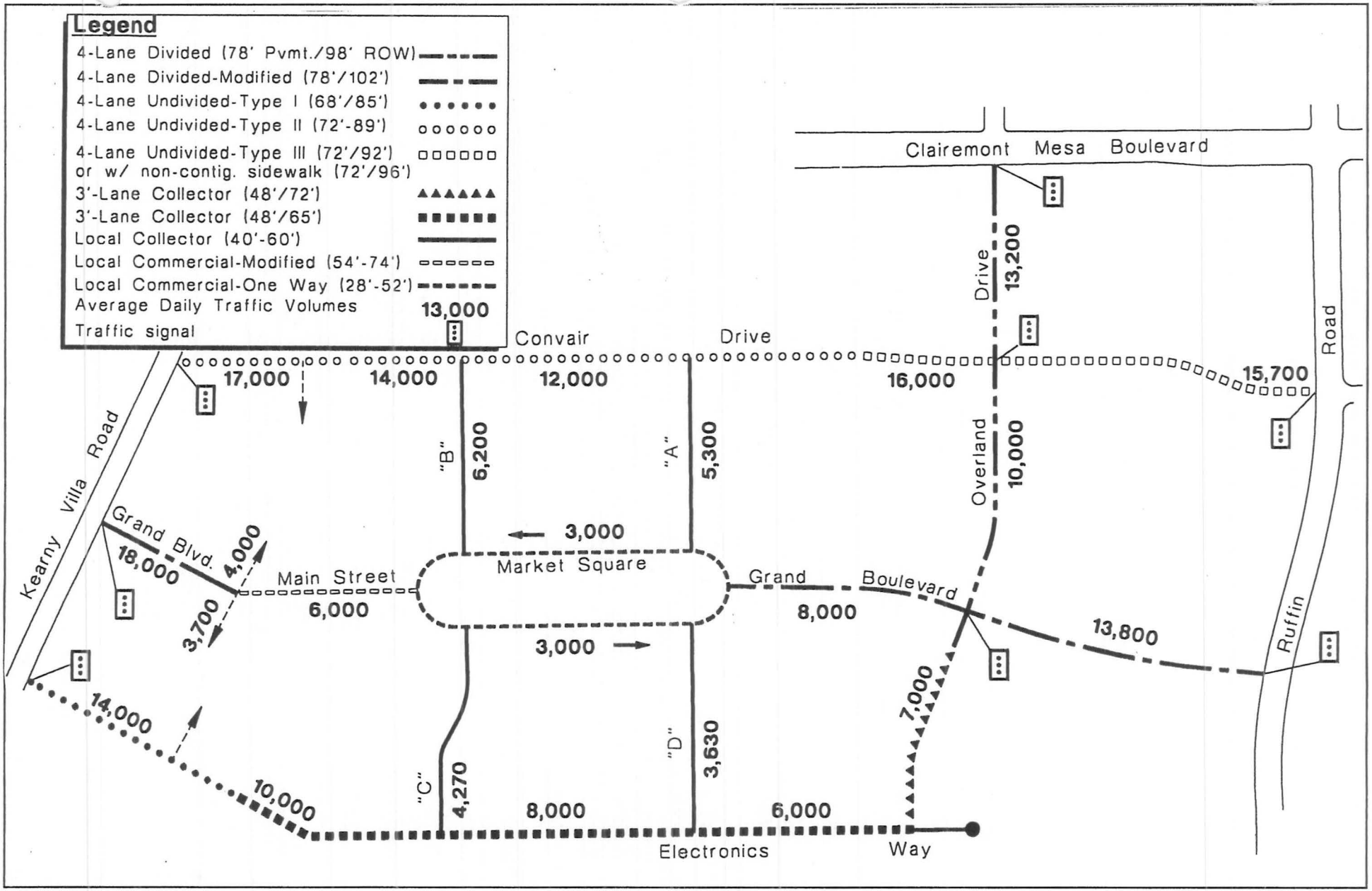


SOURCE: Kimley-Horn and Associates

Existing Internal Street Classifications

New Century Center

FIGURE 4.2-10



SOURCE: Kimley-Horn and Associates

Future with Project Internal Street Classifications

FIGURE 4.2-11

phase of development acknowledged on the vesting tentative map as an obligation of the project developer.

Existing Community Plan Buildout

The *Existing Community Plan Buildout* scenario is the same as the *Future Year With Project* scenario except that the development of the project site is assumed to occur based on the existing Kearny Mesa Community Plan land use assumptions rather than those proposed in the New Century Center Master Plan. The Kearny Mesa Community Plan assumes a community-wide trip increase of approximately 160,600 ADT, with approximately 69,000 ADT with 8,100 trips in the a.m. peak hour and 8,300 trips in the p.m. peak hour associated with the General Dynamics site. The adopted Community Plan ADT is depicted in Figure 4.2-12.

Existing Community Plan Buildout: Intersection Capacity Analysis

The a.m. and p.m. peak hour volumes were determined based on existing turning movement volumes and forecast ADT volumes. The results of the intersection capacity analysis for the *Existing Community Plan Buildout* scenario are summarized in Table 4.2-38. As shown in this table, 18 study area intersections will be characterized by congested levels of service (i.e., LOS E or F):

Signalized Locations

1. Clairemont Mesa Boulevard/I-15 northbound ramps–LOS E (a.m. peak)
4. Clairemont Mesa Boulevard/Ruffin Road–LOS E (a.m. peak) and LOS F (p.m. peak)
7. Clairemont Mesa Boulevard/Kearny Villa Road–LOS F (a.m. and p.m. peak)
8. Clairemont Mesa Boulevard/Kearny Mesa Road–LOS E (p.m. peak)
12. Clairemont Mesa Boulevard/Ruffner Street–LOS E (p.m. peak)
13. Clairemont Mesa Boulevard/Shawline Street–LOS F (p.m. peak)
15. Balboa Avenue/Viewridge Avenue–LOS F (p.m. peak)
16. Balboa Avenue/Ruffin Road–LOS E (a.m. peak) and LOS F (p.m. peak)
18. Balboa Avenue/Kearny Villa Road–LOS F (a.m. and p.m. peak)
20. Balboa Avenue/Convoy Street–LOS E (p.m. peak)
21. Balboa Avenue/Sportmart entrance–LOS F (p.m. peak)
22. Kearny Villa Road/SR-163 northbound ramps–LOS F (p.m. peak)
23. Kearny Villa Road/Electronics Way–LOS E (a.m. peak) and LOS F (p.m. peak)
24. Kearny Villa Road/Main Street–LOS E (p.m. peak)
28. Kearny Villa Road/SR-52 eastbound ramps–LOS E (a.m. and p.m. peak)
32. Ruffin Road/Convair Drive–LOS F (a.m. peak) and LOS E (p.m. peak)
33. Ruffin Road/Chesapeake Drive–LOS F (p.m. peak)

TABLE 4.2-38

EXISTING COMMUNITY PLAN BUILDOUT: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	45.5	E	37.3	D
2. Clairemont Mesa Blvd./I-15 SB Ramps	20.6	C	17.7	C
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	23.9	C	37.5	D
4. Clairemont Mesa Blvd./Ruffin Rd.	42.6	E	*	F
5. Clairemont Mesa Blvd./Overland Ave.	7.8	B	5.1	B
6. Clairemont Mesa Blvd./Complex St.	11.1	B	12.7	B
7. Clairemont Mesa Blvd./Kearny Villa Rd.	*	F	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	15.4	C	41.8	E
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.7	B	30.8	D
10. Clairemont Mesa Blvd./Mercury St.	12.8	B	34.0	D
11. Clairemont Mesa Blvd./Convoy St.	14.1	B	31.9	D
12. Clairemont Mesa Blvd./Ruffner St.	10.7	B	49.4	E
13. Clairemont Mesa Blvd./Shawline St.	21.7	C	*	F
14. Balboa Ave./I-15 SB Ramp	24.1	C	28.6	D
15. Balboa Ave./Viewridge Ave.	27.8	D	*	F
16. Balboa Ave./Ruffin Rd.	41.0	E	*	F
17. Balboa Ave./Ponderosa Ave.	9.5	B	11.9	B
18. Balboa Ave./Kearny Villa Rd.	*	F	*	F
19. Balboa Ave./Mercury St.	14.3	B	25.6	D
20. Balboa Ave./Convoy St.	14.0	B	40.5	E
21. Balboa Ave./Sport Mart Entrance	14.1	B	*	F
22. Kearny Villa Rd./SR 163 NB Ramps	32.2	D	*	F
23. Kearny Villa Rd./Electronics Way	41.8	E	*	F
24. Kearny Villa Rd./Main Street	25.6	D	52.1	E
25. Kearny Villa Rd./Convair Rd.	8.5	B	17.3	C
26. Kearny Villa Rd./Kearny Villa Way	4.5	A	7.5	B
27. Kearny Villa Rd./Ruffin Rd.	17.2	D	35.6	D
28. Kearny Villa Rd./SR-52 EB	57.5	E	40.3	E
29. Kearny Villa Rd./SR-52 WB	9.7	B	6.2	B
30. Ruffin Rd./Aero Dr.	38.5	D	32.5	D
32. Ruffin Rd./Convair Dr.	*	F	43.0	E
33. Ruffin Rd./Chesapeake Dr.	18.4	C	*	F
UNSIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (c)	LOS (d)	DELAY (c)	LOS (d)
5A. Clairemont Mesa Boulevard/Missile Road				
NB left turns	#	F	#	F
NB right turns	5.4	B	10.9	C
WB left turns	61.1	F	12.9	C

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
* Critical V/C exceeds 1.2 or 1/PHF; calculation of delay not feasible
\# Delay exceeds 999.9 seconds

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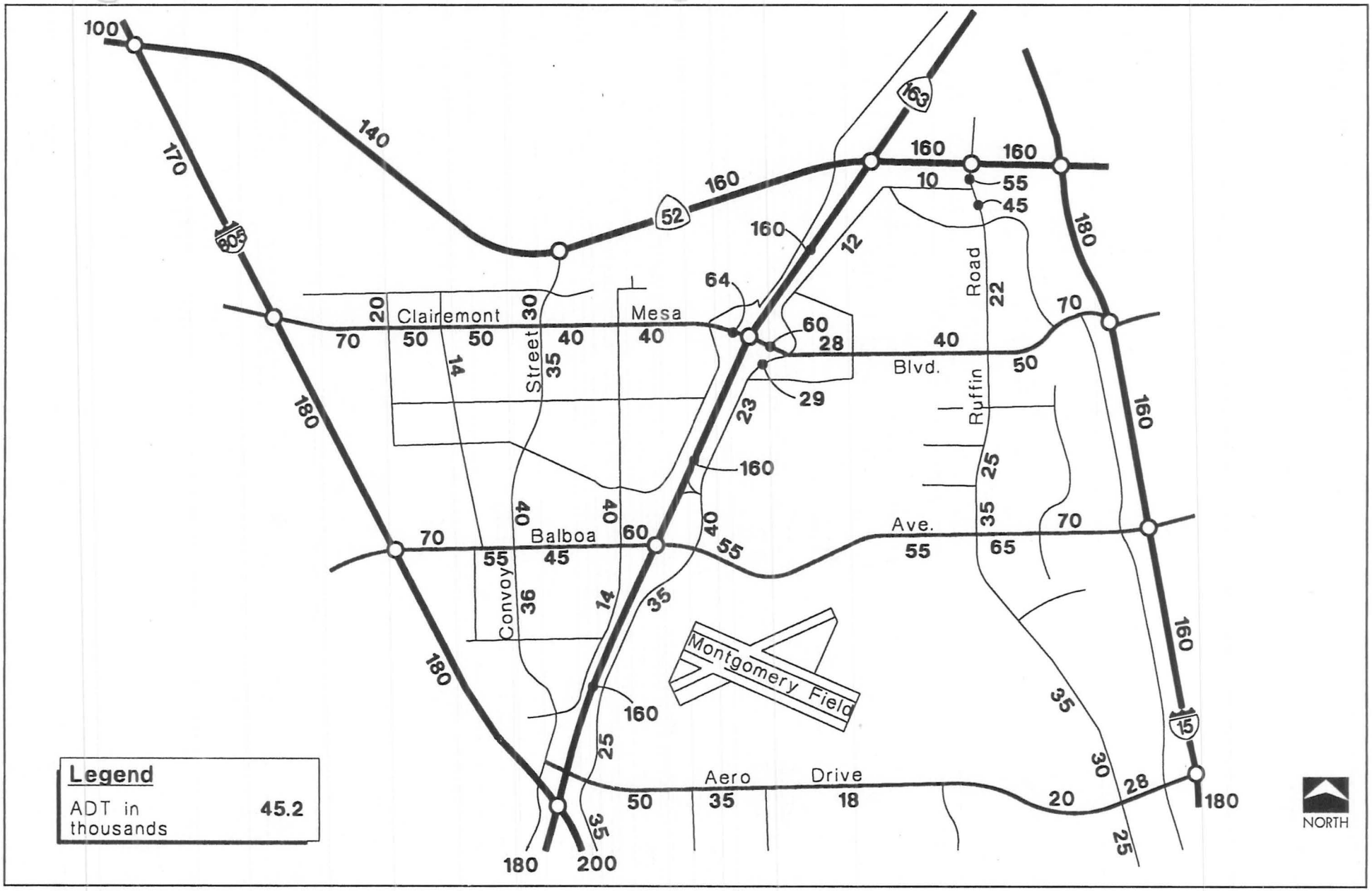

SOURCE: Kimley-Horn and Associates

Existing Community Plan Buildout: ADT Volumes

FIGURE 4.2-12

Unsignalized Locations (one or more conflicting movements)

5A. Clairemont Mesa Boulevard/Missile Road–LOS F (a.m. and p.m. peak)

The level of service at Missile Road is expected to be overstated due to gaps provided by the platooned arrival of vehicles along Clairemont Mesa Boulevard.

Existing Community Plan Buildout: Roadway Segment Capacity Analysis

Existing Community Plan Buildout ADT volumes were compared to the City of San Diego roadway segment daily capacity standards. Table 4.2-39 summarizes the results of this analysis. As shown in this table, all street segments analyzed will be characterized by acceptable levels of service (i.e., LOS D or better), with the following exceptions:

Clairemont Mesa Boulevard

I-15 to Murphy Canyon Road–LOS F
Kearny Villa Road to Kearny Mesa Road–LOS E/F
Shawline Street to I-805–LOS F

Balboa Avenue

I-15 to Ruffin Road–LOS F
SR-163 to Mercury Street–LOS E

Ruffin Road

South of Balboa Avenue—LOS F
Balboa Avenue to Main Street—LOS F
Chesapeake Drive to Kearny Villa Road–LOS F

These segments have been identified in the Kearny Mesa Community Plan as deficient.

Existing Community Plan Buildout: Arterial Capacity Analysis

Existing Community Plan Buildout peak hour traffic volumes on two Balboa Avenue segments is summarized in Table 4.2-40. This table indicates that there will be congested levels of service (i.e., LOS E or F) on the following arterial segments:

Balboa Avenue

I-15 to Kearny Villa Road (p.m. peak, westbound and eastbound)
Mercury Street to Sportmart entrance (p.m. peak, westbound)

TABLE 4.2-39

EXISTING COMMUNITY PLAN BUILDOUT: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	6 LN PRIMARY ARTERIAL	70000	60000	F
	MURPHY CANYON ROAD - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	50000	60000	C
	RUFFIN ROAD - OVERLAND AVENUE	6 LN PRIMARY ARTERIAL	40000	60000	C
	OVERLAND AVENUE - COMPLEX STREET	6 LN PRIMARY ARTERIAL	40000	60000	C
	COMPLEX STREET - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	28000	60000	B
	KEARNY VILLA ROAD - SR-163	6 LN PRIMARY ARTERIAL	60000	60000	E
	SR-163 - KEARNY MESA ROAD	6 LN PRIMARY ARTERIAL	64000	60000	F
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN PRIMARY ARTERIAL	40000	60000	C
	KEARNY MESA PLAZA - MERCURY STREET	6 LN PRIMARY ARTERIAL	40000	60000	C
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	40000	60000	C
	CONVOY STREET - RUFFNER STREET	6 LN PRIMARY ARTERIAL	50000	60000	C
	RUFFNER STREET - SHAWLINE STREET	6 LN PRIMARY ARTERIAL	50000	60000	C
	SHAWLINE STREET - I-805	6 LN PRIMARY ARTERIAL	70000	60000	F
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN PRIMARY ARTERIAL	70000	60000	F
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	65000	60000	F
	RUFFIN ROAD - PONDEROSA AVENUE	6 LN PRIMARY ARTERIAL	55000	60000	D
	PONDEROSA AVENUE - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	55000	60000	D
	SR-163 - MERCURY STREET	6 LN PRIMARY ARTERIAL	60000	60000	E
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	45000	60000	C
	CONVOY STREET - SPORT MART	6 LN PRIMARY ARTERIAL	55000	60000	D
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	35000	30000	F
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	35000	30000	F
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	25000	30000	D
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	25000	30000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	22000	30000	D
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN PRIMARY ARTERIAL	45000	30000	F
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	40000	50000	C
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	23000	40000	C
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	23000	40000	C
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	23000	40000	C
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	23000	40000	C
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	29000	40000	C
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN MAJOR ARTERIAL	12000	40000	A
	CHESAPEAKE DRIVE - RUFFIN ROAD	4 LN COLLECTOR	10000	30000	B
	RUFFIN ROAD - SR 52	6 LN PRIMARY ARTERIAL	55000	60000	D

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TABLE 4.2-40

EXISTING COMMUNITY PLAN BUILDOUT:
PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	C B	14.5 20.1	F F	(a) (a)
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	19.7 16.0	F D	(a) 12.2

a: Arterial speed cannot be accurately estimated when intersection V/C exceeds either 1.2 or 1/PHF.
Source: Kimley-Horn and Associates, Inc. 1997.

Existing Community Plan Buildout: Freeway Segment Capacity Analysis

The *Existing Community Plan Buildout* scenario peak hour freeway segment capacity analysis is summarized in Table 4.2-41. This analysis assumes future daily traffic volumes and existing peak hour percentages, directional splits, and truck composition. Freeway improvements identified in the Regional Transportation Plan are also assumed. As indicated in this table, most freeway segments analyzed are characterized by congested levels of service (i.e., LOS E or F):

- I-15 (I-8 to Aero Drive and Clairemont Mesa Boulevard to SR-52)–LOS E
- SR-52 (I-805 to I-15)–LOS E/F
- I-805 (Murray Ridge Road to SR-52)–LOS E/F

These direct and indirect impacts are considered significant.

SIGNIFICANCE OF IMPACTS

Table 4.2-42 summarizes the findings of the intersection capacity utilization analysis for all traffic scenarios analyzed in the traffic study. Table 4.2-43 provides the same comparative analysis for roadway segments. Table 4.2-44 provides a comparison of peak hour arterial impacts for these scenarios. Table 4.2-45 identifies the findings of the freeway segment analysis for each scenario. Table 4.2-46 summarizes facilities operating at LOS E or F by traffic scenario. Tables 4.2-30, 4.2-32, and 4.2-35 previously identified the significance of *Future Year With Project* intersection, roadway segment, and freeway impacts, respectively.

TABLE 4.2-41

EXISTING COMMUNITY PLAN BUILDOUT
FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	4 w/ HOV	9,200	174,600	8.9%	60.2%	0.971	8,671	0.942	E
	Friars Rd. - Aero Dr.	4 w/ HOV	9,200	180,000	8.9%	60.2%	0.971	8,939	0.972	E
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4 w/ HOV	9,200	160,000	8.9%	60.2%	0.971	7,946	0.864	D
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4 w/ HOV	9,200	160,000	8.9%	60.2%	0.971	7,946	0.864	D
	Clairemont Mesa Blvd. - SR-52	4 w/ HOV	9,200	180,000	8.9%	60.2%	0.971	8,939	0.972	E
State Route 52	I-805 - Convoy St.	4 w/ HOV	9,200	140,000	11.6%	61.0%	0.967	9,220	1.002	E
	Convoy St. - SR-163	4 w/ HOV	9,200	160,000	11.6%	61.0%	0.967	10,537	1.145	F(0)
	SR-163 - I-15	4 w/ HOV	9,200	160,000	11.6%	61.0%	0.967	10,537	1.145	F(0)
State Route 163	Mesa College Dr. - I-805	4	9,200	180,000	8.3%	53.6%	0.949	8,438	0.917	D
	I-805 - Balboa Av.	4	9,200	160,000	8.3%	53.6%	0.949	7,501	0.815	D
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	160,000	8.3%	53.6%	0.949	7,501	0.815	D
	Clairemont Mesa Blvd. - SR-52	4	9,200	160,000	8.3%	53.6%	0.949	7,501	0.815	D
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	200,000	8.2%	60.7%	0.956	10,413	1.132	F(0)
	SR-163 - Balboa Av.	4	9,200	180,000	8.2%	60.7%	0.956	9,372	1.019	F(0)
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	180,000	8.2%	60.7%	0.956	9,372	1.019	F(0)
	Clairemont Mesa Blvd. - SR-52	4	9,200	170,000	8.2%	60.7%	0.956	8,851	0.962	E

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-9

MIXED-USE DEVELOPMENT REDUCTION ASSUMING INTERNAL TRANSIT/SHUTTLE SYSTEM

Land Use Type	Daily[a]	A.M. Peak Hour[a]	P.M. Peak Hour[a]
Employment Uses[b]	6%	5%	5%
Scientific Research and Development	6%	5%	7%
Hotel	10%	8%	8%
Retail[c]	c	c	c

[a] Percent reduction.
[b] Employment uses include office, government office, business park, industrial park, industrial, corporate office, scientific research & development, and manufacturing uses.
[c] The total retail mixed-use reduction is equal to the sum of the Industrial Business Park and Scientific Research and Development trip reductions. This reflects trips being made between the employment and retail aspects of the development.

Source: Kimley-Horn and Associates, Inc. 1996.

TABLE 4.2-10

PASS-BY TRIP REDUCTION

Land Use Type	Daily[a]	A.M. Peak Hour[a]	P.M. Peak Hour[a]
Retail/Entertainment	20%	20%	20%
Community Retail	30%	30%	30%
Specialty Retail	10%	10%	10%

[a] Percent reduction.

Source: Kimley-Horn and Associates, Inc. 1996.

Table 4.2-11 summarizes the proposed project's trip generation based on the assumptions and credits previously described above, with the exception of an internal transit/shuttle service.

TABLE 4.2-11
PROJECT-RELATED TRAFFIC GENERATION

DRIVEWAY RATES

LAND USE TYPE	INTENSITY	TRIP GENERATION RATE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	419 KSF	43 / KSF	18000	360	252	108	1620	810	810
Community Retail	420 KSF	70 / KSF	29400	882	529	353	2646	1323	1323
Scientific R&D	160 KSF	8 / KSF	1280	205	184	20	179	18	161
Large Industrial	160 KSF	8 / KSF	1280	141	127	14	154	31	123
Small Industrial	160 KSF	15 / KSF	2400	264	238	26	288	58	230
Business Park	1460 KSF	16 / KSF	23360	2803	2243	561	2803	561	2243
Automated Assembly Plant	160 KSF	4 / KSF	640	128	115	13	128	26	102
Small Office	890 KSF	20 / KSF	17800	2136	1709	427	2136	427	1709
Hotel	350 Rooms	10 / Room	3500	210	126	84	280	168	112
Specialty Retail - Clairemont Mesa	180 KSF	40 / KSF	7200	216	130	86	648	324	324
TOTAL			104860	7345	5652	1693	10882	3745	7137

ADJUSTMENTS DUE TO TRANSIT USE (a)

LAND USE TYPE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	540	11	8	3	49	24	24
Community Retail	882	26	16	11	79	40	40
Scientific R&D	64	13	12	1	10	1	9
Large Industrial	64	9	8	1	8	2	7
Small Industrial	120	17	15	2	16	3	13
Business Park	1168	182	146	36	154	31	123
Automated Assembly Plant	32	8	7	1	7	1	6
Small Office	890	139	111	28	117	23	94
Hotel	105	6	4	3	8	5	3
Specialty Retail - Clairemont Mesa	216	6	4	3	19	10	10
TOTAL	4081	419	331	88	469	140	328

ADJUSTMENTS DUE TO INTERNAL INTERACTION (b)

LAND USE TYPE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	1736	165	33	132	231	181	50
Community Retail	1262	120	24	96	168	131	37
Scientific R&D	77	10	9	1	13	1	11
Large Industrial	77	7	6	1	11	2	9
Small Industrial	144	13	12	1	20	4	16
Business Park	1402	140	112	28	196	39	157
Automated Assembly Plant	38	6	6	1	9	2	7
Small Office	1068	107	85	21	150	30	120
Hotel	350	17	10	7	22	13	9
Specialty Retail - Clairemont Mesa	158	15	3	12	21	16	5
TOTAL	6311	601	301	301	841	421	421

ADJUSTMENTS DUE TO PASS-BY TRIPS (c)

LAND USE TYPE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	3600	72	50	22	324	162	162
Community Retail	8820	265	159	106	882	441	441
Scientific R&D	0	0	0	0	0	0	0
Large Industrial	0	0	0	0	0	0	0
Small Industrial	0	0	0	0	0	0	0
Business Park	0	0	0	0	0	0	0
Automated Assembly Plant	0	0	0	0	0	0	0
Small Office	0	0	0	0	0	0	0
Hotel	0	0	0	0	0	0	0
Specialty Retail - Clairemont Mesa	720	22	13	9	65	32	32
TOTAL	13140	358	222	136	1271	635	635

ADJUSTED CUMULATIVE TRIPS

LAND USE TYPE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	12124	112	161	-49	1016	443	573
Community Retail	18436	471	331	140	1516	711	806
Scientific R&D	1139	181	163	18	157	16	141
Large Industrial	1139	125	112	12	134	27	108
Small Industrial	2136	234	210	23	252	50	202
Business Park	20790	2481	1985	496	2453	491	1962
Automated Assembly Plant	570	113	102	11	112	22	90
Small Office	15842	1890	1512	378	1869	374	1495
Hotel	3045	187	112	75	249	150	100
Specialty Retail - Clairemont Mesa	6106	173	110	63	543	265	277
TOTAL	81328	5966	4798	1168	8301	2548	5753

ADJUSTED DRIVEWAY TRIPS

LAND USE TYPE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Entertainment District Retail	15724	184	212	-28	1340	605	735
Community Retail	27256	735	489	246	2398	1152	1247
Scientific R&D	1139	181	163	18	157	16	141
Large Industrial	1139	125	112	12	134	27	108
Small Industrial	2136	234	210	23	252	50	202
Business Park	20790	2481	1985	496	2453	491	1962
Automated Assembly Plant	570	113	102	11	112	22	90
Small Office	15842	1890	1512	378	1869	374	1495
Hotel	3045	187	112	75	249	150	100
Specialty Retail - Clairemont Mesa	6826	194	123	72	608	298	310
TOTAL	94468	6324	5020	1304	9572	3184	6388

Existing Baseline With Redevelopment Increment

For purposes of translating the aggregate recapture increment to specific trip generation numbers, it was necessary for the traffic consultant to make certain assumptions concerning the first phase of project development. Although the ADT and p.m. peak hour trip generation associated with the redevelopment increment could be associated with an infinite variety of land use combinations, based on the proposed uses set forth in the NCC Master Plan and the reasonably anticipated demand in the market, the traffic consultant has assumed a first phase of development equivalent to 1.3 million square feet of retail, office, and industrial park uses, resulting in 30,800 ADT with 2,090 a.m. peak hour and 3,160 p.m. peak hour trips. Both the a.m. and p.m. peak hour trips under this redevelopment increment/first phase of development would be less than the peak hour trips associated with historic uses at the project site. Table 4.2-12 identifies the redevelopment increment's trip generation.

The *Existing Baseline With Redevelopment Increment* also assumes that both the internal and off-site improvements contemplated in the Master PCD/PID Design Manual will be completed. These improvements include the construction of roadways within the project site sufficient to serve phase one's incremental development.

To evaluate the traffic impacts of the *Existing Baseline With Redevelopment Increment* scenario, the traffic generated under the initial redevelopment increment was assigned to the surrounding street system in accordance with expected travel routes to/from local and regional origins and destinations. The distribution assignment of the baseline's daily traffic volumes to study area streets is provided in Appendix B of this Program EIR. Figure 4.2-4 depicts the assignment of the baseline's traffic to study area streets. The baseline traffic impact on the transportation system is as described below.

Existing Baseline With Redevelopment Increment: Intersection Capacity Analysis

In order to analyze the intersection capacity for the *Existing Baseline With Redevelopment Increment* scenario, the redevelopment increment's peak hour traffic was added to 1996 volumes. In addition, field reconnaissance identified imminent signalization of the Kearny Villa Road/Ruffin Road intersection (located north of the project site and Clairemont Mesa Boulevard). Therefore, signalization of this intersection has been assumed for this scenario.

TABLE 4.2-12
EXISTING BASELINE WITH REDEVELOPMENT
INCREMENT TRAFFIC GENERATION

DRIVEWAY RATES

LAND USE TYPE	INTENSITY	TRIP GENERATION RATE	DAILY TRIPS		AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail (d)	180 KSF	50 / KSF	9000		180	126	54	810	405	405
Community Retail	210 KSF	70 / KSF	14700		441	265	176	1323	662	662
Scientific R&D	50 KSF	8 / KSF	400		64	58	6	56	6	50
Corporate Office	176 KSF	10 / KSF	1760		264	238	26	264	26	238
Small Industrial	KSF	15 / KSF	0		0	0	0	0	0	0
Business Park	500 KSF	16 / KSF	8000		960	768	192	960	192	768
Manufacturing	KSF	4 / KSF	0		0	0	0	0	0	0
Small Office	200 KSF	20 / KSF	4000		480	384	96	480	96	384
Hotel	Rooms	10 / Room	0		0	0	0	0	0	0
Specialty Retail - Clairemont Mesa	KSF	40 / KSF	0		0	0	0	0	0	0
TOTAL			37860		2389	1838	551	3893	1387	2507

ADJUSTMENTS DUE TO TRANSIT USE (a)

LAND USE TYPE		DAILY TRIPS	DECREASE	AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail		0	3.0%		0	0	0	0	0
Community Retail		0	3.0%	0	0	0	0	0	0
Scientific R&D		0	5.0%	0	0	0	0	0	0
Large Industrial		0	5.0%	0	0	0	0	0	0
Small Industrial		0	5.0%	0	0	0	0	0	0
Business Park		0	5.0%	0	0	0	0	0	0
Manufacturing		0	5.0%	0	0	0	0	0	0
Small Office		0	5.0%	0	0	0	0	0	0
Hotel		0	3.0%	0	0	0	0	0	0
Specialty Retail - Clairemont Mesa		0	3.0%	0	0	0	0	0	0
TOTAL		0		0	0	0	0	0	0

ADJUSTMENTS DUE TO INTERNAL INTERACTION (b)

LAND USE TYPE		DAILY TRIPS	DECREASE	AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail		245		37	7	29	37	29	7
Community Retail		201		30	6	24	30	24	6
Scientific R&D		0	0.0%	0	0	0	0	0	0
Corporate Office		0	0.0%	0	0	0	0	0	0
Small Industrial		0	0.0%	0	0	0	0	0	0
Business Park		320	4.0%	48	38	10	48	10	38
Manufacturing		0	0.0%	0	0	0	0	0	0
Small Office		126	4.0%	19	15	4	19	4	15
Hotel		0	8.0%	0	0	0	0	0	0
Specialty Retail - Clairemont Mesa		0		0	1	0	0	0	1
TOTAL		892		134	68	67	134	67	68

ADJUSTMENTS DUE TO PASS-BY TRIPS (c)

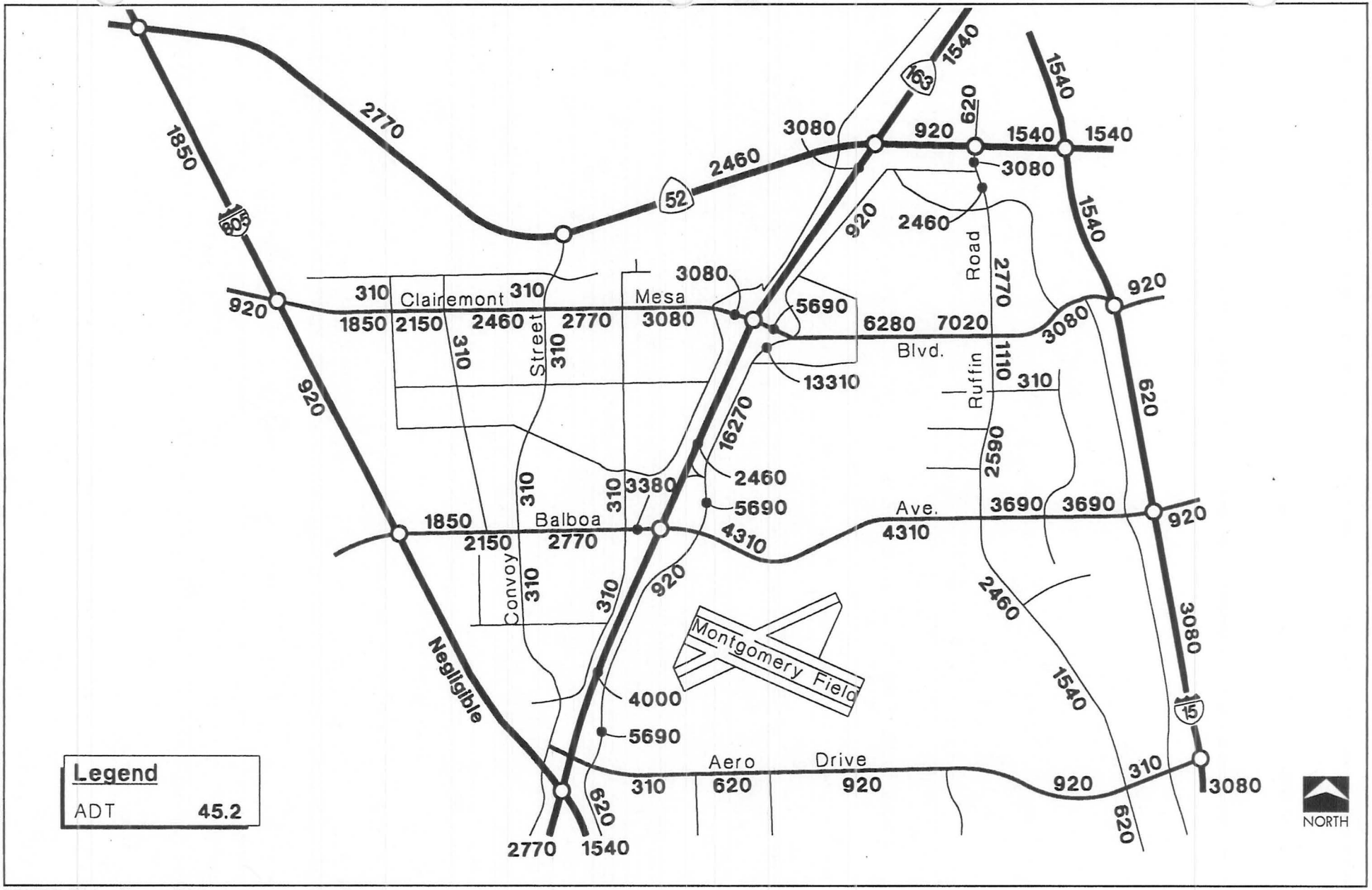
LAND USE TYPE		DAILY TRIPS	RATE (b)	AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail		1800	20%	36	25	11	162	81	81
Community Retail		4410	30%	132	79	53	441	221	221
Scientific R&D		0	0%	0	0	0	0	0	0
Corporate Office		0	0%	0	0	0	0	0	0
Small Industrial		0	0%	0	0	0	0	0	0
Business Park		0	0%	0	0	0	0	0	0
Manufacturing		0	0%	0	0	0	0	0	0
Small Office		0	0%	0	0	0	0	0	0
Hotel		0	0%	0	0	0	0	0	0
Specialty Retail - Clairemont Mesa		0	10%	0	0	0	0	0	0
TOTAL		6210		168	105	64	603	302	302

CUMULATIVE TRIPS

LAND USE TYPE		DAILY TRIPS		AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail		6955		107	93	14	611	295	317
Community Retail		10089		279	179	99	852	417	435
Scientific R&D		400		64	58	6	56	5	50
Large Industrial		1760		264	238	26	264	26	238
Small Industrial		0		0	0	0	0	0	0
Business Park		7680		912	730	182	912	182	730
Manufacturing		0		0	0	0	0	0	0
Small Office		3874		461	369	92	461	92	369
Hotel		0		0	0	0	0	0	0
Specialty Retail - Clairemont Mesa		0		0	0	0	0	0	0
TOTAL		30758		2087	1666	420	3156	1018	2138

ADJUSTED DRIVEWAY TRIPS

LAND USE TYPE		DAILY TRIPS		AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
Entertainment District Retail		8755		143	119	25	773	376	398
Community Retail		14499		411	259	152	1293	637	655
Scientific R&D		400		64	58	6	56	5	50
Large Industrial		1760		264	238	26	264	26	238
Small Industrial		0		0	0	0	0	0	0
Business Park		7680		912	730	182	912	182	730
Manufacturing		0		0	0	0	0	0	0
Small Office		3874		461	369	92	461	92	369
Hotel		0		0	0	0	0	0	0
Specialty Retail - Clairemont Mesa		0		0	-1	0	0	0	-1
TOTAL		36968		2255	1770	484	3759	1319	2439



SOURCE: Kimley-Horn and Associates

Existing Baseline with Redevelopment Increment: Traffic Distribution

New Century Center

FIGURE 4.2-4

As part of the proposed project, three intersections will be improved and are considered project design features. These intersections are Balboa Avenue/Viewridge Avenue, Balboa Avenue/Kearny Villa Road, and Balboa Avenue/Sportmart entrance. The project applicant will make the following improvements to these intersections:

- Balboa Avenue/Viewridge Avenue: Provide a southbound left-turn lane.
- Balboa Avenue/Kearny Villa Road: Provide a southbound left-turn lane and restripe the eastbound approach to convert the right-turn lane to a shared through/right-turn lane.
- Balboa Avenue/Sportmart entrance: Add a northbound and southbound left-turn lane.

These three intersection improvements would be provided prior to reaching the redevelopment increment traffic levels. Therefore, the following analysis reflects these changes to existing intersection lane configurations. All other intersections will have the same lane configurations assumed in the *Year 1996* evaluation.

Table 4.2-13 summarizes the results of this analysis. As shown in this table, all intersections are characterized by adequate levels of service (i.e., LOS D or better) during both peak hours, with the following exceptions:

Signalized Locations

4. Clairemont Mesa Boulevard/Ruffin Road–LOS F (p.m. peak)
7. Clairemont Mesa Boulevard/Kearny Villa Road–LOS F (p.m. peak)
13. Clairemont Mesa Boulevard/Shawline Street–LOS F (p.m. peak)

Unsignalized Locations (one or more conflicting movements)

5A. Clairemont Mesa Boulevard/Missile Road–LOS F (a.m. and p.m. peak)
28. Kearny Villa Road/SR-52 eastbound ramps–LOS F (a.m. and p.m. peak)
29. Kearny Villa Road/SR-52 westbound ramps–LOS F (a.m. and p.m. peak)
29. SR-163/Clairemont Mesa Boulevard northbound offramp–LOS F (a.m. peak)

With the addition of the redevelopment increment (when compared to the Year 1996 scenario), the level of service declines at the intersection of Clairemont Mesa Boulevard/Ruffin Road (decreases from LOS E to LOS F in the p.m. peak), Clairemont Mesa Boulevard/Shawline Street (decreases from LOS E to LOS F in the p.m. peak), Clairemont Mesa Boulevard/Kearny Villa Road (decreases from LOS B to LOS F in the p.m. peak), Clairemont Mesa Boulevard/Missile Road (decreases from normal volumes to LOS F in the a.m. and p.m. peak), Kearny Villa Road/SR-52 eastbound ramps (deceases from LOS B/C to LOS F in the a.m. peak), and SR-

TABLE 4.2-13

EXISTING BASELINE WITH REDEVELOPMENT INCREMENT: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	29.8	D	11.0	B
2. Clairemont Mesa Blvd./I-15 SB Ramps	11.2	B	12.3	B
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	8.9	B	19.4	C
4. Clairemont Mesa Blvd./Ruffin Rd.	28.6	D	61.3	F
5. Clairemont Mesa Blvd./Overland Ave.	9.5	B	8.5	B
6. Clairemont Mesa Blvd./Complex St.	9.1	B	18.2	C
7. Clairemont Mesa Blvd./Kearny Villa Rd.	12.2	B	64.6	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	12.3	B	21.2	C
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	7.0	B	12.6	B
10. Clairemont Mesa Blvd./Mercury St.	12.2	B	19.6	C
11. Clairemont Mesa Blvd./Convoy St.	13.2	B	17.5	C
12. Clairemont Mesa Blvd./Ruffner St.	10.4	B	23.6	C
13. Clairemont Mesa Blvd./Shawline St.	12.9	B	58.2	E
14. Balboa Ave./I-15 SB Ramp	8.1	B	5.6	B
15. Balboa Ave./Viewridge Ave.	12.7	B	15.5	C
16. Balboa Ave./Ruffin Rd.	25.0	C	27.6	D
17. Balboa Ave./Ponderosa Ave.	7.0	B	7.3	B
18. Balboa Ave./Kearny Villa Rd.	14.5	B	13.2	B
19. Balboa Ave./Mercury St.	11.4	B	16.8	C
20. Balboa Ave./Convoy St.	13.0	B	29.7	D
21. Balboa Ave./Sport Mart Entrance	13.2	B	18.9	C
22. Kearny Villa Rd./SR 163 NB Ramps	14.1	B	27.1	D
26. Kearny Villa Rd./Kearny Villa Way	5.5	B	7.6	B
27. Kearny Villa Rd./Ruffin Rd.	10.5	B	26.5	D
30. Ruffin Rd./Aero Dr.	18.1	C	16.9	C
33. Ruffin Rd./Chesapeake Dr.	10.5	B	20.2	C
UNSIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (c)	LOS (d)	DELAY (c)	LOS (d)
5A. Clairemont Mesa Boulevard/Missile Road				
NB left turns	160.3	F	#	F
NB right turns	3.8	A	5.2	B
WB left turns	7.6	B	12.9	C
28. Kearny Villa Rd/SR 52 EB Ramps				
SB left turns	#	F	16.9	C
EB left turns	#	F	#	F
EB through/right turns	#	F	7.0	B
29. Kearny Villa Rd/SR 52 WB Ramps				
NB left turns	6.8	B	10.6	B
EB left turns	89.7	F	#	F
EB right turns	7.6	B	3.7	A
34. SR-163/Clairemont Mesa Blvd. NB Off Ramp				
NB right turns	70.9	F	13.6	C

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
* Critical V/C exceeds 1.2 or 1/PHF; calculation of delay not feasible
\# Delay exceeds 999.9 seconds

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163/Clairemont Mesa Boulevard northbound offramp (decreases from LOS B to LOS F in the a.m. peak). Due to the transportation improvements (project design features) to be implemented as part of the project, the levels of service at the following intersection will improve: Balboa Avenue/Sportmart entrance (improves from LOS E to LOS C).

The intersection of Clairemont Mesa Boulevard at Missile Road is expected to operate at a better level of service than indicated in the table because of the platooning effects of vehicles on Clairemont Mesa Boulevard (as previously described).

It should also be noted that the implementation of roadway improvements assumed in the Kearny Mesa Facilities Financing Plan (January 1996) would serve to improve the level of service at the noted intersections, either directly or indirectly.

Existing Baseline With Redevelopment Increment: Roadway Segment Capacity Analysis

The location of each off-site or ingress/egress intersection analyzed in this report for all existing and future year scenarios was previously identified in Figure 4.2-1. Figure 4.2-5 depicts the ADT volumes for the *Existing Baseline With Redevelopment Increment* scenario. Table 4.2-14 summarizes the findings of this analysis. As shown in this table, all street segments will operate at adequate levels of service (i.e., LOS D or better), with the following exception:

- Balboa Avenue (Convoy Street to Sportmart entrance)–LOS F

It should be noted that the addition of the redevelopment increment's traffic to *Year 1996's* traffic does not cause any street segment to decline from an adequate level of service (i.e., LOS D or better) to a congested condition (i.e., LOS E or F). This street segment would operate at congested levels of service with or without the redevelopment increment. Further, project design features at the Balboa Avenue/Sportmart entrance intersection will alleviate congestion at this location, suggesting that the Balboa Avenue segment would operate at adequate levels of service.

Existing Baseline With Redevelopment Increment: Arterial Capacity Analysis

In conformance with the requirements of the San Diego Regional Congestion Management Program (CMP), a peak hour arterial analysis was conducted for two segments of Balboa Avenue. As indicated in Table 4.2-15, both directions of travel for both segments analyzed will be characterized by an adequate level of service (i.e., LOS D or better) during the a.m. and p.m. peak periods.

TABLE 4.2-14

EXISTING BASELINE WITH REDEVELOPMENT INCREMENT: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	5 LN MAJOR ARTERIAL	28300	45000	C
	MURPHY CANYON ROAD - RUFFIN ROAD	5 LN MAJOR ARTERIAL	28300	45000	C
	RUFFIN ROAD - OVERLAND AVENUE	5 LN MAJOR ARTERIAL	30000	45000	C
	OVERLAND AVENUE - COMPLEX STREET	5 LN MAJOR ARTERIAL	30000	45000	C
	COMPLEX STREET - KEARNY VILLA ROAD	5 LN MAJOR ARTERIAL	30000	45000	C
	KEARNY VILLA ROAD - SR-163	4 LN MAJOR ARTERIAL	27700	40000	C
	SR-163 - KEARNY MESA ROAD	4 LN MAJOR ARTERIAL	32100	40000	D
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN MAJOR ARTERIAL	39000	50000	C
	KEARNY MESA PLAZA - MERCURY STREET	6 LN MAJOR ARTERIAL	39000	50000	C
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	34800	50000	C
	CONVOY STREET - RUFFNER STREET	6 LN MAJOR ARTERIAL	32000	50000	C
	RUFFNER STREET - SHAWLINE STREET	6 LN MAJOR ARTERIAL	32000	50000	C
	SHAWLINE STREET - I-805	6 LN MAJOR ARTERIAL	35300	50000	C
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN MAJOR ARTERIAL	29700	50000	C
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN MAJOR ARTERIAL	29700	50000	C
	RUFFIN ROAD - PONDEROSA AVENUE	4 LN MAJOR ARTERIAL	27300	40000	C
	PONDEROSA AVENUE - KEARNY VILLA ROAD	4 LN MAJOR ARTERIAL	27300	40000	C
	ROUTE 163 - MERCURY STREET	6 LN MAJOR ARTERIAL	34900	50000	C
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	37800	50000	C
	CONVOY STREET - SPORT MART	6 LN MAJOR ARTERIAL	74200	50000	F
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	16200	30000	C
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	20200	30000	D
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	20200	30000	D
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	20200	30000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	20700	30000	D
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	20400	30000	D
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	22600	50000	B
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	23800	40000	C
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	17300	40000	B
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	17300	40000	B
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	17300	40000	B
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	20800	40000	B
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	2 LN COLLECTOR (a)	12000	15000	D
	CHESAPEAKE DRIVE - RUFFIN ROAD	3 LN COLLECTOR(a)	12000	22500	B
	RUFFIN ROAD - SR 52	5 LN MAJOR ARTERIAL	22100	45000	B

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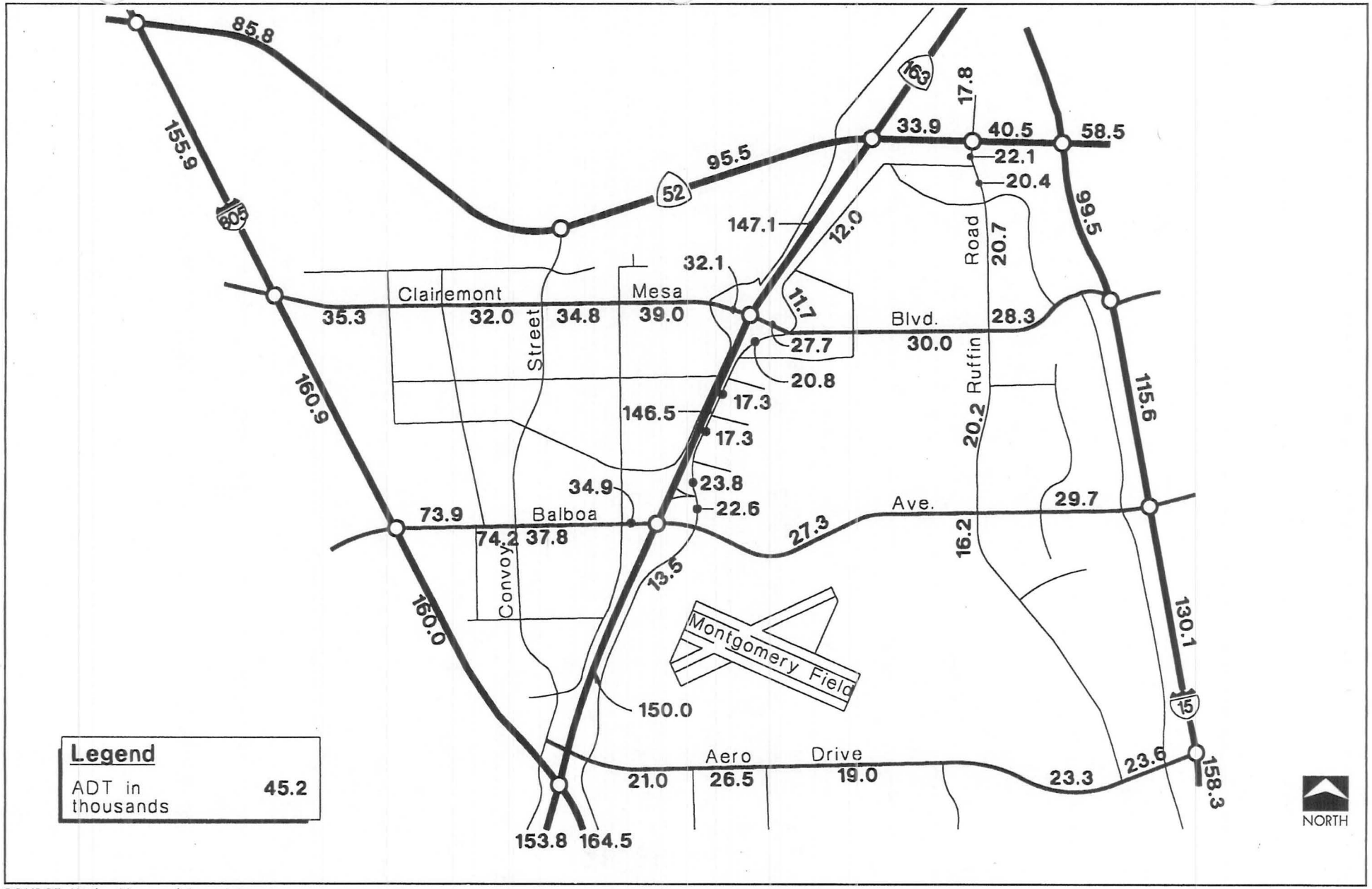

SOURCE: Kimley-Horn and Associates

Existing Baseline with Redevelopment Increment: ADT Volumes

New Century Center

FIGURE **4.2-5**

TABLE 4.2-15

EXISTING BASELINE WITH REDEVELOPMENT INCREMENT: PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	B C	21.3 18.2	B C	20.7 15.9
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	20.3 17.5	C C	13.5 13.0
Source: Kimley-Horn and Associates, Inc. 1997.					

Existing Baseline With Redevelopment Increment: Freeway Segment Capacity Analysis

Freeway Segments

Freeway segments were analyzed in accordance with standard Caltrans methodologies as described above for the *Year 1996* scenario. Freeway volumes for the *Existing Baseline With Redevelopment Increment* scenario were analyzed and the results are provided in Table 4.2-16. As shown in this table, all freeway segments analyzed will be characterized by LOS D or better, with the following exceptions:

- I-15 (Friars Road to Aero Drive)–LOS E
- SR-52 (Convoy Street to SR-163)–LOS F
- I-805 (Murray Ridge Road to SR-163)–LOS E

Under this scenario, the levels of service decrease when compared to *Year 1996* for the following freeway segments: SR-52 from SR-163 to I-15 (decreases from LOS E to LOS F) and I-805 from Murray Ridge Road to SR-163 (decreases from LOS D to LOS E).

Freeway Ramp Meters

Table 4.2-17 summarizes the findings of the ramp meter demand and queue analysis for this scenario. ~~The table indicates that the assumed Caltrans-established ramp meter flow rate will be adequate to accommodate demand without creating any queues. A ramp meter rate of 1,000 vehicles per lane was used (Caltrans, 1997).~~

TABLE 4.2-16

EXISTING BASELINE WITH REDEVELOPMENT INCREMENT: FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	4	9,200	153,900	8.9%	60.2%	0.971	8,492	0.923	D
	Friars Rd. - Aero Dr.	4	9,200	158,300	8.9%	60.2%	0.971	8,735	0.949	E
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4	9,200	130,100	8.9%	60.2%	0.971	7,179	0.780	C
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4	9,200	115,600	8.9%	60.2%	0.971	6,379	0.693	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	99,500	8.9%	60.2%	0.971	5,490	0.597	B
State Route 52	I-805 - Convoy St.	3	6,900	85,800	11.6%	61.0%	0.967	6,278	0.910	D
	Convoy St. - SR-163	3	6,900	95,500	11.6%	61.0%	0.967	6,988	1.013	F(0)
	SR-163 - I-15	3	6,900	40,500	11.6%	61.0%	0.967	2,964	0.430	B
State Route 163	Mesa College Dr. - I-805	4	9,200	153,800	8.3%	53.6%	0.949	7,210	0.784	C
	I-805 - Balboa Av.	4	9,200	150,000	8.3%	53.6%	0.949	7,032	0.764	C
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	146,500	8.3%	53.6%	0.949	6,868	0.746	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	155,900	8.3%	53.6%	0.949	7,308	0.794	C
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	164,500	8.2%	60.7%	0.956	8,565	0.931	E
	SR-163 - Balboa Av.	4	9,200	160,000	8.2%	60.7%	0.956	8,330	0.905	D
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	160,900	8.2%	60.7%	0.956	8,377	0.911	D
	Clairemont Mesa Blvd. - SR-52	4	9,200	155,900	8.2%	60.7%	0.956	8,117	0.882	D

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percen
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-17

EXISTING BASELINE WITH REDEVELOPMENT INCREMENT: FREEWAY RAMP METER DEMAND AND QUEUES

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (b)	AM	245	~~1,000~~ 300	0	0	0
	WB to SB	AM	412	~~1,000~~ 330	~~0~~ 82	~~0~~ 15	~~0~~ 2,050
	EB to SB	AM	325	~~1,000~~ 300	~~0~~ 25	~~0~~ 5	~~0~~ 625
	EB to NB (b)	AM	189	~~1,000~~ 300	0	0	0
	WB to NB (b)	PM	566	~~1,000~~ 452	~~0 114~~	~~0~~ 15	~~0~~ 2,853
	WB to SB	PM	710	~~1,000~~ 568	~~0 142~~	~~0~~ 15	~~0~~ 3,550
	EB to SB	PM	972	~~1,000~~ 778	~~0~~ 194	~~0~~ 15	~~0~~ 4,850
	EB to NB (b)	PM	585	~~1,000~~ 468	~~0~~ 117	~~0~~ 15	~~0~~ 2,925
SR-163/KEARNY VILLA ROAD	NB	AM	113	~~1,000~~ 300	0	0	0
	NB	PM	661	~~1,000~~ 528	~~0~~ 133	~~0~~ 15	~~0~~ 3,325

(a) Ramp meter rate set to result in a maximum queue of 15 minutes, or a minimum of 300 vehicles per hour, whichever is less.
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

Year 2006

The Year 2006 scenario assumes that the proposed New Century Center project will build out over the next 10 years, as well as a portion of the growth in background traffic. Full development of the project ~~is assumed to~~ generate ~~approximately~~ as much as 81,328 ADT which is an increase of approximately 50,500 ADT over the project's 30,800 ADT redevelopment increment and an increase of approximately 11,000 ADT over levels assumed in the Kearny Mesa Community Plan. The remainder of the Kearny Mesa Community is assumed to build out over a 20-year horizon. In the next 10 years while the proposed New Century Center project is being implemented, growth in the remainder of the community is expected to occur at a slow pace, consistent with current development trends. In the following 10 years, development in the remainder of the community is expected to accelerate.

The 1996 Kearny Mesa Facilities Financing Plan indicates that there are 160,600 new ADT remaining to be developed in the Kearny Mesa Community. Exclusive of the proposed New Century Center project, there would be approximately 121,400 new ADT for development-related projects in the community. It is assumed that 25 percent of the 121,400 ADT will be

used for development projects in the next 10 years, with the remaining 75 percent for development projects in years 11 to 20. The combined traffic from the proposed project (81,300 ADT) with other development projects in the community (121,400 ADT) results in a traffic increase of approximately 11,165 ADT per year over the next 10 years with an annual traffic increase of 9,100 ADT between years 11 and 20. These rates of growth are somewhat higher than what has occurred in Kearny Mesa over the past 10 years (7,490 ADT).

Only those improvements assumed in the *Existing Baseline With Redevelopment Increment* scenario are assumed in the *Year 2006* scenario. The *Future Year Without and With Project* scenarios assume traffic improvements consistent with the Kearny Mesa Public Facilities Financing Plan. For the following traffic scenario, no financing plan improvements are assumed to have been implemented. Improvements needed beyond those assumed have been identified.

Figure 4.2-6 depicts the assignment of this scenarios' traffic to study area streets and freeway segments. The traffic impact on the transportation system is as described below.

Year 2006: Intersection Capacity Analysis

The findings of the *Year 2006* scenario are indicated in Table 4.2-18. As previously addressed, improvements will be made, as project design features, to the following intersections: Balboa Avenue/Viewridge Avenue, Balboa Avenue/Kearny Villa Road, and Balboa Avenue/Sportmart entrance. As shown in Table 4.2-18, all intersections are characterized by adequate levels of service (i.e., LOS D or better) during both peak hours, with the following exceptions:

Signalized Locations

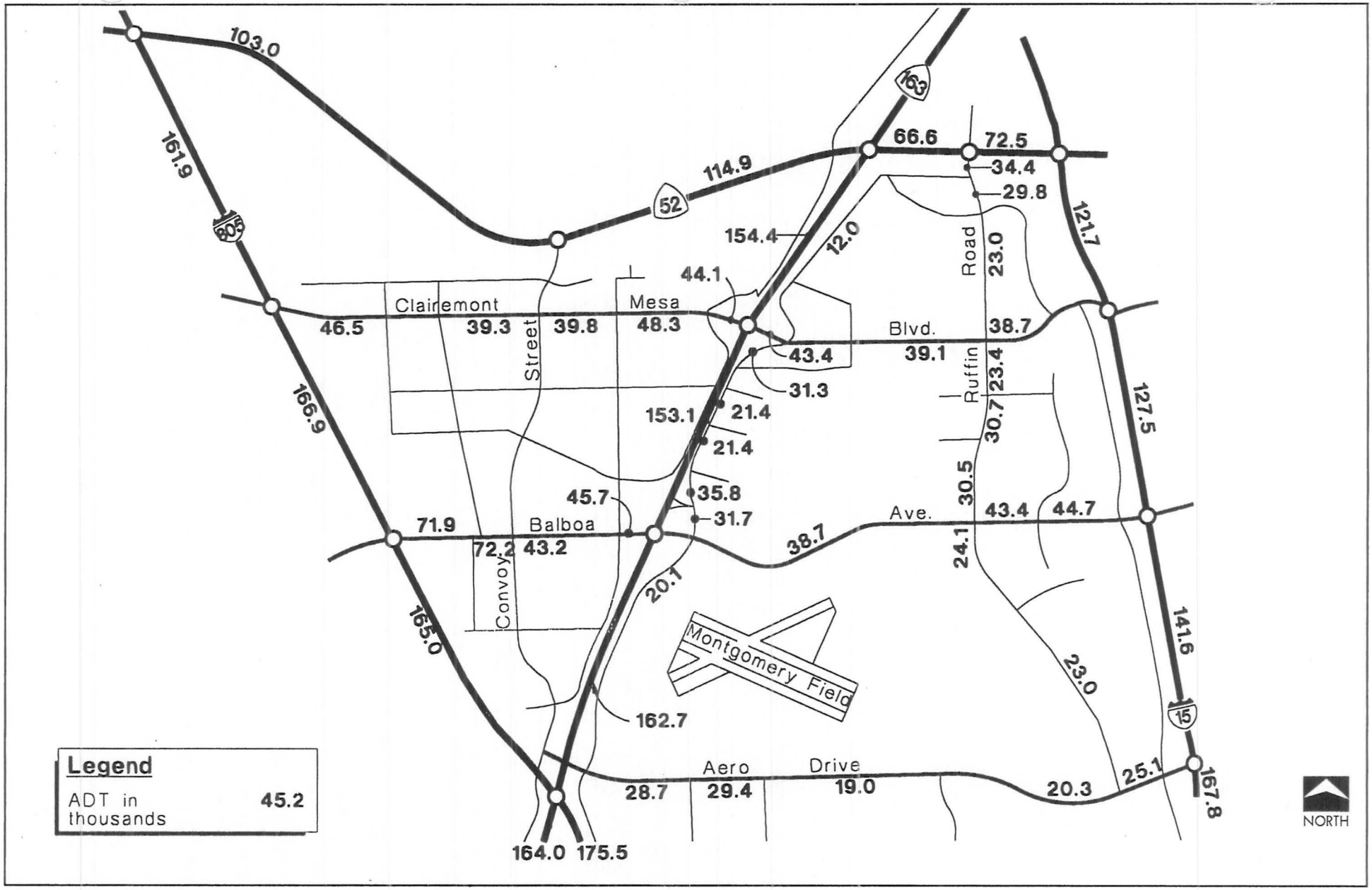
4. Clairemont Mesa Boulevard/Ruffin Road–LOS F (p.m. peak)
7. Clairemont Mesa Boulevard/Kearny Villa Road–LOS F (a.m. and p.m. peaks)
13. Clairemont Mesa Boulevard/Shawline Street–LOS F (p.m. peak)
16. Balboa Avenue/Ruffin Road–LOS F (a.m. and p.m. peaks)
20. Balboa Avenue/Convoy Street–LOS F (p.m. peak)
22. Kearny Villa Road/SR-163 northbound ramps–LOS F (a.m. and p.m. peaks)

Unsignalized Locations (one or more conflicting movements)

34. SR-163/Clairemont Mesa Boulevard northbound offramp–LOS F (a.m. and p.m. peaks)

Year 2006: Roadway Segment Capacity Analysis

The location of each off-site or ingress/egress intersection analyzed in this report for all existing and future year scenarios was previously identified in Figure 4.2-1. Table 4.2-19 summarizes



SOURCE: Kimley-Horn and Associates

Year 2006: ADT Volumes

TABLE 4.2-18
YEAR 2006: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	30.8	D	14.4	B
2. Clairemont Mesa Blvd./I-15 SB Ramps	16.2	C	34.5	D
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	6.2	B	21.8	C
4. Clairemont Mesa Blvd./Ruffin Rd.	29.5	D	*	F
5. Clairemont Mesa Blvd./Overland Ave.	10.2	B	11.1	B
6. Clairemont Mesa Blvd./Complex St.	8.8	B	12.0	B
7. Clairemont Mesa Blvd./Kearny Villa Rd.	*	F	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	13.6	B	36.3	D
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.9	B	14.5	B
10. Clairemont Mesa Blvd./Mercury St.	12.0	B	29.3	D
11. Clairemont Mesa Blvd./Convoy St.	14.2	B	27.0	D
12. Clairemont Mesa Blvd./Ruffner St.	10.2	B	39.7	D
13. Clairemont Mesa Blvd./Shawline St.	16.2	C	*	F
14. Balboa Ave./I-15 SB Ramp	10.7	B	8.3	B
15. Balboa Ave./Viewridge Ave.	19.8	C	26.7	D
16. Balboa Ave./Ruffin Rd.	*	F	*	F
17. Balboa Ave./Ponderosa Ave.	7.7	B	8.1	B
18. Balboa Ave./Kearny Villa Rd.	17.3	C	18.7	C
19. Balboa Ave./Mercury St.	15.7	C	27.3	D
20. Balboa Ave./Convoy St.	17.6	C	*	F
21. Balboa Ave./Sport Mart Entrance	15.9	C	31.2	D
22. Kearny Villa Rd./SR 163 NB Ramps	*	F	*	F
23. Kearny Villa Rd./Electronics Way	9.0	B	18.1	C
24. Kearny Villa Rd./Main Street	8.1	B	10.8	B
25. Kearny Villa Rd./Convair Rd.	6.3	B	9.4	B
26. Kearny Villa Rd./Kearny Villa Way	3.9	A	5.6	B
27. Kearny Villa Rd./Ruffin Rd.	12.7	B	36.3	D
28. Kearny Villa Rd./SR-52 EB	29.6	D	22.8	C
29. Kearny Villa Rd./SR-52 WB	26.0	D	12.4	B
30. Ruffin Rd./Aero Dr.	23.2	C	25.4	D
31. Ruffin Rd./Main St.	9.3	B	7.0	B
32. Ruffin Rd./Convair Dr.	21.8	C	23.2	C
33. Ruffin Rd./Chesapeake Dr.	12.2	C	36.4	D
UNSIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (c)	LOS (d)	DELAY (c)	LOS (d)
34. SR-163/Clairemont Mesa Blvd. NB Off Ramp NB right turns	474.4	F	172.0	F

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
* Critical V/C exceeds 1.2 or 1/PHF; calculation of delay not feasible
\# Delay exceeds 999.9 seconds

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TABLE 4.2-19

YEAR 2006: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	5 LN MAJOR ARTERIAL	38700	45000	D
	MURPHY CANYON ROAD - RUFFIN ROAD	5 LN MAJOR ARTERIAL	38700	45000	D
	RUFFIN ROAD - OVERLAND AVENUE	5 LN MAJOR ARTERIAL	39100	45000	D
	OVERLAND AVENUE - COMPLEX STREET	5 LN MAJOR ARTERIAL	39100	45000	D
	COMPLEX STREET - KEARNY VILLA ROAD	5 LN MAJOR ARTERIAL	39100	45000	D
	KEARNY VILLA ROAD - SR-163	4 LN MAJOR ARTERIAL	43400	40000	F
	SR-163 - KEARNY MESA ROAD	4LN MAJOR ARTERIAL	44100	40000	F
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN MAJOR ARTERIAL	48300	50000	E
	KEARNY MESA PLAZA - MERCURY STREET	6 LN MAJOR ARTERIAL	48300	50000	E
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	39800	50000	C
	CONVOY STREET - RUFFNER STREET	6 LN MAJOR ARTERIAL	39300	50000	C
	RUFFNER STREET - SHAWLINE STREET	6 LN MAJOR ARTERIAL	39300	50000	C
	SHAWLINE STREET - I-805	6 LN MAJOR ARTERIAL	46500	50000	E
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN MAJOR ARTERIAL	44700	50000	D
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN MAJOR ARTERIAL	43400	50000	D
	RUFFIN ROAD - PONDEROSA AVENUE	4 LN MAJOR ARTERIAL	38700	40000	E
	PONDEROSA AVENUE - KEARNY VILLA ROAD	4 LN MAJOR ARTERIAL	38700	40000	E
	ROUTE 163 - MERCURY STREET	6 LN MAJOR ARTERIAL	45700	50000	E
	MERCURY STREET - CONVOY STREET	6 LN MAJOR ARTERIAL	43200	50000	D
	CONVOY STREET - SPORT MART	6 LN MAJOR ARTERIAL	72200	50000	F
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	24100	30000	D
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	30500	30000	F
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	30700	30000	F
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	23400	30000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	23000	30000	D
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	29800	30000	E
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	31700	50000	C
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	35800	40000	E
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	21400	40000	C
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	21400	40000	C
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	21400	40000	C
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	31300	40000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	2 LN COLLECTOR (a)	12000	15000	D
	CHESAPEAKE DRIVE - RUFFIN ROAD	3 LN COLLECTOR (a)	12000	22500	C
	RUFFIN ROAD - SR 52	5 LN MAJOR	34400	45000	C

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the findings of this analysis. As shown in this table, all street segments will operate at adequate levels of service (i.e., LOS D or better), with the following exceptions:

Clairemont Mesa Boulevard

Kearny Villa Road to Mercury Street—LOS E/F
Shawline Street to I-805—LOS E

Balboa Avenue

Ruffin Road to Mercury Street—LOS E
Convoy Street to Sportmart entrance—LOS F

Ruffin Road

Balboa Avenue to Convair Drive—LOS F
Chesapeake Drive to Kearny Villa Road—LOS E

It should be noted that these roadway segments are identified as deficient in the Kearny Mesa Community Plan and would operate at congested levels of service with or without the project. To improve the level of service for these roadway segments would require significant investments to acquire property to implement roadway widenings. Because peak hour operations (including intersection and arterial levels of service) typically provide a more accurate measurement of actual conditions than daily segment analyses, the improvements described below focus on intersection improvements. They are capacity-enhancing measures required to the existing lane geometry to attain acceptable levels of service in the future. This traffic analysis, therefore, focuses on improving peak hour intersection capacity.

As discussed below, an adequate level of service can be restored to the remaining intersections upon mitigation of adjacent intersections. The conclusions of this analysis are:

- Congested peak hour operations at the Clairemont Mesa Boulevard intersections with Kearny Villa Road and the SR-163 northbound offramp suggest congested segment level of service between Kearny Villa Road and Kearny Mesa Road. However, adequate peak hour operations at the Clairemont Mesa Boulevard intersections with Kearny Villa Road, Kearny Mesa Plaza, and Mercury Street suggest acceptable operations on segments west of SR-163.
- Congested peak hour operations at the Clairemont Mesa Boulevard intersection with Shawline Street suggest congested segment levels of service between I-805 and Shawline Street.
- Congested peak hour operations at the Balboa Avenue intersection with Ruffin Road suggest congested segment levels of service between Ruffin Road and Ponderosa Avenue. However, adequate peak hour levels of service at the Ponderosa Avenue,

Kearny Villa Road, and Mercury Street intersections suggest adequate operations on the Balboa Avenue segments between Ponderosa Avenue and Mercury Street.

- Congested peak hour operations at the Balboa Avenue intersection with Convoy Street suggests congested segment levels of service between Convoy Street and the Sportmart entrance.

- Adequate peak hour operations at the Ruffin Road intersections with Chesapeake Drive and with Kearny Villa Drive suggest adequate operations on the Ruffin Road segment between these intersections.

- Adequate peak hour operations at the Ruffin Road intersections with Main Street and with Convair Drive suggest adequate operations on Ruffin Road between these intersections.

- Congested peak hour operations at the Balboa Avenue intersection with Ruffin Road suggest congested segment levels of service on Ruffin Road between Balboa Avenue and Main Street.

Based on this evaluation, in context to intersection operations, the following roadway segments would be characterized by congested conditions:

Clairemont Mesa Boulevard

Kearny Villa Road to Kearny Mesa Road—LOS F
Shawline Street to I-805—LOS E

Balboa Avenue

Ruffin Road to Ponderosa Avenue—LOS E
Convoy Street to Sportmart entrance—LOS F

Ruffin Road

Balboa Avenue to Main Street—LOS F

Year 2006: Arterial Capacity Analysis

A peak hour arterial analysis was conducted for two segments of Balboa Avenue. As indicated in Table 4.2-20, peak hour conditions on both segments of Balboa Avenue (I-15 to Kearny Villa Road, and Mercury Street to Sportmart entrance) during one or both peak hours would operate at congested levels of service.

TABLE 4.2-20
YEAR 2006: PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	B F	19.6 (a)	C C	17.1 16.8
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	19.5 14.1	F E	(a) 8.1

(a) Arterial speed cannot be accurately estimated when intersection V/C exceeds either 1.2 or 1/PHF.

Source: Kimley-Horn and Associates, Inc. 1997.

Year 2006: Freeway Segment Capacity Analysis

Freeway Segments

Freeway segments were analyzed in accordance with standard Caltrans methodologies for the *Year 2006* scenario. Freeway volumes for the *Year 2006* scenario were analyzed and the results are provided in Table 4.2-21. As shown in this table, all freeway segments analyzed will be characterized by LOS D or better, with the following exceptions:

- I-15 (I-8 to Aero Drive)–LOS E/F
- I-805 (Murray Ridge Road to Clairemont Mesa Boulevard)–LOS E
- SR-52 (I-805 to SR-163)

To more definitively determine the actual peak hour direct impacts of project on the freeway system, a more detailed analysis was prepared by Kimley-Horn and Associates, Inc. Table 4.2-22 identifies the actual project peak hour traffic volumes on freeway segments that are expected to experience congested conditions and where the project adds substantial traffic volumes (i.e., volume-to-capacity increases over 0.02). Instead of assigning project average daily trips to the freeways and then applying peak hour and directional factors for the freeway, actual peak hour directional project traffic was assigned. As shown, the project's impacts differ depending upon the peak hour direction of travel assumed. The I-15 and SR-52 segments (Table 4.2-22) and I-805 segments are expected to operate at LOS E without or with the project. Freeways are regional facilities that accommodate traffic from throughout the County. Consequently, the project would have a marginal (approximately two percent) contribution to freeway traffic vol-

TABLE 4.2-21

YEAR 2006: FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	4	9,200	163,400	8.9%	60.2%	0.971	9,016	0.98	E
	Friars Rd. - Aero Dr.	4	9,200	167,800	8.9%	60.2%	0.971	9,259	1.01	F(0)
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4	9,200	141,600	8.9%	60.2%	0.971	7,813	0.85	D
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4	9,200	127,500	8.9%	60.2%	0.971	7,035	0.76	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	121,700	8.9%	60.2%	0.971	6,715	0.73	C
State Route 52	I-805 - Convoy St.	~~4~~	~~9,200~~	~~103,000~~	~~11.6%~~	~~61.0%~~	~~0.967~~	~~7,537~~	~~0.82~~	~~D~~
		3	6,900	103,000	11.6%	61.0%	0.967	7,537	1.09	F(0)
	Convoy St. - SR-163	~~4~~	~~9,200~~	~~114,900~~	~~11.6%~~	~~61.0%~~	~~0.967~~	~~8,408~~	~~0.91~~	~~D~~
		3	6,900	114,900	11.6%	61.0%	0.967	8,408	1.22	F(0)
	SR-163 - I-15	~~4~~	~~9,200~~	~~72,600~~	~~11.6%~~	~~61.0%~~	~~0.967~~	~~5,305~~	~~0.58~~	~~B~~
		3	6,900	72,500	11.6%	61.0%	0.967	5,305	0.77	D
State Route 163	Mesa College Dr. - I-805	4	9,200	164,000	8.3%	53.6%	0.949	7,688	0.84	D
	I-805 - Balboa Av.	4	9,200	162,700	8.3%	53.6%	0.949	7,627	0.83	D
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	153,100	8.3%	53.6%	0.949	7,177	0.78	C
	Clairemont Mesa Blvd. - SR-52	4	9,200	154,400	8.3%	53.6%	0.949	7,238	0.79	C
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	175,500	8.2%	60.7%	0.956	9,137	0.99	E
	SR-163 - Balboa Av.	4	9,200	165,000	8.2%	60.7%	0.956	8,591	0.93	E
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	166,900	8.2%	60.7%	0.956	8,690	0.94	E
	Clairemont Mesa Blvd. - SR-52	4	9,200	161,900	8.2%	60.7%	0.956	8,429	0.92	D

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-22

YEAR 2006: PEAK HOUR/PEAK DIRECTION FREEWAY LEVELS OF SERVICE

ROUTE	SEGMENT	EAK PERIOD AND DIRECTIO	# LANES	APACIT	ADT	PEAK HOUR %	IRECTIO SPLIT	TRUCK FACTOR	BACKGROUND PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME	YEAR 2006 PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Road	AM PEAK - SOUTHBOUND	4	9,200	155,720	8.9%	60.2%	0.971	8,592	61	8,653	0.941	E
		AM PEAK - NORTHBOUND	4	9,200	155,720	8.9%	39.8%	0.971	5,681	33	5,714	0.621	C
		PM PEAK - SOUTHBOUND	4	9,200	155,720	8.9%	39.8%	0.971	5,681	165	5,846	0.635	C
		PM PEAK - NORTHBOUND	4	9,200	155,720	8.9%	60.2%	0.971	8,592	190	8,782	0.955	E
	Friars - Aero Drive	AM PEAK - SOUTHBOUND	4	9,200	159,670	8.9%	60.2%	0.971	8,810	61	8,871	0.964	E
		AM PEAK - NORTHBOUND	4	9,200	159,670	8.9%	39.8%	0.971	5,825	33	5,858	0.637	C
		PM PEAK - SOUTHBOUND	4	9,200	159,670	8.9%	39.8%	0.971	5,825	165	5,990	0.651	C
		PM PEAK - NORTHBOUND	4	9,200	159,670	8.9%	60.2%	0.971	8,810	190	9,000	0.978	E
SR-52	I-805 - Convoy St.	AM PEAK - WESTBOUND	3	6,900	96,496	11.6%	61.0%	0.967	7,061	49	7,110	1.030	F(0)
		AM PEAK - EASTBOUND	3	6,900	96,496	11.6%	39.0%	0.967	4,514	26	4,541	0.658	C
		PM PEAK - WESTBOUND	3	6,900	96,496	11.6%	39.0%	0.967	4,514	132	4,646	0.673	C
		PM PEAK - EASTBOUND	3	6,900	96,496	11.6%	61.0%	0.967	7,061	152	7,213	1.045	F(0)
	Convoy St. - SR-163	AM PEAK - WESTBOUND	3	6,900	107,583	11.6%	61.0%	0.967	7,872	55	7,927	1.149	F(0)
		AM PEAK - EASTBOUND	3	6,900	107,583	11.6%	39.0%	0.967	5,033	30	5,063	0.734	C
		PM PEAK - WESTBOUND	3	6,900	107,583	11.6%	39.0%	0.967	5,033	149	5,182	0.751	D
		PM PEAK - EASTBOUND	3	6,900	107,583	11.6%	61.0%	0.967	7,872	171	8,043	1.166	F(0)

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
Project traffic is based on peak hour directional traffic assigned to the freeway segment
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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umes. The project does not have a significant direct impact on freeway congestion. Freeway impacts result from cumulative traffic.

Freeway Ramp Meters

Table 4.2-23 summarizes the findings of the *Year 2006* ramp meter demand and queue analysis. The table indicates that demand will exceed the meter rate during the p.m. peak hour at the following locations:

- SR-163/Clairemont Mesa Boulevard: eastbound to southbound
- SR-163/Clairemont Mesa Boulevard: westbound to northbound
- SR-163/Kearny Villa Road: northbound

TABLE 4.2-23

YEAR 2006: FREEWAY RAMP METER DEMAND AND QUEUES (ASSUMING EXISTING CALTRANS METER RATES OR 15 MINUTE DELAYS)

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB (b)	AM	369	~~1,000~~ 500	0	0	0
	WB to SB	AM	525	~~1,000~~ 1,100	0	0	0
	EB to SB	AM	375	~~1,000~~ 800	0	~~2~~ 0	0
	EB to NB (b)	AM	248	~~1,000~~ 750	0	0	0
	WB to NB (b)	PM	711	~~1,000~~ 568	~~8~~ 143	~~0~~ 15	~~0~~ 3,575
	WB to SB	PM	843	~~1,000~~ 1,100	0	0	0
	EB to SB	PM	1,025	~~1,000~~ 820	~~25~~ 205	~~2~~ 15	~~625~~ 5,125
	EB to NB (b)	PM	635	~~1,000~~ 750	0	0	0
SR-163/KEARNY VILLA ROAD	NB	AM	210	~~1,000~~ 280	0	0	0
	NB	PM	1,088	~~1,000~~ 870	~~88~~ 218	~~5~~ 15	~~2,200~~ 5450

(a) Ramp meter rate reflects actual existing rate or rates that will be in effect when meters are turned on. (Source: Max Wickham, Caltrans, September 2, 1997).
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
~~(b) Sufficient storage exists on this ramp to accommodate excess demand.~~
~~(c) Ramp meter rate should be increased to at least 1,080 to avoid spillover.~~
(c) Where the existing meter rate results in unrealistic delays (in excess of 15 minutes), the meter rate has been adjusted to show a 15 minute delay and the resulting queue.
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

Future Year Without Project

Transportation System Improvements Identified in the Adopted Kearny Mesa Community Plan

The Kearny Mesa Community Plan identifies transportation system improvements to be implemented upon the buildout of the Kearny Mesa Community. These improvements were identified in order to accommodate the anticipated traffic volumes associated with Community Plan buildout. It should be noted that it is probable that these improvements would be inadequate to ensure acceptable peak hour traffic operations in the future. Because many of the intersection improvements specified in the Community Plan were evaluated using a superseded methodology (i.e., ICU); in certain circumstances, additional improvements may be needed to ensure acceptable peak hour operations. Further, the traffic study upon which identification of improvements were based was of limited scope involving only ten intersections. Nonetheless, the future transportation network identified in the Community Plan serves as the logical basis for conducting the traffic analyses and identifying additional improvements that would alleviate anticipated deficiencies for the *Future Year Without Project* and *Future Year With Project* scenarios. As previously noted, the *Year 2006* analysis did not assume improvements shown in the Community Plan. Figure 4.2-7 depicts the ultimate street classifications in the Community Plan. Future year scenarios addressed in this traffic study assume intersection configurations assumed in the Community Plan have been implemented. The intersection improvements assumed in the Community Plan are numerous and affect 22 of the intersections analyzed in the traffic study. Other transportation improvements include the widening of the Clairemont Mesa Boulevard bridge over SR-163 from two lanes in each direction to three lanes in each direction. The Kearny Mesa Public Facilities Plan addresses the funding of these improvements.

The Kearny Mesa Public Facilities Financing Plan assumes a community-wide trip increase of approximately 187,000 new ADT, inclusive of the project site. The plan assumed the redevelopment of the project site as set forth in the Kearny Mesa Community Plan: 5,107,800 square feet of industrial business park uses and 99,100 square feet of speciality retail uses. The City of San Diego developed a subregional travel demand model to estimate the traffic implications of implementing the Kearny Mesa Community Plan. The City's subregional model for the Kearny Mesa Community Plan assumed the intensification and buildout of several key parcels in the community. Several projects have fully or partially developed since the City completed its traffic studies. These include McGrath Center and Stonecrest (primarily built out) and Collins/Allred (partially built out). However, these projects capture only a small portion of the projected increase in traffic. Much of the remaining traffic increases will occur from the reuse and redevelopment activities within the community which are expected to occur over a

much longer period of time. Given the recent slower economy in San Diego, it is reasonable to assume that the level of intensity and the time frame in which this intensification would occur will likely extend beyond the 20-year horizon year time frame for buildout of the community of Kearny Mesa, as well as the buildout of the project site. However, the following traffic scenarios that include Community Plan buildout assumptions—*Future Year Without Project, Future Year With Project,* and *Existing Community Plan Buildout*—have all assumed full buildout within the time frame of project development. These scenarios represent a worst-case analysis and likely overstate the actual level of background traffic impacting the traffic study area. The analysis "Future Year" with and without project scenarios assume project-related traffic consistent with the redevelopment increment for the project site, and background traffic and development of all traffic improvements consistent with the Kearny Mesa Public Facilities Financing Plan. The *Year 2006* scenario does not assume the improvements shown in the Community Plan.

Future Year Without Project: Intersection Capacity Analysis

Study area intersections were evaluated assuming traffic volumes previously depicted in Figure 4.2-1. This analysis assumes the bridge widening project included in the Kearny Mesa Public Facilities Financing Plan. The results of the *Future Year Without Project* intersection capacity analysis are summarized in Table 4.2-24. As shown in this table, all intersections will operate at acceptable levels of service (i.e., LOS D or better), with the following exceptions:

Signalized Locations

4. Clairemont Mesa Boulevard/Ruffin Road–LOS E (p.m. peak)
7. Clairemont Mesa Boulevard/Kearny Villa Road–LOS F (p.m. peak)
13. Clairemont Mesa Boulevard/Shawline Street–LOS F (p.m. peak)
15. Balboa Avenue/Viewridge Avenue—LOS F (p.m. peak)
16. Balboa Avenue/Ruffin Road–LOS F (p.m. peak)
18. Balboa Avenue/Kearny Villa Road–LOS E (a.m. peak) and LOS F (p.m. peak)
21. Balboa Avenue/Sport Mart entrance–LOS E (p.m. peak)

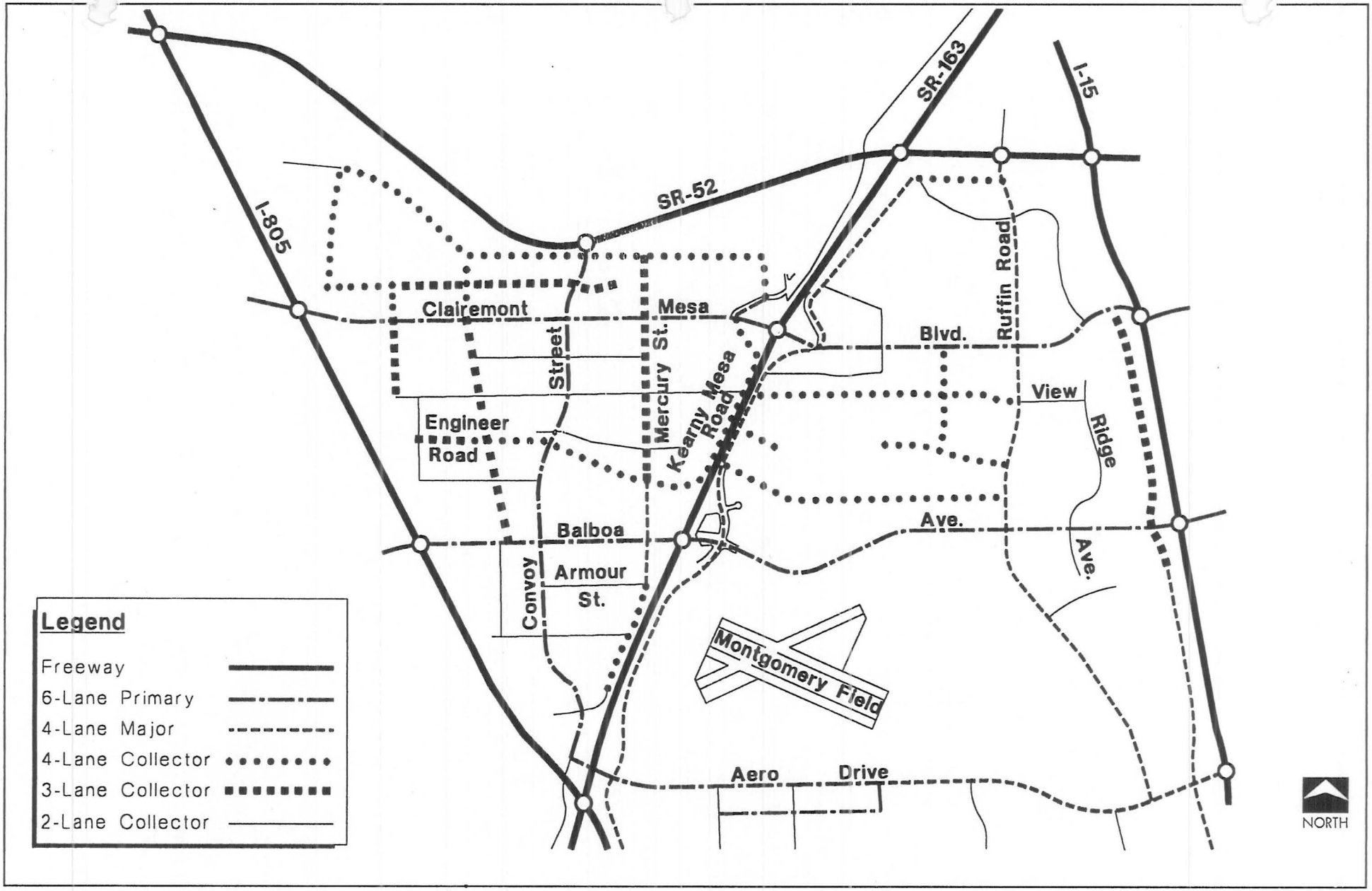
Unsignalized Location (one or more conflicting movements)

5A. Clairemont Mesa Boulevard/Missile Road–LOS F (a.m. and p.m. peaks)

The level of service at Missile Road is likely overstated due to gaps provided by the clustering of the arrival of vehicles along Clairemont Mesa Boulevard.

Future Year Without Project: Roadway Segment Capacity Analysis

Future Year Without Project ADT volumes depicted in Figure 4.2-8 were compared to the City of San Diego roadway segment daily capacity standards. Table 4.2-25 summarizes the results



SOURCE: Kimley-Horn and Associates

Future Roadway Classifications

TABLE 4.2-24

FUTURE YEAR WITHOUT PROJECT: INTERSECTION CAPACITY ANALYSIS

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1. Clairemont Mesa Blvd./I-15 NB Ramps	29.6	D	25.9	D
2. Clairemont Mesa Blvd./I-15 SB Ramps	15.2	C	11.1	B
3. Clairemont Mesa Blvd./Murphy Canyon Rd.	12.3	B	21.4	C
4. Clairemont Mesa Blvd./Ruffin Rd.	22.8	C	44.4	E
5. Clairemont Mesa Blvd./Overland Ave.	6.7	B	5.5	B
6. Clairemont Mesa Blvd./Complex St.	10.9	B	13.9	B
7. Clairemont Mesa Blvd./Kearny Villa Rd.	15.0	B	*	F
8. Clairemont Mesa Blvd./Kearny Mesa Rd.	14.2	B	30.1	D
9. Clairemont Mesa Blvd./Kearny Mesa Plaza	6.8	B	25.0	D
10. Clairemont Mesa Blvd./Mercury St.	12.7	B	34.0	D
11. Clairemont Mesa Blvd./Convoy St.	13.9	B	30.5	D
12. Clairemont Mesa Blvd./Ruffner St.	10.2	B	34.0	D
13. Clairemont Mesa Blvd./Shawline St.	20.4	C	*	F
14. Balboa Ave./I-15 SB Ramp	15.9	C	8.7	B
15. Balboa Ave./Viewridge Ave.	28.5	D	23.0	F
16. Balboa Ave./Ruffin Rd.	14.7	B	*	F
17. Balboa Ave./Ponderosa Ave.	9.0	B	11.2	B
18. Balboa Ave./Kearny Villa Rd.	46.0	E	*	F
19. Balboa Ave./Mercury St.	11.8	B	22.7	C
20. Balboa Ave./Convoy St.	13.1	B	29.9	D
21. Balboa Ave./Sport Mart Entrance	17.6	C	45.0	E
22. Kearny Villa Rd./SR 163 NB Ramps	14.5	B	30.5	D
23. Kearny Villa Rd./Electronics Way	6.4	B	12.9	B
24. Kearny Villa Rd./Main Street	6.5	B	8.3	B
25. Kearny Villa Rd./Convair Rd.	6.1	B	7.7	B
26. Kearny Villa Rd./Kearny Villa Way	5.1	B	5.4	B
27. Kearny Villa Rd./Ruffin Rd.	6.0	B	11.6	B
28. Kearny Villa Rd./SR-52 EB	15.6	C	28.3	D
29. Kearny Villa Rd./SR-52 WB	7.5	B	5.8	B
30. Ruffin Rd./Aero Dr.	22.0	C	22.8	C
31. Ruffin Rd./Main St.	5.3	B	4.9	A
32. Ruffin Rd./Convair Dr.	13.4	B	26.6	D
33. Ruffin Rd./Chesapeake Dr.	11.6	B	35.5	D
34. SR-163/Clairemont Mesa Blvd SB off ramp	14.9	B	10.9	B
35. SR-163/Clairemont Mesa Blvd. NB off ramp	11.7	B	8.5	B
UNSIGNALIZED INTERSECTION				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY (c)	LOS (d)	DELAY (c)	LOS (d)
5A. Clairemont Mesa Boulevard/Missile Road				
NB left turns	#	F	#	F
NB right turns	4.3	A	5.2	B
WB left turns	12.7	C	12.9	C

(a) Average stopped delay per vehicle, in seconds
(b) Level of service determined using Highway Capacity Manual, Chapter 9 procedures
(c) Average total delay, in seconds
(d) Level of service determined using Highway Capacity Manual, Chapter 10 procedures
* Critical V/C exceeds 1.2 or 1/PHF; calculation of delay not feasible
\# Delay exceeds 999.9 seconds

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TABLE 4.2-25

FUTURE YEAR WITHOUT PROJECT: DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEG-MENT LOS
CLAIREMONT MESA BOULEVARD	I-15 - MURPHY CANYON ROAD	6 LN PRIMARY ARTERIAL	66100	60000	F
	MURPHY CANYON ROAD - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	46100	60000	C
	RUFFIN ROAD - OVERLAND AVENUE	6 LN PRIMARY ARTERIAL	32600	60000	B
	OVERLAND AVENUE - COMPLEX STREET	6 LN PRIMARY ARTERIAL	33300	60000	B
	COMPLEX STREET - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	22300	60000	A
	KEARNY VILLA ROAD - SR-163	6 LN PRIMARY ARTERIAL	52800	60000	D
	SR-163 - KEARNY MESA ROAD	6 LN PRIMARY ARTERIAL	60100	60000	F
	KEARNY MESA ROAD - KEARNY MESA PLAZA	6 LN PRIMARY ARTERIAL	36100	60000	C
	KEARNY MESA PLAZA - MERCURY STREET	6 LN PRIMARY ARTERIAL	36500	60000	C
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	36500	60000	C
	CONVOY STREET - RUFFNER STREET	6 LN PRIMARY ARTERIAL	47300	60000	C
	RUFFNER STREET - SHAWLINE STREET	6 LN PRIMARY ARTERIAL	47300	60000	C
	SHAWLINE STREET - I-805	6 LN PRIMARY ARTERIAL	67600	60000	F
BALBOA AVENUE	I-15 SOUTHBOUND - VIEWRIDGE AVENUE	6 LN PRIMARY ARTERIAL	65300	60000	F
	VIEWRIDGE AVENUE - RUFFIN ROAD	6 LN PRIMARY ARTERIAL	60300	60000	F
	RUFFIN ROAD - PONDEROSA AVENUE	6 LN PRIMARY ARTERIAL	49500	60000	C
	PONDEROSA AVENUE - KEARNY VILLA ROAD	6 LN PRIMARY ARTERIAL	49500	60000	C
	ROUTE 163 - MERCURY STREET	6 LN PRIMARY ARTERIAL	55700	60000	E
	MERCURY STREET - CONVOY STREET	6 LN PRIMARY ARTERIAL	41500	60000	C
	CONVOY STREET - SPORT MART	6 LN PRIMARY ARTERIAL	52300	60000	D
RUFFIN ROAD	SOUTH OF BALBOA AVENUE	4 LN COLLECTOR	31900	30000	F
	BALBOA AVENUE - MAIN STREET	4 LN COLLECTOR	32200	30000	F
	MAIN STREET - CONVAIR DRIVE	4 LN COLLECTOR	22200	30000	D
	CONVAIR DRIVE - CLAIREMONT MESA BOULEVARD	4 LN COLLECTOR	25000	30000	D
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN COLLECTOR	18500	30000	C
	CHESAPEAKE DRIVE - KEARNY VILLA ROAD	4 LN COLLECTOR	41900	30000	F
KEARNY VILLA ROAD	BALBOA AVENUE - CENTURY PARK	6 LN MAJOR ARTERIAL	36500	50000	C
	CENTURY PARK - ELECTRONICS WAY	4 LN MAJOR ARTERIAL	27600	40000	C
	ELECTRONICS WAY - MAIN STREET	4 LN MAJOR ARTERIAL	30100	40000	D
	MAIN STREET - CONVAIR DRIVE	4 LN MAJOR ARTERIAL	30100	40000	D
	CONVAIR DRIVE - KEARNY VILLA WAY	4 LN MAJOR ARTERIAL	30100	40000	D
	KEARNY VILLA WAY - CLAIREMONT MESA BOULEVARD	4 LN MAJOR ARTERIAL	23600	40000	C
	CLAIREMONT MESA BOULEVARD - CHESAPEAKE DRIVE	4 LN MAJOR ARTERIAL	10800	40000	A
	CHESAPEAKE DRIVE - RUFFIN ROAD	4 LN COLLECTOR	8800	30000	B
	RUFFIN ROAD - SR 52	6 LN PRIMARY ARTERIAL	51100	60000	D

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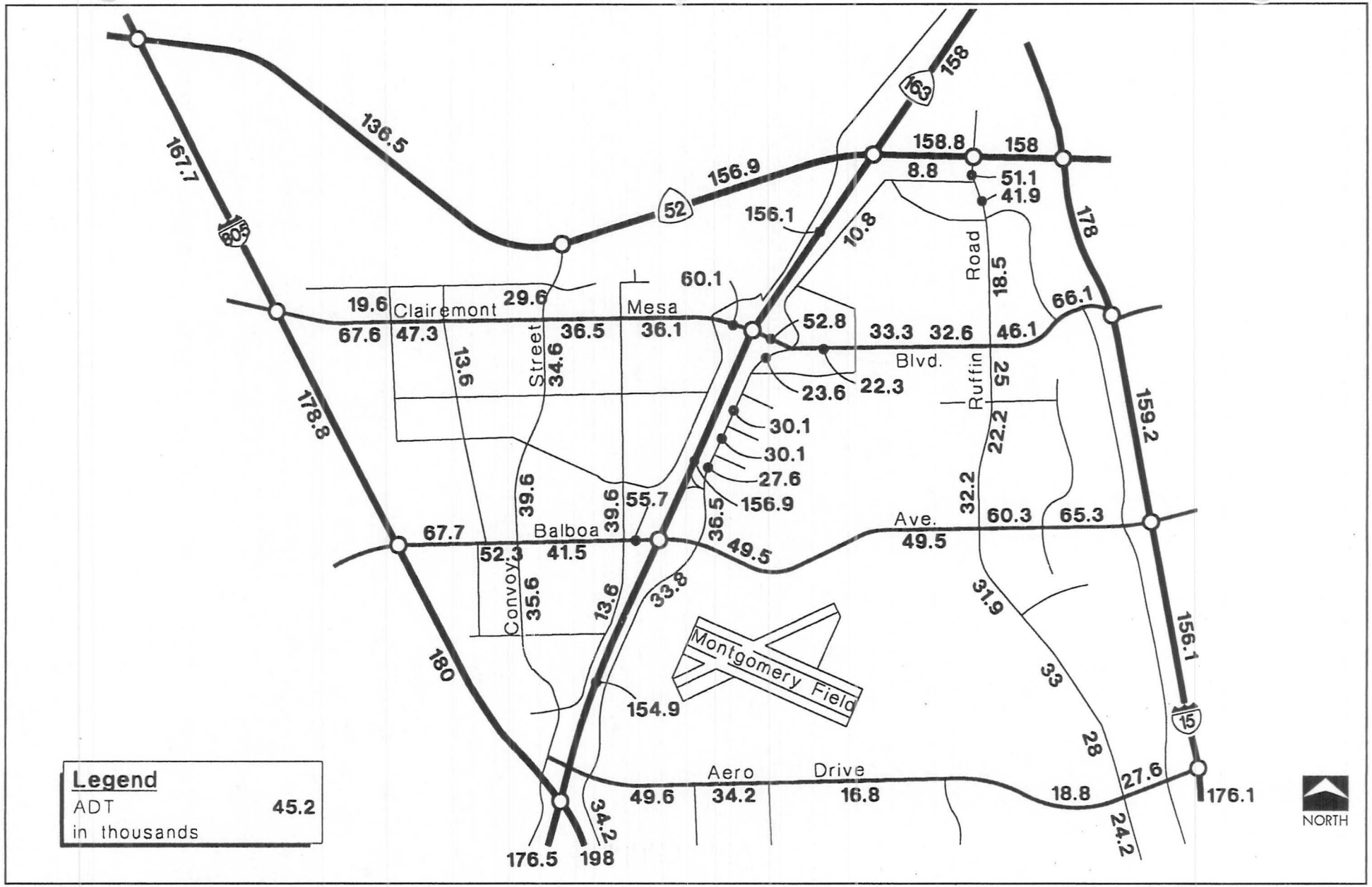

SOURCE: Kimley-Horn and Associates

Future Year without Project: ADT Volumes

FIGURE **4.2-8**

of this analysis. As shown in this table, all street segments analyzed will operate at adequate levels of service (i.e., LOS D or better), with the following exceptions:

Clairemont Mesa Boulevard

I-15 to Murphy Canyon Road–LOS F
SR-163 to Kearny Mesa Road–LOS F
Shawline Street to I-805–LOS F

Balboa Avenue

I-15 southbound to Ruffin Road–LOS F
SR-163 to Mercury Street–LOS E

Ruffin Road

South of Balboa Avenue—LOS F
Balboa Avenue to Main Street—LOS F
Chesapeake Drive to Kearny Villa Road–LOS F

These roadway segments were identified as deficient at the time that the Kearny Mesa Community Plan was adopted in 1992. The conclusions are as follows:

- Adequate peak hour intersection operations at the Clairemont Mesa Boulevard intersections with the 1-15 southbound ramps and Murphy Canyon Road suggest acceptable operations on Clairemont Mesa Boulevard between these two intersections.
- Acceptable operations at the Clairemont Mesa Boulevard intersections with the SR-163 northbound offramp, the SR-163 southbound offramp, and Kearny Mesa Road suggest acceptable operations between SR-163 and Kearny Mesa Road.
- Congested peak hour operations at the Clairemont Mesa Boulevard intersection with Shawline Street suggest congested segment levels of service between I-805 and Shawline Street.
- Congested peak hour operations at the Balboa Avenue intersection with Ruffin Road suggest congested segment levels of service result between Ruffin Road and Viewridge Avenue. However, adequate peak hour levels of service at the Viewridge Avenue and I-15 southbound ramps intersections suggest adequate operations on the Balboa Avenue segment between Viewridge Avenue and I-15.
- Adequate peak hour operations at the Balboa Avenue intersection with Mercury Street suggest acceptable segment operations on the segment between SR-163 and Mercury Street.

- Adequate peak hour operations at the Ruffin Road intersections with Chesapeake Drive and Kearny Villa Road suggest acceptable operations on the Ruffin Road segment between these two intersections.

- Congested peak hour operations at the Balboa Avenue intersection with Ruffin Road suggest congested segment levels of service on Ruffin Road between Main Street and Balboa Avenue and on the Ruffin Road segment south of Balboa Avenue.

Based on this reevaluation, the following segments would operate at congested conditions:

Clairemont Mesa Boulevard

Shawline Street to I-805—LOS F

Balboa Avenue

Ruffin Road to Viewridge Avenue—LOS F

Ruffin Road

South of Balboa Avenue—LOS F
Balboa Avenue to Main Street—LOS F

Future Year Without Project: Arterial Capacity Analysis

Future Year Without Project peak hour traffic volumes on study area street segments are summarized in Table 4.2-26. This table indicates that all segments will operate at adequate levels of service (i.e., LOS D or better), with following exception:

TABLE 4.2-26
FUTURE YEAR WITHOUT PROJECT:
PEAK HOUR ARTERIAL SEGMENT ANALYSIS

Street Segment	Direction	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Speed	LOS	Speed
Balboa Avenue 1-15 to Kearny Villa Road	Westbound Eastbound	C B	17.6 20.4	F F	(a) (a)
Balboa Avenue Mercury St. to Sportmart Entrance	Westbound Eastbound	B C	19.2 17.3	D D	9.6 12.1

(a) Arterial speed cannot be accurately estimated when intersection V/C exceeds either 1.2 or 1/PHF.

Source: Kimley-Horn and Associates, Inc. 1997.

Balboa Avenue

I-15 to Kearny Villa Road–LOS F (p.m. peak, westbound and eastbound)

Future Year Without Project: Freeway Segment Capacity Analysis

Freeway Segments

Future Year Without Project peak hour freeway segment capacity analysis is summarized in Table 4.2-27. As indicated in this table, most freeway segments are characterized by congested LOS E or F conditions.

- I-15 (Friars Road to Aero Drive and SR-52 to Clairemont Mesa Boulevard)–LOS E
- SR-52 (I-805 to I-15)–LOS E/F
- I-805 (Murray Ridge Road to SR-52)–LOS E/F

Freeway Ramp Meters

The findings of the *Future Year Without Project* ramp meter demand and queues analysis are provided in Table 4.2-28. All ramps analyzed will have available capacity with the exception of the following two onramps which will have excess demand during the p.m. peak hour:

- SR-163/Clairemont Mesa Boulevard: westbound to southbound and eastbound to southbound

Future Year Without Project: Needed Transportation System Improvements

The following transportation improvements are needed to achieve adequate levels of serve for the *Future Year Without Project* scenario. The improvements necessary to restore to LOS D or better conditions at the impacted intersections are attributable to other growth in the Kearny Mesa Community and are not the responsibility of the proposed project. Because peak hour operations (including intersection and arterial levels of service) typically provide a more accurate measurement of actual conditions than daily segment analyses, the improvements described below focus on intersection improvements. They are capacity-enhancing measures required to the existing lane geometry to attain acceptable levels of service in the future.

TABLE 4.2-27

FUTURE YEAR WITHOUT PROJECT: FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE

ROUTE	LIMITS	# LANES	CAPACITY	ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 15	I-8 - Friars Rd.	4 w/ HOV	9,200	170,700	8.9%	60.2%	0.971	8,477	0.92	D
	Friars Rd. - Aero Dr.	4 w/ HOV	9,200	176,100	8.9%	60.2%	0.971	8,745	0.95	E
	Aero Dr. - Tierrasanta Blvd./Balboa Av.	4 w/ HOV	9,200	156,100	8.9%	60.2%	0.971	7,752	0.84	D
	Tierrasanta Blvd./Balboa Av. - Clairemont Mesa Blvd.	4 w/ HOV	9,200	159,200	8.9%	60.2%	0.971	7,906	0.86	D
	Clairemont Mesa Blvd. - SR-52	4 w/ HOV	9,200	178,000	8.9%	60.2%	0.971	8,840	0.96	E
State Route 52	I-805 - Convoy St.	4 w/ HOV	9,200	136,500	11.6%	61.0%	0.967	8,990	0.98	E
	Convoy St. - SR-163	4 w/ HOV	9,200	156,900	11.6%	61.0%	0.967	10,333	1.12	F(0)
	SR-163 - I-15	4 w/ HOV	9,200	158,800	11.6%	61.0%	0.967	10,458	1.14	F(0)
State Route 163	Mesa College Dr. - I-805	4	9,200	176,500	8.3%	53.6%	0.949	8,274	0.90	D
	I-805 - Balboa Av.	4	9,200	154,900	8.3%	53.6%	0.949	7,262	0.79	C
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	156,900	8.3%	53.6%	0.949	7,355	0.80	D
	Clairemont Mesa Blvd. - SR-52	4	9,200	156,100	8.3%	53.6%	0.949	7,318	0.80	D
Interstate 805	Murray Ridge Rd. - SR-163	4	9,200	198,000	8.2%	60.7%	0.956	10,309	1.12	F(0)
	SR-163 - Balboa Av.	4	9,200	180,000	8.2%	60.7%	0.956	9,372	1.02	F(0)
	Balboa Av. - Clairemont Mesa Blvd.	4	9,200	178,800	8.2%	60.7%	0.956	9,309	1.01	F(0)
	Clairemont Mesa Blvd. - SR-52	4	9,200	167,700	8.2%	60.7%	0.956	8,731	0.95	E

Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occuring during the peak hour
Direction Split - Percentage of peak hour traffic travelling in peak direction
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service. Designations vary from A to F, with four levels of LOS F from F(0) to F(3).

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TABLE 4.2-28

FUTURE YEAR WITHOUT PROJECT: FREEWAY RAMP METER DEMAND AND QUEUES ASSUMING A 15 MINUTE MAXIMUM DELAY

Location	Movement	Peak Hour	Demand	Meter Rate (a)	Excess Demand	Delay (Min)	Queue (Ft)
SR-163/CLAIREMONT MESA BLVD.	WB to NB(b)	AM	657	~~1,000~~ 525	~~0~~ 132	~~0~~ 15	~~0~~ 3,300
	WB to SB	AM	760	~~1,000~~ 608	~~0~~ 152	~~0~~ 15	~~0~~ 3,800
	EB to SB	AM	500	~~1,000~~ 400	~~0~~ 100	~~0~~ 15	~~0~~ 2,500
	EB to NB (b)	AM	360	~~1,000~~ 300	~~0~~ 60	~~0~~ 12	~~0~~ 1,500
	WB to NB (b)	PM	972	~~1,000~~ 777	~~0~~ 195	~~0~~ 15	~~0~~ 4,875
	WB to SB	PM	1,090 (b)	~~1,000~~ 872	~~90~~ 218	~~0~~ 15	~~0~~ 5,450
	EB to SB	PM	1,160 (c)	~~1,000~~ 928	~~160~~ 232	~~5~~ 15	~~2,250~~ 5,800
	EB to NB (b)	PM	729	~~1,000~~ 583	~~0~~ 146	~~10~~ 15	~~4,000~~ 3,650
SR-163/KEARNY VILLA ROAD	NB	AM	113	~~1,000~~ 300	0	0	0
	NB	PM	661	~~1,000~~ 528	~~0~~ 133	~~0~~ 15	~~0~~ 3,325

(a) Ramp meter rate set to result in a maximum queue of 15 minutes, or a minimum of 300 vehicles per hour, whichever is less.
(b) Onramp provides HOV bypass. Estimated 10 percent of peak hour traffic assumed to be HOV.
~~(b) Ramp meter rate should be increased to at least 1,060 to avoid spillover.~~
~~(c) Ramp meter rate should be increased to at least 1,128 to avoid spillover.~~
Average Delay = (Excess Demand/Meter Rate) *60 minutes/hour
Average Queue = (Excess Demand) *25 feet/vehicle

- Clairemont Mesa Boulevard/Ruffin Road: On the westbound approach, provide a second left-turn lane and one exclusive right-turn lane. On the eastbound approach, provide one exclusive right-turn lane, one additional through lane, and one additional left-turn lane.

- Clairemont Mesa Boulevard/Kearny Villa Road: On the southbound approach, provide an exclusive turn lane and one additional through lane. On the eastbound approach, provide one additional through lane.

- Clairemont Mesa Boulevard/Shawline Street: On the southbound approach, provide one additional right-turn lane. On the westbound approach, provide one additional through lane. Restripe the northbound approach to provide the following configuration: one shared through/right-turn lane and two left-turn lanes.

- Balboa Avenue/Ruffin Road: On the southbound approach, provide one exclusive right-turn lane and one additional left-turn lane. On the westbound approach, provide one additional left-turn lane. On the northbound approach, provide one exclusive right-turn lane and one additional through lane. On the eastbound approach, provide one exclusive right-turn lane and one additional through lane.

- Balboa Avenue/Kearny Villa Road: On the eastbound approach, restripe the right-turn lane to provide a shared through/right-turn lane.
- Balboa Avenue/Sportmart Entrance: On the westbound approach, provide one additional through lane. This improvement is in additional to the previously discussed project design features.
- Clairemont Mesa Boulevard/Missile Road: Restrict movements out of the site to right turns only.

Implementation of these non-project-related intersection improvements will restore the level of service at these intersections to LOS D or better conditions. These improvements will also improve arterial flow on both roadway segments of Balboa Avenue to adequate LOS D or better conditions during the a.m. and p.m. peak hours in both directions of travel.

With the implementation of these recommended intersection improvements, all study area intersections would operate at adequate levels of service. Because the intersections along impacted roadways (Clairemont Mesa Boulevard, Balboa Avenue, Ruffin Road, and Kearny Villa Road) would operate at adequate levels of service, and because intersection levels of service is a critical determinant of actual roadway operations, the implied impact to daily operations of these roadways is considered less than significant.

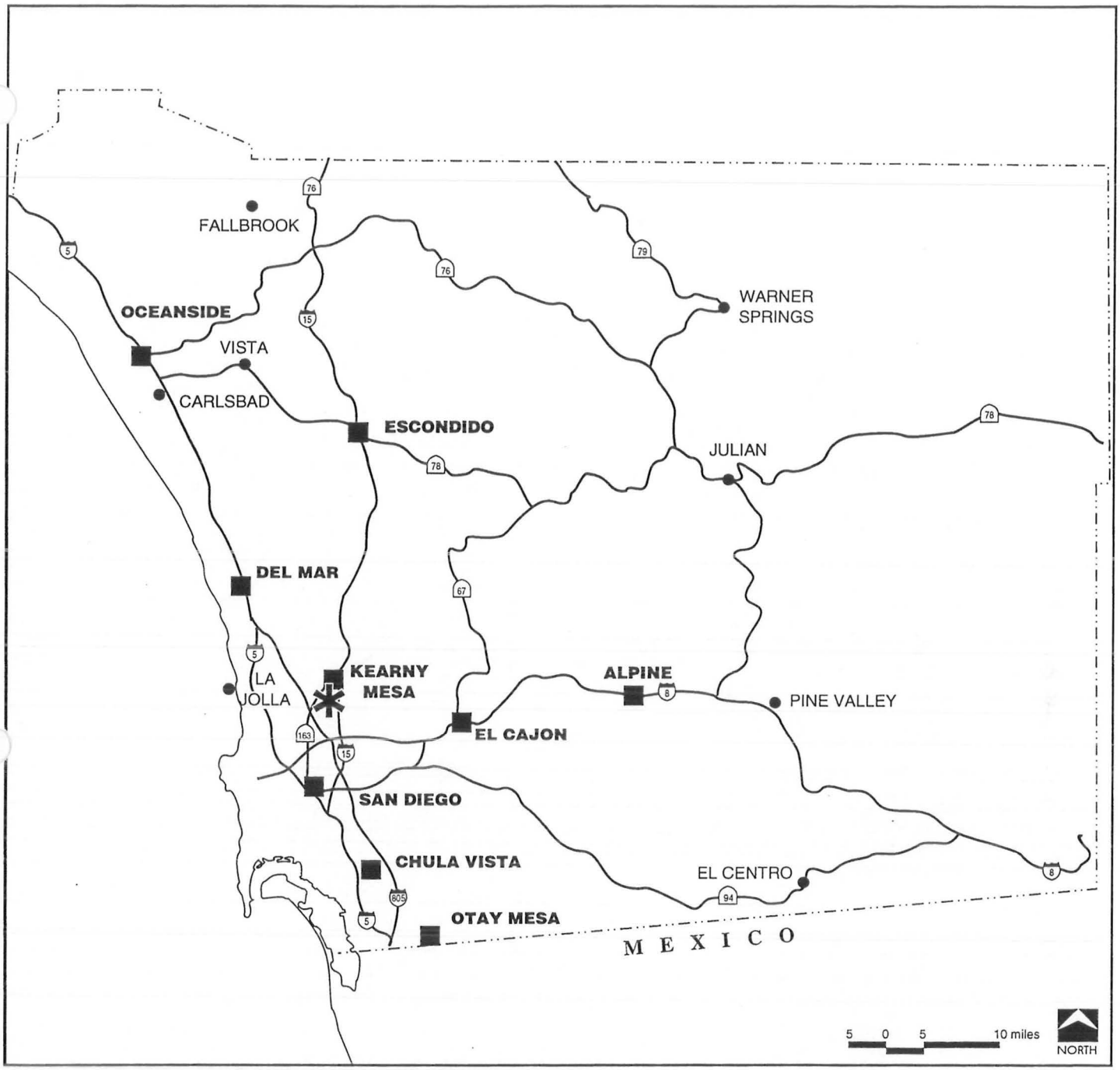
With respect to freeway ramps, to prevent queuing of vehicles at freeway ramp meters from spilling over onto City streets, it is recommended that Caltrans consider the following ramp meter rate adjustments:

SR-163/Clairemont Mesa Boulevard

Westbound to southbound: 1,060 vehicles per hour
Eastbound to southbound: 1,130 vehicles per hour

Future Year With Project Buildout

This scenario is the same as the *Future Year Without Project* scenario, but includes the traffic generated at buildout of the New Century Center project and background traffic and transportation improvement consistent with the Kearny Mesa Community Facilities Financing Plan. Project traffic assumptions are based on the trip generation rates and the trip credit rates previously described. At buildout, the proposed project would generate approximately 81,000 ADT, and approximately 6,000 a.m. peak hour trips and 8,300 p.m. peak hour trips. This total trip figure is inclusive of the redevelopment increment. When compared to the adopted Kearny Mesa Community Plan future development assumptions for the project site, project-generated



LEGEND

- Monitoring Station
- Project Site

ALPINE
West Victoria Drive at Victoria Meadows

CHULA VISTA
East J Street at Hillrop Drive

DEL MAR
9th Street at Stratford Court

EL CAJON
Redwood Avenue at Ballard Street

ESCONDIDO
East Valley Parkway at Grape Street

OCEANSIDE
Mission Avenue at Barnes Street

OTAY MESA
Paseo International at Siempre

SAN DIEGO
12th Avenue at J Street
Union Street at B Street

KEARNY MESA
Overland Avenue at Farnham Street

San Diego APCD Operated Monitoring Stations

New Century Center

FIGURE 4.3-1

The air basin is considered a state non-attainment area for the 1-hour O_3 standard, and the 24-hour and annual geometric mean standards for PM_{10} because O_3 and PM_{10} levels exceed the state standards within the air basin/county (California Environmental Protection Agency ARB 1995). The air basin is in attainment for the state CO, NO_2, SO_2, sulfates, and lead standards, and unclassified for the state hydrogen sulfide and visibility reducing particles standards. The air basin is considered a federal non-attainment area for O_3 and CO. The air basin is considered a federal attainment area for annual arithmetic PM_{10}, NO_2, SO_2, and lead standards, and unclassified for the federal 24-hour standard for PM_{10}. The EPA has proposed a new $PM_{2.5}$ standard for very fine particulates. Plans for attaining that standard, which was published on July 19, 1997, will not be required until after the year 2005.

4.3.1 ISSUE

Would the proposed project affect the ability of the revised San Diego Regional Air Quality Strategy (RAQS) to meet federal clean air standards?

IMPACTS

Potential air quality impacts related to implementation of the proposed project include the generation of emissions from short-term construction activity and increased regional emissions due to the proposed commercial, entertainment, industrial, hotel, and office park uses. In addition, significant concentrations of CO could occur at nearby intersections.

Short-term Construction Impacts

Construction of the proposed project would involve several activities that would generate short-term quantities of air pollutants. Construction of the proposed project's land uses would generate air emissions from grading activities, construction equipment, and employee vehicles exhaust emissions. Grading activities would generate fugitive dust as a result of exposing surfaces and moving soil. Specifically, air emissions could be produced by diesel powered motor graders, tractors, fork lifts, loaders, rollers, asphalt pavers, pile drivers, generators, flatbed trucks, and rollers.

Exhaust and fugitive dust emissions of CO, ROG, NO_x, and PM_{10} can vary substantially daily. Variables that influence total construction emissions include level of activity, length of the construction period, number of pieces and type of equipment in use, site characteristics, weather conditions, number of construction personnel, and the volume and type of materials to be transported on-site/off-site.

Several assumptions were made associated with the calculation of the construction emissions. Because the San Diego APCD and the City of San Diego do not have regulations regarding construction emission calculations, the latest emission methodologies provided by the South Coast Air Quality Management District (SCAQMD), CARB, and the Sacramento Metropolitan Air Quality Management District were used. For the purpose of this study, since buildout of the site's 234.8 acres is expected over 10 to 15 years, a maximum 50 acres of construction-related activities was assumed to occur at one time. Worst-case air pollutant emissions due to grading were calculated assuming the operation of five diesel powered graders, five wheeled loaders, and five tracked loaders operating continuously for a 6 hours per day. Grading fugitive dust emissions were calculated assuming 26.4 pounds per acre per day (SCAQMD 1993). Employee trip emissions were calculated using CARB emission factors assuming 37, 10-mile trips (California Department of Transportation 1994 and Sacramento Metropolitan Air Quality Management District 1994). Additional construction emissions assumed 10 acres of asphalt paving, 50,000 square feet of retail construction, and 50,000 square feet of office construction per day (Sacramento Metropolitan Air Quality Management District 1994). During construction, the project could generate approximately 244.7 pounds per day of CO, 60.7 pounds per day of ROG, 381.4 pounds per day of NO_x, and 1,346.3 pounds per day of PM_{10} emissions. Table 4.3-3 presents the emissions that could be produced by the proposed project.

Total short-term construction emissions would not exceed the thresholds of 100 pounds per day for ROG and 550 pounds per day for CO set forth by the City of San Diego. The San Diego APCD does not have short-term construction emission thresholds for NO_x and PM_{10}.

Long-term Regional Impacts

Buildout of the proposed project's land uses would result in long-term direct and indirect air pollutant emissions. Direct emissions would be generated by the use of motor vehicles and natural gas appliances. Indirect emissions would be generated during use of electricity.

Emissions from motor vehicle operation are anticipated to represent the greatest long-term air quality impact associated with development of the proposed project. Project development ~~w~~could add ~~approximately~~ as much as 84,090 daily vehicle trips to the area at buildout. As discussed in Section 4.2, Transportation and Circulation, the City of San Diego recognizes that increased local and regional roadway capacity has been created as operations at the General Dynamics facility have been scaled back (uses that would have continued to generate trips had the site remained in full operation), and that certain levels of site-specific traffic can be recaptured (referred to as a "redevelopment increment"). The redevelopment increment equals 30,758 trips, the equivalent to the number of trips generated at the height of employment at

TABLE 4.3-3
POTENTIAL CONSTRUCTION EMISSIONS

Source	Emission (pounds/day)			
	ROG	NO_x	CO	PM_{10}
Grading Equipment	10.9	103.3	27.7	8.7
Grading Fugitive Dust	0.0	0.0	0.0	1,320.0
Employee Trips	1.0	1.1	9.3	0.1
Asphalt Paving	2.6	0.0	0.0	0.0
Stationary Equipment	5.8	0.4	88.9	0.0
Mobile Equipment	14.6	276.7	118.8	17.5
Architectural Coatings	49.8	0.0	0.0	0.0
Total	60.7	381.4	244.7	1,346.3
Significance Threshold	100.0	N/A	550.0	N/A
Significant Impact?	No	No	No	No

N/A - not applicable; the San Diego APCD and the City of San Diego do not have adopted non-stationary thresholds for these emissions.

Source: Veronda Associates 1996.

the Kearny Mesa facility in 1984. Only the net increase in traffic above the redevelopment increment is considered new project-specific traffic generation. Therefore, the incremental increase in daily vehicle trips to the area at buildout is 53,332. This latter trip count assumes trip adjustments in accordance with the provisions of Section 4.2 of this Program EIR. As discussed in Section 3.0, Project Description, the redevelopment of the project site as proposed would result in a shift in the character and use of the site. Designed as a single-use site in the 1950s, the General Dynamics facility provided a work place for thousands of employees. The proposed project would provide a wide mix of employment, retail, and entertainment uses with the objective of providing the user with opportunities to stay on the site for a longer period of time because of the ability to achieve work, play, and purchasing opportunities in a single location. The provision of on-site bus stops, an internal shuttle system, and linkage of pedestrian walkways are intended to discourage vehicular travel within and exiting the project site.

Table 4.3-4 identifies the long-term regional emissions for the "redevelopment increment" emission levels followed (in parentheses) by the total emissions levels. The urban emission model, URBEMIS5, was used to predict the quantities of NO_x, CO, ROG, PM_{10}, and SO_x emissions generated with buildout and operation of the proposed project for the year 2010

(CARB 1995). The year 2010 was used because buildout of the proposed project is expected to take 10 to 15 years. The URBEMIS5 default speeds, trip lengths, percent of those trips that started with the engine cold, the percentage of the trips that were made from home to work, from home to shopping, and from home to other, and vehicle fleet that are contained within the URBEMIS5 model were applied to the project. The model results indicate that vehicle trips produced by the proposed project would generate approximately 3,017.2 (4,702.2) pounds per day of CO, 338.7 (495.8) pounds per day of ROG, 431.9 (677.5) pounds per day of NO_x, 67.9 (106.2) pounds per day of PM_{10}, and 45.6 (71.4) pounds per day of SO_x.

Use of natural gas at the project site would create small quantities of air pollutants. Emissions are produced directly with the burning of natural gas by water heaters, space heating and gas appliances. The project-generated natural gas emissions were calculated using SCAQMD emission rates (SCAQMD 1993). Based on calculations of natural gas use at the project site, natural gas combustion would result in an estimated 4.0 (6.0) pounds per day of CO, 1.1 (1.6) pounds per day of ROG, 24.1 (35.7) pounds per day of NO_x, 0.1 pound per day of PM_{10}, and negligible emissions of SO_x.

Use of electricity at New Century Center would result in additional emissions. Emissions are produced indirectly through increased electrical usage for space heating, lighting, and operation of electrical appliances. Project-generated electricity emissions were calculated using SCAQMD emission rates (SCAQMD 1993). Based on these calculations, electrical use would generate an estimated 19.5 (28.8) pounds per day of CO, 1.0 (1.4) pounds per day of ROG, 112.1 (165.5) pounds per day of NO_x, 3.9 (5.8) pounds per day of PM_{10}, and 11.7 (17.3) pounds per day of SO_x.

In summary, the total emissions produced by the proposed project through use of motor vehicles, natural gas, and electricity are estimated to be 3,040.7 (4,737.0) pounds per day of CO, 340.8 (498.8) pounds per day of ROG, 568.2 (878.7) pounds per day of NO_x, 71.9 (112.0) pounds per day of PM_{10}, and 57.3 (88.7) pounds per day of SO_x; vehicle emissions represents approximately 77 to 99 percent of the emissions. Table 4.3-4 presents emission totals expected from the three emission source groups. The City of San Diego's 100 pounds per day significance threshold for ROG and 550 pounds per day significance threshold for CO would be exceeded. The San Diego APCD stationary source thresholds for PM_{10}, NO_x, CO, ROG, and SO_x emissions would not be exceeded.

TABLE 4.3-4
LONG-TERM AIR QUALITY EMISSIONS

Source	Emissions Generated (pounds/day)[a]				
	CO	ROG	NO_x	SO_x	PM_{10}
Vehicles[b]	3,017.2 (4,702.2)	338.7 (495.8)	431.9 (677.5)	45.6 (71.4)	67.9 (106.2)
Electrical Usage[c]	19.5 (28.8)	1.0 (1.4)	112.2 (165.5)	11.7 (17.3)	3.9 (5.8)
Natural Gas[c]	4.0 (6.0)	1.1 (1.6)	24.1 (35.7)	0.0	0.1
TOTAL	3,040.7 (4,737.0)	340.8 (498.8)	568.2 (878.7)	57.3 (88.7)	71.9 (112.0)
Significance Threshold	550.0	100.0	100.0[d]	100.0[d]	100.0[d]
Significant Impact?	Yes/No[e]	Yes/No[e]	Yes	No	No[e]

[a] The first number in each cell represents project-based emissions with the "redevelopment increment" excluded. Numbers in the parenthesis are the total increase in emissions assuming the project did not recapture the development increment.
[b] Vehicle emissions were calculated using URBEMIS5.
[c] Electricity and natural gas emissions were estimated from the SCAQMD Air Quality Handbook, 1993.
[d] The threshold is for stationary source emissions only.
[e] Stationary (natural gas and electricity) sources do not exceed San Diego APCD thresholds.

Source: Veronda Associates 1996.

Long-term Local Impacts

Buildout of the proposed project's land uses would result in approximately ~~53,332 (81,328)~~ 43,514 (74,272) new daily vehicle trips. This increase in traffic volumes would cause greater congestion at nearby intersections during the a.m. and p.m. peak periods. The combination of increased traffic volumes and increased congestion would result in generating increased concentrations of CO at nearby intersections. According to the traffic study, prior to mitigation, eight intersections would operate at level of service (LOS) E or F, five of which are near sensitive receptors (these intersections are Clairemont Mesa Boulevard/Shawline Street, Balboa Avenue/Viewridge Avenue, Balboa Avenue/Ruffin Road, Balboa Avenue/Sport Mart entrance, and Kearny Villa Road/SR-163 northbound). However, with the implementation of the traffic improvements identified in Section 4.2 of the Program EIR, the level of service for all these intersections would be returned to LOS D or better.

Based upon the potential deterioration of the level of service, a CO hotspot analysis at each of the intersections identified above was performed to determine whether any state or federal threshold would be exceeded without traffic mitigation. The CALINE4 computer model was used to calculate CO concentrations for the *Existing Baseline With Redevelopment Increment* and

Future Without Project conditions at 12 intersections, and *Future With Project* scenarios for 13 intersections.

Peak hour traffic volumes, speed limit, and lane configuration data were provided by Kimley-Horn and Associates, Inc. (May 1996). Emission factors were calculated using the Caltrans model CT-EMFAC which uses the California Air Resources Board EMFAC7F version 1.1 emission factors (Caltrans 1994). Methodologies provided in *Transportation Project-Level Carbon Monoxide Protocol* were used in this analysis (Caltrans 1995). Table 4.3-5 present the assumptions used in the CALINE4 analysis. Table 4.3-6 presents the modeling results.

Buildout of the proposed project would increase 1-hour CO concentrations at intersections. As shown in Table 4.3-6, vehicle emissions would produce 1-hour CO concentration increases of 0.1 parts per million (ppm) or more above existing baseline levels at 6 of the 12 analyzed intersections. Five of the 12 analyzed intersections would experience 8-hour CO concentration increases. Vehicle emissions would produce 1-hour and 8-hour CO concentration increases of 0.1 ppm or more above *Future Without Project* levels at 1 of the 12 analyzed intersections. However, due to the low background CO levels, decreasing emission from motor vehicles, and minor congestion, the California and federal 1-hour and 8-hour CO standards of 20.0 ppm and 9.0 ppm respectively, would not be exceeded at any intersection under the *Future With Project* scenario. Local mobile source CO concentrations due to the project is, therefore, considered to be a less than significant impact.

Stationary Source Impacts

Implementation of the proposed project may result in the generation of stationary sources emissions greater than the threshold standards. The proposed project plans at buildout to have some industrial uses. Since the number and type of each kind of stationary source that could be used cannot be specifically determined, it is not possible to predict specific air pollutant emissions. However, because existing APCD Rules and Regulations would require emission offset, best available technology, and/or other conditions designed to minimize stationary source impacts, these potential impacts are not considered significant.

Conformity with the Revised Regional Air Quality Strategy (RAQS)

The San Diego APCD does not have guidelines to determine conformance with the Revised RAQS. The San Diego APCD has noted, however, that the City of San Diego Progress Guide and General Plan are consistent with the Revised RAQS (Reider, personal communication, 1996). The Progress Guide and General Plan Transportation Element includes guidelines, goals, and recommendations relevant to the proposed project:

TABLE 4.3-5
ASSUMPTIONS FOR INPUTS INTO CALINE4

Parameter	Assumption (Source)
Aerodynamic Roughness Coef.	100 cm ≈ Single Family Residential (Benson)
Settling & Deposition Velocity	0 cm/s (Randall and Ng 1987) for CO
Altitude Above Sea Level	0 feet
Roadway Height	0 ft (Assuming at grade)
Z Receptor Coordinate	1.8 m (Caltrans 1995)
X & Y Receptor Coordinates	4 ea. {±[4m*(North-South Lanes+3)],±4m*(East-West Lanes+3)]}; 4 ea. {±[4m*(North-South Lanes+4)],±4m*(East-West Lanes+3)]}; 4 ea. {±[4m*(North-South Lanes+3)],±4m*(East-West Lanes+4)]}; 4 ea. {±[4m*(North-South Lanes+5)],±4m*(East-West Lanes+3)]}; 4 ea. {±[4m*(North-South Lanes+3)],±4m*(East-West Lanes+5)]}.
Link Endpoints	750 m from the intersection (Caltrans 1995)
Mixing Zone Width	[12 ft * (Number of Lanes)] + 6 m (Caltrans 1988)
Speed	Calculated approach and departure congested speeds (Caltrans 1995) and Speed Limits
Emission Factor	EMFAC7F version 1.1 for County (CARB 1994)
Mixing Width Right & Left	0 ft (If no canyon or bluffs)
Wind Direction	All [Worst-case angle search] (Benson 1984)
Wind Speed	1 m/s (Caltrans 1993)
Atmospheric Stability	F = 6 (ibid)
Mixing Height	1000 m (Caltrans 1988)
Sigma Theta	10° (ibid)
Ambient Concentration	San Diego Overland [1993-1995] 1-hour = 5.4 ppm and 8-hour = 3.8 ppm (CARB 1994 and 1996, and Bob Maxwell 1996)
January Morning Temperature	Screen Temp +5°F = 60°F (Caltrans 1988)
Link Type	Intersection = 6 (Benson 1984)
Percent Hot Starts	5% (Caltrans 1988)
Percent Cold Starts	25% (Caltrans 1995)
Vehicle Mix	Light Duty Autos 68.8%, Light Duty Trucks 19.4%, Medium Duty Trucks 6.4%, Heavy Duty Trucks (Gas) 1.2%, Heavy Duty Trucks (Diesel) 3.6%, and Motorcycles 0.5% (ibid)
Source: Veronda Associates 1996.	

TABLE 4.3-6

PREDICTED MAXIMUM 1-HOUR AND 8-HOUR CARBON MONOXIDE CONCENTRATIONS (IN PPM)

Location	Averaging Time	Existing	Future Without Project	Future With Project
Clairemont Mesa Boulevard/Overland Avenue	1-hr. 8-hr.	7.3 4.7	6.2 4.2	7.1 4.6
Clairemont Mesa Boulevard/Missile Road	1-hr. 8-hr.	7.0 4.6	6.1 4.2	5.7 3.9
Clairemont Mesa Boulevard/Shawline Street	1-hr. 8-hr.	9.1 5.9	9.1 5.7	9.2 5.9
Balboa Avenue/Viewridge Avenue	1-hr. 8-hr.	7.7 5.1	7.0 4.7	8.1 5.3
Balboa Avenue/Ruffin Road	1-hr. 8-hr.	9.1 5.6	9.5 5.9	10.2 6.7
Balboa Avenue/Sport Mart Entrance	1-hr. 8-hr.	8.0 5.3	6.4 4.4	6.8 4.6
Kearny Villa Road/SR-163 Northbound	1-hr. 8-hr.	8.0 5.1	6.4 4.4	8.8 5.3
Kearny Villa Road/Electronics Way	1-hr. 8-hr.	9.0 5.3	6.7 4.4	8.1 5.1
Kearny Villa Road/Main Street	1-hr. 8-hr.	8.0 4.9	6.3 4.2	7.6 4.9
Kearny Villa Road/Convair Road	1-hr. 8-hr.	7.4 4.7	6.1 4.2	7.0 4.5
Ruffin Road/Main Street	1-hr. 8-hr.	6.9 4.5	6.1 4.2	7.6 4.8
Ruffin Road/Convair Road	1-hr. 8-hr.	7.2 4.7	6.6 4.4	8.2 5.2
Ruffin Road/Electronics Way	1-hr. 8-hr.	NA NA	NA NA	7.0 4.6
Background	1-hr. 8-hr.	5.4 3.8	5.4 3.8	5.4 3.8
California Standards	1-hr. 8-hr.	20.0 9.0	20.0 9.0	20.0 9.0

Note: The tabulated concentrations are the sums of a background component, which includes the cumulative effects of all CO sources in the project vicinity, and a local component, which reflects the effects of vehicular traffic on roadways. Local CO components were derived from the CALINE4 computer program, assuming worst-case conditions at the intersections.

NA: Not Applicable.

Source: Veronda Associates 1996.

- Coordinate bicycle and pedestrian facilities with other modes of transportation. Emphasize safe convenient access, facilities for secure bicycle storage, and, where possible, bicycle carry-on service.

- Require convenient pedestrian and bicycle access and secure bicycle storage facilities in all major activity centers such as...shopping centers, office buildings and employment centers.

- Encourage and support intensified efforts to generally increase transit patronage; thereby reducing traffic congestion, parking demand, energy consumption, and air pollution.

The project's provision of an on-site shuttle system, a system of bicycle and pedestrian pathways, the provision of a mix of land uses within one project site, and on-site bus stops serve to encourage non-vehicular transport and transit use. Therefore, the proposed project is considered to be in compliance with the intent of these guidelines, goals, and recommendations.

SIGNIFICANCE OF IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines contains criteria for significant effects relevant to air quality. According to these guidelines, a project is normally considered to have a significant adverse impact if project-related pollutant emissions violate any ambient air quality standard; contribute substantially to an existing or projected violation of an ambient air quality standard, or; expose sensitive receptors (i.e., individuals with respiratory diseases, the young, the elderly) to substantial pollutant concentrations.

The San Diego APCD has developed rules and regulations to enforce emission limits on stationary air quality sources such as power plants, paint booths, concrete batch plants, turbines, and other fixed equipment operations. According to these criteria, a project would have a significant effect if its stationary sources would:

- Emit more than 100 pounds per day of NO_x, ROG, SO_x, or PM_{10}, or;
- Emit more than 550 pounds per day of CO.

The San Diego APCD has not adopted non-stationary air quality thresholds. However, under the City of San Diego guidelines, a project would have a significant impact if its non-stationary impacts would:

- Emit more than 100 pounds per day of ROG, or;
- Emit more than 550 pounds per day of CO.

4.4 BIOLOGICAL RESOURCES

A complete biological technical report for the project site has been prepared by Michael Brandman Associates (MBA) (1996), pursuant to City of San Diego Guidelines for conducting biological surveys, as amended (1994), and is included as Technical Appendix C to this Program EIR.

The biological resources associated with the site are located within a 14.1-acre area immediately adjacent to Ruffin Road near the southeastern boundary of the property. For purposes of the biological studies associated with the site, the 14.1-acre area has been designated as two distinct sections: the Southern Section and the Eastern Section. As noted above, subject to acceptance by the applicable regulatory agencies, the project applicant proposes to dedicate the Southern Section as a vernal pool preserve within a conservation bank.

Field investigations were conducted from June through August 1995 and March through May 1996. The investigations focused on several objectives: (1) vegetation mapping; (2) sensitive plant surveys; (3) directed surveys for the orange-throated whiptail (*Cnemidophorus hyperythrus*); (4) directed surveys for Riverside fairy shrimp (*Streptocephalus woottoni*) and San Diego fairy shrimp (*Branchinecta sandiegonensis*); (5) directed surveys for the coastal California gnatcatcher (*Polioptila californica californica*); and, (6) vernal pool/wetland delineation. Observations of all plant and wildlife species were recorded.

EXISTING CONDITIONS

Impacts to certain habitats and species, associated with the 14.1 acres at the southeastern corner of the property, are regulated by federal, state, and local agencies, including the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), as well as the City of San Diego pursuant to CEQA and the City of San Diego Resource Protection Ordinance (RPO). In addition, a regional open space planning program, the City of San Diego draft Multiple Species Conservation Program (draft MSCP), has been developed to provide protection for large areas of contiguous habitat. Impacts to biological resources within the City of San Diego must also be evaluated in the context of this habitat conservation program.