APPENDIX A

Notice of Preparation and Comments

THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: September 26, 2014

PUBLIC NOTICE OF THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

SAP No. 24004025

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a project EIR was publicly noticed and distributed on September 26, 2014. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at: http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml under the "California Environmental Quality Act (CEQA) Notices & Documents" section.

Written/mail-in comments may be sent to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Department, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line within 30 days of the receipt of this Public Notice. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for the public to review and comment.

GENERAL PROJECT INFORMATION:

- **PROJECT NAME: CAMPUS POINTE MASTER PLAN**
- **PROJECT NUMBER: 336364**
- **COMMUNITY AREA:** University
- **COUNCIL DISTRICT:** 1

PROJECT DESCRIPTION: A COMMUNITY PLAN AMENDMENT (CPA) to allow an increase in the development intensity of Scientific Research, a SITE DEVELOPMENT PERMIT (SDP) and a NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) to construct up to three, multi-story scientific and research buildings totaling 276,600 square feet and up to three parking structures. The development would occur within the portion of the project site zoned IP-1-1. The project would also construct various site improvements, which includes retaining walls, hardscape, and landscaping. The project would achieve a Leadership in Energy and Environmental Design (LEED) Silver Certification. The developed 41.67-acre project is located at 10300 Campus Point Drive. The project site is designated Scientific Research and is zoned IP-1-1 (Industrial - Park, allows research and development uses with some limited manufacturing), RS-1-7 (Residential--Single Unit, which requires minimum 5,000-square-foot lots), and RS-1-14 (Residential--Single Unit, which requires minimum 5,000-square-foot lots). In addition, project site is within the Campus Parking Impact Overlay Zones, Community Plan Implementation Overlay Zone (CPIOZ) Areas "A" & "B" of the University Community Plan, Airport Land Use Compatibility Overlay Zone for Marine Corps Air Station (MCAS) Miramar and Airport Environs Overlay Zone, Airport Influence Area (Review Area 1), Overflight Notification area and the Federal Aviation Administration (FAA) Part 77 Noticing Area for MCAS Miramar within the University Community Plan area. **The site is not included on any Government Code listing of hazardous waste sites.**

APPLICANT: Rodney Hunt, Alexandria Real Estate

RECOMMENDED FINDING: Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **Land Use, Transportation/Circulation and Parking, Air Quality, Energy, Biological Resources, Greenhouse Gas Emissions, Historical Resources (Archaeology), Noise, Paleontological Resources, Visual Effects and Neighborhood Character, and Cumulative Effects.**

AVAILABILITY IN ALTERNATIVE FORMAT: To request the this Notice or the City's letter to the applicant detailing the required scope of work (EIR Scoping Letter) in alternative format, call the Development Services Department at (619) 446-5460 (800) 735-2929 (TEXT TELEPHONE).

ADDITIONAL INFORMATION: For environmental review information, contact Elizabeth Shearer-Nguyen at (619) 446-5369. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. **For information regarding public meetings/hearings on this project, contact the Project Manager, Laura Black at (619) 236.6327.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on September 26, 2014.

Kerry Santoro
Deputy Director
Development Services Department

DISTRIBUTION: See Attached.

ATTACHMENTS: Figure 1: Regional Map
Figure 2: Vicinity Map
Figure 3: Aerial Map
Figure 4: Site Plan
Scoping Letter

DISTRIBUTION:

U.S. GOVERNMENT
Federal Aviation Administration (1)
MCAS Miramar Air Station (13)
U.S. Fish & Wildlife Service (23)

STATE OF CALIFORNIA
Caltrans, District 11 (31)
California Department of Fish and Wildlife (32)
Department of Toxic Substance Control (39)
State Clearinghouse (46A)
California Transportation Commission (51)
California Department of Transportation (51A)
California Department of Transportation (51B)

City of San Diego
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Harris, District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Zapf, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Emerald, District 9 (MS 10A)
Development Services Department
    EAS – E Shearer
    Transportation – F Mahzari / A. Gonsalvez
    Project Manager – J Fisher
San Diego Fire-Rescue Department
    Larry Trame (MS 604)
    Alan Arrollado (MS 604)
San Diego Police Department
    Mike Pridemore (MS 776)
Transportation Development (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
San Diego Fire – Rescue Department Logistics (80)
Library Department (81)
Central Library (81A)
University Community Branch Library (81JJ)
North University Branch Library (81JJJ)
Historical Resources Board (87)
Environmental Services Department (93A)
    Lisa Wood
Facilities Financing (93B)
City Attorney's Office (93C)

OTHER ORGANIZATIONS, GROUPS, AND INTERESTED INDIVIDUALS

San Diego Association of Governments (108)
San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Rancho Santa Ana Botanic Garden at Claremont (161)
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San Diego History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
AECOM Environmental Inc. (178)
Citizens Coordinate for Century III (179)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown, Inter-Tribal Cultural Resources Council (216)
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San Diego County Archaeological Society, Inc. (218)
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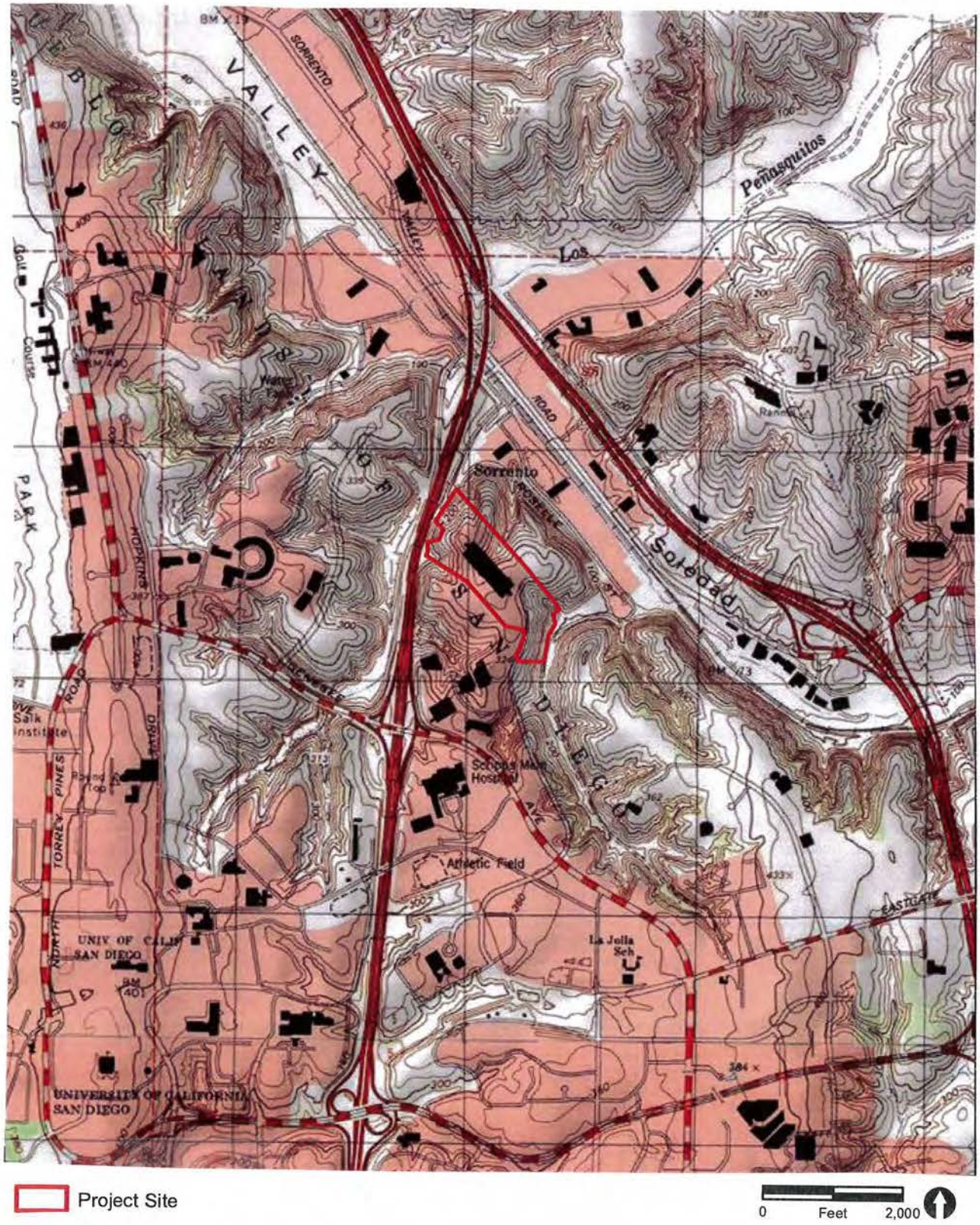
Native American Distribution – Public Notice Only (225A-S)
University City Community Planning Group (480)
The Guardian (481)
UCSD Physical & Community Planning (482)
Marian Bear Natural Park Recreation (485)
University City Community Association (486)
Friends of Rose Canyon (487)
La Jolla Village Community Council (489)
Chamber of Commerce (492)
Jeffrey Hughson, Alexandria Real Estate Equities
Lance Unverzagt, RECON Environmental Inc.

Regional Map

CAMPUS POINTE MASTER PAN - PROJECT NO. 336364

City of San Diego – Development Services Department

Figure 1



Vicinity Map

CAMPUS POINTE MASTER PAN - PROJECT NO. 336364

City of San Diego – Development Services Department

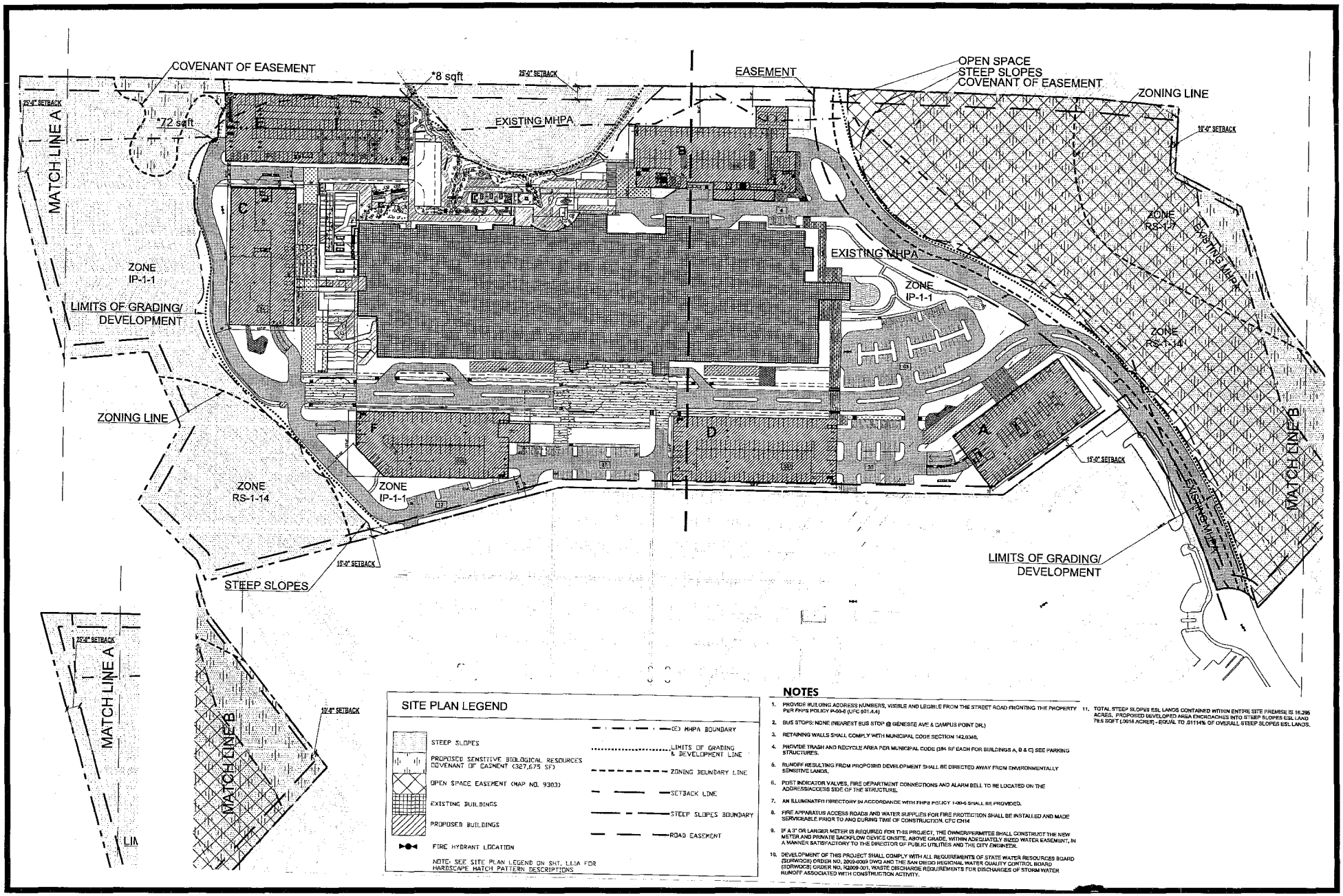
Figure 2

Aerial Map

CAMPUS POINTE MASTER PAN - PROJECT NO. 336364

City of San Diego – Development Services Department

Figure 3



Site Plan

CAMPUS POINTE MASTER PAN - PROJECT NO. 336364

City of San Diego – Development Services Department

FIGURE

4

THE CITY OF SAN DIEGO

September 26, 2014

Mr. Jeffrey Hughson
Alexandria Real Estate Equities
4660 La Jolla Village Drive
San Diego, CA 92122

SUBJECT: **Scope of Work for an Environmental Impact Report for the Campus Pointe Master Plan (Project Tracking System (PTS) No. 336364)**

Dear Mr. Johnson:

Pursuant to Section 15060 (d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City's Development Services Department has determined that the proposed project may have significant effects on the environment. The preparation of a project Environmental Impact Report (EIR) is, therefore, required.

The purpose of this letter is to identify the specific issues to be addressed in the EIR. The EIR should be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Report Guidelines" (updated May 2005). A Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project.

Please note, changes or additions to the scope of work may be required as a result of input received in response to the Scoping Meeting and Notice of Preparation. In addition, the applicant may adjust the project over time and these changes would be disclosed in the EIR.

The project that will be the subject of the EIR is the Campus Point Master Plan project: and includes:

A COMMUNITY PLAN AMENDMENT (CPA) to allow an increase in the development intensity of Scientific Research, a SITE DEVELOPMENT PERMIT (SDP) and a NEIGHBORHOOD DEVELOPMENT PERMIT (NDP) to construct up to three, multi-story scientific and research buildings totaling 276,600 square feet and up to three parking structures. The development would occur within the portion of the project site zoned IP-1-1. The project

would also construct various site improvements, which includes retaining walls, hardscape, and landscaping. The project would achieve a Leadership in Energy and Environmental Design (LEED) Silver Certification. The developed 41.67-acre project is located at 10300 Campus Point Drive. The project site is designated Scientific Research and is zoned IP-1-1 (Industrial - Park, allows research and development uses with some limited manufacturing), RS-1-7 (Residential--Single Unit, which requires minimum 5,000-square-foot lots), and RS-1-14 (Residential--Single Unit, which requires minimum 5,000-square-foot lots). In addition, the project site is within the Campus Parking Impact Overlay Zones, Community Plan Implementation Overlay Zone (CPIOZ) Areas "A" & "B" of the University Community Plan, Airport Land Use Compatibility Overlay Zone for Marine Corps Air Station (MCAS) Miramar and Airport Environs Overlay Zone, Airport Influence Area (Review Area 1), Overflight Notification area and the Federal Aviation Administration (FAA) Part 77 Noticing Area for MCAS Miramar within the University Community Plan area.

EIR FORMAT/CONTENT REQUIREMENTS

The EIR serves to inform governmental agencies and the public of a project's environmental impacts. Emphasis in the EIR must be on identifying feasible solutions to environmental problems. The objective is not to simply describe and document an impact, but to actively create and suggest mitigation measures or project alternatives to substantially reduce significant adverse environmental impacts. The adequacy of the EIR will depend greatly on the thoroughness of this effort.

The EIR must be written in an objective, clear, and concise manner, in plain language. Each section/issue area of the EIR should provide a descriptive analysis of the project followed by a comprehensive evaluation of the issue area. Use graphics and tables to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative information, to the extent feasible.

Prior to public review, Conclusions to be attached at the front of the draft EIR will also need to be prepared. The Conclusions cannot be prepared until an approved draft has been submitted and accepted by the City. The EIR shall include a title page including the Project Tracking System (PTS) number and the date of publication. The entire EIR must be left justified and shall include a table of contents and an executive summary of the following sections:

I. INTRODUCTION

Introduce the purpose of the project with a brief discussion of the intended use and purpose of the EIR. Discuss how the EIR may be used as the basis for subsequent approvals, as appropriate; and describe the parameters for such future use of the EIR. This section shall describe and/or incorporate by reference any previously certified environmental documents

that cover the project site including any EIRs. This section shall briefly describe areas where the project is in compliance or non-compliance with assumptions and mitigation contained in these previously certified documents. Additionally, this section shall provide a brief description of any other local, state and federal agencies that may be involved in the project review and/or any grant approvals.

II. ENVIRONMENTAL SETTING

Describe the precise location of the project sites with an emphasis on the physical features of the sites and the surrounding area and present it on a detailed topographic map and a regional map. Provide a local and regional description of the environmental setting of the two projects. Describe any upcoming changes to the area and any cumulative changes that may relate to the project sites. Include the existing and planned land uses in the vicinity, on-and off-site resources, the community plan area land use designation(s), existing zoning, all utility easements and any required maintenance access, and any overlay zones within this section. Provide a recent aerial photo of each site and surrounding uses, and clearly identify the project locations.

III. PROJECT DESCRIPTION

Per CEQA Guideline Section 15124, the EIR shall include a discussion of the goals and objectives of the project, in terms of public benefit (increase in housing supply, employment centers, etc.). Project objectives will be critical in determining the appropriate alternatives for the projects, which would avoid or substantially reduce potentially significant impacts. As stated in CEQA Section 15124(b), "A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding consideration, if necessary. The statement of objectives should include the underlying purpose of the project." This section shall also provide a detailed discussion of all features of the projects. Describe all the discretionary actions involved in each project. List and explain the requirements for permits or approvals from federal, state, and local agencies. Describe the proposed project's components, including, landscaping concepts, and utility improvements. Project phasing also should be discussed in this section. This discussion shall address the whole of the projects.

IV. HISTORY OF PROJECT CHANGES

This section of the EIR shall outline the history of the project and any physical changes that have been made to the project in response to environmental concerns identified during the review of the project.

V. ENVIRONMENTAL IMPACT ANALYSIS

This section shall analyze those environmental categories having a potential for adverse environmental impacts due of the effects of the project on existing conditions. The EIR must include a complete discussion of the existing conditions, thresholds, impact analysis, significance, and mitigation for all the environmental issue sections. The EIR must represent the independent analysis of the Lead Agency. The City's current CEQA Significance Determination Thresholds (2011) are to be used to establish significant effect unless otherwise directed by the City.

In general, the EIR should discuss all potential direct, indirect, and cumulative impacts associated with each environmental issue area listed below. The EIR will only analyze each individual project independent of the other, but also in conjunction with each other. These environmental issue areas are listed in alphabetical order or anticipated magnitude of significance. Lastly, the EIR should summarize each required technical study or survey report within each respective issue section, and all requested technical reports must be included as the appendices to the EIR and summarized in the text of the document.

In each environmental issue section, mitigation measures to avoid or substantially lessen impacts must be clearly identified and discussed. The ultimate outcome after mitigation should also be discussed (i.e. significant but mitigated, significant and unmitigated). If other potentially significant issue areas arise during detailed environmental investigation of the two projects, consultation with the Development Services Department is required to determine if these areas need to be added to the EIR. As supplementary information is required, the EIR may also need to be expanded.

Land Use

Issue 1: **Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of the General/Community plan in which it is located?**

Issue 2: **Would the proposal require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?**

Issue 3: **Would the proposal result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP) including aircraft noise levels as defined by the plan?**

Issue 4: **Would the proposal conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional, or state habitat conservation plan?**

Issue 5: Would the proposal result in the exposure of people to noise levels which exceed the City's Noise Ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan?

This section shall provide a discussion on all applicable land use plans to establish a context in which the project is being proposed. Specifically, it shall discuss how the project implements or fails to implement the goals, objectives, and recommendations of the General Plan, and University Community Plan. This section shall also address the project's consistency with the Zoning Code. Specifically, this section shall address consistency with the applicable IP-1-1, RS-1-7 and RS-1-14 base zones (all development would occur within the IP-1-1 zone), the Campus Parking Impact Overlay Zone, and the Community Plan Implementation Overlay Zone (CPIOZ) Areas "A" and "B" of the University Community Plan. Ultimately, this section shall identify any inconsistencies between the project as proposed and any adopted land use plan, regulations, or the LDC; and whether the identified inconsistency would result in an environmental impact.

The project shall be evaluated for consistency with the Airport Land Use Compatibility Overlay Zone for MCAS Miramar Airport Land Use Compatibility Plan and FAA regulations, including the Airport Land Use Compatibility Overlay Zone, MCAS Miramar Airport Environs Overlay Zone (AEOZ), Airport Influence Area (Review area 1), Overflight Notification area, and the FAA Part 77 Noticing Area for MCAS Miramar. Any inconsistencies identified shall be evaluated to determine if they would lead to a significant physical environmental impact.

The project site is within the City of San Diego Multiple Species Conservation Program (MSCP) and includes area within a Multi-Habitat Planning Area (MHPA). The site is also located adjacent to MHPA areas. The section shall include a discussion of the existing MHPA lands on-site (acreage, quality, etc.) and evaluate the projects' conformance with the final MSCP Plan (August 1998), with specific attention to the Land Use Adjacency Guidelines (Section 1.4.3) in terms of land use, drainage, toxic substances in runoff, lighting, noise, invasive plant species and brush management requirements for the portions of the proposed development that would lie adjacent to the MHPA. The proposed MHPA boundary line correction should be addressed. A description of measures proposed to reduce any identified MHPA edge effects should be included within this section as well.

Additionally, an acoustical technical report shall be prepared for the project that would include an evaluation with regards to adopted Airport Land Use Compatibility Plans (if applicable), the City's Noise Ordinance and with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan.

Transportation/Circulation and Parking

Issue 1: **Would the proposal result in traffic generation in excess of specific community plan allocation?**

Issue 2: **Would the proposal result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?**

Issue 3: **Would the proposal result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?**

Issue 4: **Would the proposal result in a substantial impact upon existing or planned transportation systems?**

Issue 5: **Would the proposal result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?**

Issue 6: **Would the proposal result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?**

Issue 7: **Would the proposal result in a conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?**

The analysis in this section of the EIR shall identify potential impacts to the traffic and circulation system. A traffic study, consistent with the City's Traffic Impact Study Manual and approved by City staff, shall be prepared and included as an appendix to the EIR. A summary of the approved traffic study shall be included in the body of the EIR. It shall address the effect the project would have on Campus Point Drive, Genesee Avenue, and I-5, and other circulation elements within the study area. The analysis shall focus on segment and intersection conditions for existing, near term and future conditions, with or without the project. The cumulative analysis shall incorporate any past, present and reasonably foreseeable future developments in the community that may impact or contribute to local and regional street and circulation systems. If the project would result in a significant increase in trips, the study and EIR shall describe what measures would be required to mitigate significant traffic circulation impacts.

This section of the EIR shall also describe the project's consistency with the land use and development intensity regulations found in the University Community Plan's Development Intensity Element. This section would discuss any required modifications and/or

improvements to the existing circulation system, including City streets, intersections, freeways, and interchanges. It shall address if those changes could result in traffic hazards. The section shall describe the walkability, pedestrian, and bicycle connectivity within the project and off-site areas.

Air Quality

Issue 1: Would the proposal conflict with or obstruct implementation of the applicable air quality plan?

Issue 2: Would the proposal result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Issue 3: Would the proposal expose sensitive receptors to substantial pollutant concentrations?

Issue 4: Would the proposal create objectionable odors affecting a substantial number of people?

Issue 5: Would the proposal exceed 100 pounds per day of Particulate Matter (PM) dust?

Issue 6: Would the proposal result in a substantial alteration of air movement in the area of the project?

The EIR shall describe the region's climate and the San Diego Air Basin's current attainment levels for state and federal ambient air quality standards. An air quality analysis shall be prepared and included in the appendix to the EIR.

The air quality analysis shall focus on the project's potential air quality impacts and how this would hinder or help the San Diego Air Basin meet the regional air quality strategies. The discussion shall include potential impacts that would occur during the demolition and construction phases, and the operational impacts of the project at build-out.

An analysis of potential stationary and non-stationary air emission sources related to the construction and operation associated with the project and vehicle emission sources should be provided. The section shall also include a discussion of any short-term, long-term and cumulative impacts the project may have on regional air quality, including construction and transportation-related sources of air pollution. Potential impacts to sensitive receptors due to pollutants or odors would also be discussed in the Air Quality section.

Biological Resources

Issue 1: **Would the proposal result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDGF) or U.S. Fish and Wildlife Service (USFWS)?**

Issue 2: **Would the proposal result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Code or other sensitive natural community as identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?**

Issue 3: **Would the proposal result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?**

Issue 4: **Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP, or impede the use of native wildlife nursery sites?**

Issue 5: **Would the proposal conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?**

Issue 6: **Would the proposal result in introducing a land use within an area adjacent to the MHPA that would result in adverse edge effects?**

Issue 7: **Would the proposal result in a conflict with any local policies or ordinances protecting biological resources?**

Issue 8: **Would the project result in the introduction of invasive species of plants into a natural open space area?**

Vegetation and sensitive wildlife directly or indirectly affected by the project shall be fully discussed in this section of the EIR. A biological resources report for the site will be prepared in accordance with the City of San Diego's Biological Resources Guidelines (April 2012) and will be included as an appendix to the EIR. The report must identify any MSCP covered and narrow endemic flora and fauna that exist or have a potential to exist in the area of the project site, and

any impacts to sensitive flora and fauna, as well as discuss proposed mitigation measures for any impacts. That analysis shall specifically address coastal California gnatcatcher and raptors. Potential project impacts to nesting coastal California gnatcatchers, raptors and other species covered by the Migratory Bird Treaty Act and Fish and Game Code shall be addressed. The effects of the MHPA Boundary Line correction to the MSCP and MHPA shall be addressed. Both the biological report and the biological resources section of the EIR shall provide a detailed discussion and mapping of the MHPA and shall address potential adjacency impacts from the project and identify mitigation measures as appropriate.

Greenhouse Gas Emissions

Issue 1: Would the proposal generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Would the proposal conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

A quantitative analysis addressing greenhouse gas (GHG) emissions from each project shall be provided in a GHG emissions analysis and summarized in the EIR. The analysis should include, but not be limited to, the primary sources of GHG emissions associated with each project: vehicular traffic, generation of electricity, natural gas consumption/combustion, solid waste generation and water usage. The City of San Diego has not adopted a .formal Thresholds of Significance for CEQA for GHG emissions. Therefore, in accordance with amendments to the state CEQA Guidelines regarding analysis of greenhouse gas emissions, the City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" dated January 2008 as an interim guideline to determine whether a GHG analysis would be required. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. Therefore, each proposed project will be analyzed to determine whether they exceed the 900 metric ton screening threshold. If so, a GHG analysis technical report for each project shall be prepared and will be included as an appendix to the EIR. The EIR shall summarize the results of the reports, including identification of the net GHG emissions identified. In addition, the project may also be required to implement project features to reduce the emission by 28.3 percent (consistent with the 2020 "Business-As-Usual" methodology used in the California Air Resources Board [CARB] Scoping Plan) should the project exceed the screening threshold of 900 metric tons per year. In addition, The EIR shall provide details of the project's sustainable features, including any that meet criteria outlined in the Conservation Element of the General Plan.

Historical Resources

Issue 1: Would the proposal result in an alteration, including the adverse physical or aesthetic effects and/or destruction of a prehistoric or historic building (including an architecturally significant building), structure, object or site?

Issue 2: Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?

Issue 3: Would the proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

Due to the known presence of prehistoric sites in the vicinity, an archaeological resources report shall be completed by a qualified archeologist to determine if resources may be present on-site that would meet the significance criteria. An archaeological survey shall be completed for the project site and any off-site improvement areas. The report shall include the results of the initial archaeological site survey and literature review. Appropriate graphics, including a map of the Area of Potential Affect (APE), shall be provided. The EIR shall discuss the results of the archaeological survey that was prepared for the project. The potential for grading activities to impact archaeological resources shall be determined. The report shall be included as an appendix with the records search results under separate cover as a confidential appendix. The EIR shall summarize the results of the report and, as appropriate, discuss the need for a research design and a data recovery program to mitigate impacts to sites that are determined to be significant and that would be directly impacted with project implementation. The EIR would also discuss the project's potential to impact religious or sacred uses or human remains.

Noise

Issue 1: Would the proposal result in or create a significant increase in the existing ambient noise levels?

Issue 3: Would the proposal result in exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?

A Noise Analysis report shall be completed for the project. That technical report should consist of a comparison of the change in noise levels projected along affected roadways (as identified in the traffic study), the consistency with the noise ordinance, and the generation of noise that may affect adjacent sensitive biological resources (e.g., coastal California gnatcatcher) resulting from project implementation. The noise technical report shall also address construction-related noise

and commercial equipment noise impacts. If significant noise impacts are identified, the report shall include mitigation measures that would mitigate the impacts to below a level of significance.

The analysis in this section of the EIR shall summarize the findings of the acoustical analysis and also provide a discussion on typical sources of noise, measurements of noise, etc., to provide context for the findings of the acoustical analysis.

Paleontological Resources

Issue 1: Would the proposal require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit, or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

The project site is underlain by the Ardath Shale and Scripps Formation geological deposit/formation/rock units as indicated by the submitted geotechnical investigation and City of San Diego geologic maps. The City of San Diego CEQA Significance Thresholds Paleontological Monitoring Determination Matrix indicates that both Ardath Shale and Scripps Formation are highly paleontologically sensitive and may contain well-preserved, rare, and significant paleontological fossil materials that could provide important information about the evolutionary history of our area. There is a potential for grading operations (i.e., parking structure excavation) to impact previously undisturbed portions of these formations and impact unknown fossil deposits. The EIR shall discuss the project site's geologic composition as it relates to fossiliferous potential and include paleontological monitoring as a mitigation measure.

Visual Effects and Neighborhood Character

Issue 1: Would the project substantially block a view through a designated public view corridor as shown on an adopted community plan, General Plan, or Local Coastal Program.

Issue 2: Would the project exceed the allowable height and/or bulk regulations, and this excess would result in view blockages from a public view area?

Issue 3: Would the project significantly conflict with the height, bulk or coverage regulations of the zone?

Issue 4: The project would be moderate to large scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a reflectivity greater

than 30 percent and the project is adjacent to as major public roadway or public area?

The EIR shall address the project's potential impacts to views from I-5, I-805, and any public open space trails that have views of the site. Specifically, address impacts to the "The Golden Triangle skyline" as it is considered a landmark by the Community Plan. Relevant graphics shall be included as appropriate. This section shall analyze whether or not the project would impact any designated view corridors.

The visual quality discussion would be closely tied to, and would reference, discussions found within the Land Use section of the EIR and would discuss project consistency with the General Plan and University Community Plan. The analysis should address the Community Plan's aesthetics issues of building mass and height, building height transitions, setbacks, building articulation, architectural style, building colors and materials, and concealing rooftop equipment.

This section shall also include an analysis with respect to lighting and glare. The analysis shall focus on the specific projects proposed at this time and shall focus on lighting that may be problematic to the MHPA and adjacent properties.

VI. MANDATORY DISCUSSION AREAS

In accordance with CEQA Section 15126.2, the EIR must include a discussion of the following issue areas:

A. *Significant Environmental Effects of the Proposed Project*: The EIR shall identify and focus on the significant environmental effects of the proposed project. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected.

B. *Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented:* Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be

alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described. Include impact threshold criteria used. Provide mitigation measures where appropriate; including triggers, details, responsible entities, and a monitoring and report schedule. Include a sentence on the significance of each impact area discussed, with effect of the proposed mitigation if appropriate. Do not include analysis.

C. *Significant Irreversible Environmental Changes Which Would Be Caused by the Project Should It Be Implemented*: In accordance with CEQA Section 15126.2(c), the EIR must include a discussion on any significant irreversible environmental changes which would be caused by the proposed action should it be implemented. Address the use of nonrenewable resources during the construction and life of the project. See CEQA Section 15127 for limitations on the requirements for this discussion.

D. *Growth-Inducing Impact of the Proposed Project*: The Growth Inducement analysis should conclude: 1) how the project is directly and indirectly growth inducing (i.e., fostering economic or population growth by land use changes, construction of additional housing, etc.), and 2) if the subsequent consequences (i.e., impacts to existing infrastructure, requirement of new facilities, roadways, etc.) of the growth inducing project would create a significant and/or unavoidable impact, and provide for mitigation or avoidance. Address the potential for growth inducement through implementation of the proposed project; accelerated growth could further strain existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts, if any, are significant unless the project would induce substantial growth or concentration of population that would lead to significant environmental impacts

VII. CUMULATIVE EFFECTS

When this project is considered with other past, present, and reasonable foreseeable future projects in the project area, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts must be discussed in a separate section of the EIR.

VIII. EFFECTS NOT FOUND TO BE SIGNIFICANT

The EIR will provide a discussion of the environmental issue areas that were determined not to be significant and describe the reasons for this determination. For the project, environmental issue areas in which effects have been determined not to be significant include Agricultural Resources, Energy Conservation, Geologic Conditions, Health and

Safety/Hazardous Materials, Hydrology, Mineral Resources, Public Services and Facilities, and Public Utilities, and Water Quality. If issues related to these areas or other potentially significant issues arise during the detailed environmental review of the project, consultation with EAS is recommended to determine if subsequent impact analysis should be included in the EIR. Additionally, as supplementary information is submitted (such as with the technical reports), the EIR may need to be expanded to include these or other additional issue areas.

IX. ALTERNATIVES

The EIR must place major attention on reasonable alternatives that avoid or mitigate the significant impacts resulting from the project, while still achieving the stated project objectives for the project. These alternatives should be identified and discussed in detail and should address all significant impacts. The alternatives analysis should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. See Section 15364 of the CEQA Guidelines for the CEQA definition of "feasible."

Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrate to the public the analytical route followed in rejected certain alternatives.

At a minimum, the following alternatives must be considered:

A. No Project -No Development Alternative: The No Project Alternative shall discuss the existing conditions of the site at the time of the Notice of Preparation is published. Therefore, this alternative shall consist of the maintenance of the site in its current condition and would be equivalent to the existing environmental setting.

B. No Project - Development under Existing Plans: This alternative should describe proposal that would develop the site in accordance with existing zoning and/or existing land use plans. Describe any future development of the site that could occur. Discuss the environmental effects that could increase or decrease as a result of this alternative such as land use, traffic, air quality, GHG, and noise.

C. Reduced Project Alternative: This alternative would limit the square footage of scientific research use. This alternative should focus on the reduction of square footage that would reduce or avoid anticipated significant traffic impacts.

If through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts; these alternatives must be discussed with

EAS staff prior to including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

X. MITIGATION MEASURES

Mitigation measures should be clearly identified and discussed. A conceptual Mitigation, Monitoring, and Reporting Program (MMRP) for each issue area with significant impacts is mandatory and projected effectiveness must be assessed (i.e., all or some CEQA impacts would be reduced to below a level of significance, etc.). At a minimum, the MMRP should identify: 1) the department responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. In addition to separate issue area mitigation discussions, a consolidated, stand alone, verbatim, all issue area MMRP should also be included in the EIR in a separate section and a duplicate separate copy must also be provided to EAS.

XI. REFERENCES

Material must be reasonably accessible. Use the most up-to-date possible and reference source document.

XII. INDIVIDUALS AND AGENCIES CONSULTED

List those consulted in preparation of EIR. Seek out parties who would normally be expected to be a responsible agency or an interest in the project.

XIII. CERTIFICATION PAGE

Include City and Consulting staff members, titles and affiliations.

XIV. APPENDICES

Include the NOP, Scoping Meeting Notice and comments received on the NOP and at the Scoping Meeting (Scoping Meeting verbal transcript). Include all accepted technical studies.

In conclusion, prior to starting work on the EIR, it is recommended that we meet with your staff to discuss this proposed scope of work and the environmental review process. Furthermore, if project description changes and/or supplementary information becomes available, the EIR may need to be expanded to include additional issue areas which would require consultation with EAS. Please contact Elizabeth Shearer-Nguyen, Senior Planner, at (619) 446-5369, if you have any questions regarding the CEQA analysis; or Laura Black, Project Manager at (619) 236-6327, for general questions regarding the proposed project.

Sincerely,

Kerry Santoro
Deputy Director
Development Services Department

KS/les

cc: E. Shearer-Nguyen, Environmental Analysis Section
Environmental Project File
Laura Black, Project Management Division
Lance Unverzagt, RECON Environmental Inc.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

September 26, 2014

To: Reviewing Agencies

Re: Campus Pointe Master Plan
SCH# 2014091073

Attached for your review and comment is the Notice of Preparation (NOP) for the Campus Pointe Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2014091073
Project Title Campus Pointe Master Plan
Lead Agency San Diego, City of

Type NOP Notice of Preparation

Description A Community Plan Amendment (CPA) to allow an increase in the development intensity of Scientific Research, a Site Development Permit (SDP) and a Neighborhood Development Permit (NDP) to construct up to three, multi-story scientific and research buildings totaling 276,600 sq. ft. and up to three parking structures. The development would occur within the portion of the project site zoned IP-1-1. The project would also construction various site improvements, which includes retaining walls, hardscape, and landscaping. The project would achieve a Leadership in energy and Environmental Design (LEED) silver Certification. The developed 41.67-acre project is located at 10300 Campus Point Drive. The project site is designated Scientific Research and is zoned IP-1-1 (Industrial - Park, allows research and development uses with some limited manufacturing), RS-1-7 (Residential--Single Unit, which requires minimum 5,000-sq.ft. lots), and RS-1-14 (Residential--Single Unity, which requires minimum 5,000-sq.ft. lots). In addition, project site is within the Campus Parking Impact Overlay Zones, Community Plan Implementation Overlay Zone (CPIOZ) Areas "A" & "B" of the University Community Plan, Airport Land Use Compatibility Overlay Zone for Marine Corps Air Station (MCAS) Miramar and Airport Environs Overlay Zone, Airport Influence Area (Review Area 1), Overflight Notification area and the Federal Aviation Administration (FAA) Part 77 Noticing Area for MCAS Miramar within the University Community Plan area. The site is not included on any Govt. Code listing of hazardous waste sites.

Lead Agency Contact

Name Elizabeth Shearer-Nguyen
Agency City of San Diego
Phone 619-446-5369 **Fax**
email
Address 1222 First Avenue, MS-501
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City San Diego
Region
Cross Streets Genesee Avenue
Lat / Long 32.892669° N" N / -117.223649° W" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-5/I-805/SR-56
Airports
Railways SDNR/Coaster
Waterways
Schools
Land Use Scientific Research / Zoning: Industrial Park (IP-1-1) / General Plan Designation: Industrial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Landuse; Cumulative Effects; Other Issues

Document Details Report
State Clearinghouse Data Base

Reviewing Agencies	Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received	09/26/2014	***Start of Review***	09/26/2014	***End of Review***	10/27/2014

NOP Distribution List

CMA

County: San Diego

SCH# 2014091073

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Nicole Wong
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Lisa Johansen
- [■] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [■] **Office of Historic Preservation**
  Ron Parsons
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [■] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Donald Koch
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Charles Armor
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [■] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Sickler
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Delta Stewardship Council**
  Kevan Samsam

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [ ] **OES (Office of Emergency Services)**
  Dennis Castrillo
- [■] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [■] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects
- [ ] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Erik Alm
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [■] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [■] All Other Projects
  Cathi Slaminski
  - [ ] Transportation Projects
    Nesamani Kalandiyur
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Jeffery Werth
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [■] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [■] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
- [ ] _____
  Conservancy

Last Updated 8/27/2014

DEPARTMENT OF TRANSPORTATION
DISTRICT 11, DIVISION OF PLANNING
4050 TAYLOR ST, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

October 1, 2014

11-SD-5
PM 29.46
Campus Pointe Mater Plan
SCH# 2014091073

Ms. Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen:

The California Department of Transportation (Caltrans) received a copy of Notice of Preparation (NOP) for the proposed Campus Pointe Master Plan Environmental Impact Report (DEIR) located near Interstate 5 (I-5). Caltrans has the following comments:

Traffic Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.
www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tis**guide**.pdf

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp

metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in TIS. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy; therefore, please refer to the policy for more information and requirements.
http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy/13-02.pdf

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable LOS. Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

If you have any questions on the comments Caltrans has provided, please contact Marisa Hampton of the Development Review Branch at (619) 688-6954.

Sincerely,

JACOB M. ARMSTRONG, Chief
Development Review Branch

RINCON BAND OF LUISEÑO INDIANS

Culture Committee

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or·(760) 297-2622 & Fax:(760) 749-8901

October 1, 2014

E. Shearer-Nguyen
The City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Re: Campus Pointe Master Plan Proj. No. 336364

Dear Ms. Shearer-Nguyen:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Campus Pointe Master Plan Project. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. In fact, your project falls within Kumeyaay Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Rose Duro
Chairman
Rincon Culture Committee

San Diego County Archaeological Society, Inc.

Environmental Review Committee

29 September 2014

RECEIVED

OCT 01 2014

Development Services

To: Ms. Elizabeth Shearer-Nguyen
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report
Campus Pointe Master Plan
Project No. 336364

Dear Ms. Shearer-Nguyen:

Thank you for the Notice of Preparation for the subject project, which was received by this Society last month.

We are pleased that cultural resources have been included in the list of subject areas to be addressed in the DEIR. In order to permit us to review the cultural resources aspects of the project, please include us in the distribution of the DEIR when it becomes available for public review. Also, in order to facilitate our review, we would appreciate being provided with one copy of the cultural resources technical report(s) along with the DEIR.

SDCAS appreciates being included in the environmental review process for this project.

Sincerely,

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

cc: SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

APPENDIX B

ALUC/FAA Determinations

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-428-OE

Issued Date: 02/17/2017

Michael Barbera
Alexandria Real Estate Equities, Inc.
10996 Torreyana Rd.
Suite 250
San Diego, CA 92121

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building ARE Campus Point Bldg 3
Location:	San Diego, CA
Latitude:	32-53-27.03N NAD 83
Longitude:	117-13-24.03W
Heights:	301 feet site elevation (SE)
	195 feet above ground level (AGL)
	496 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 08/17/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

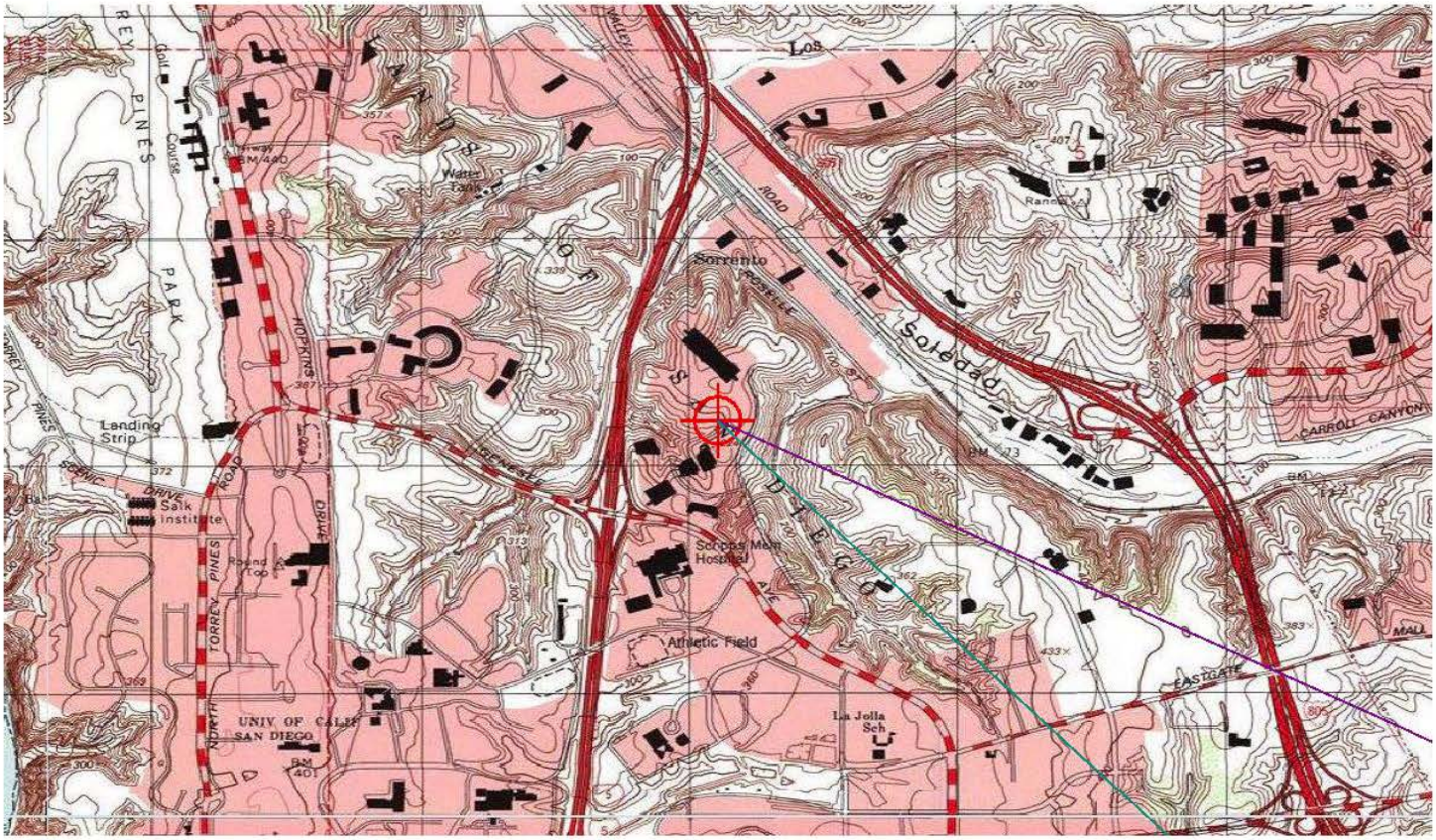
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-428-OE.

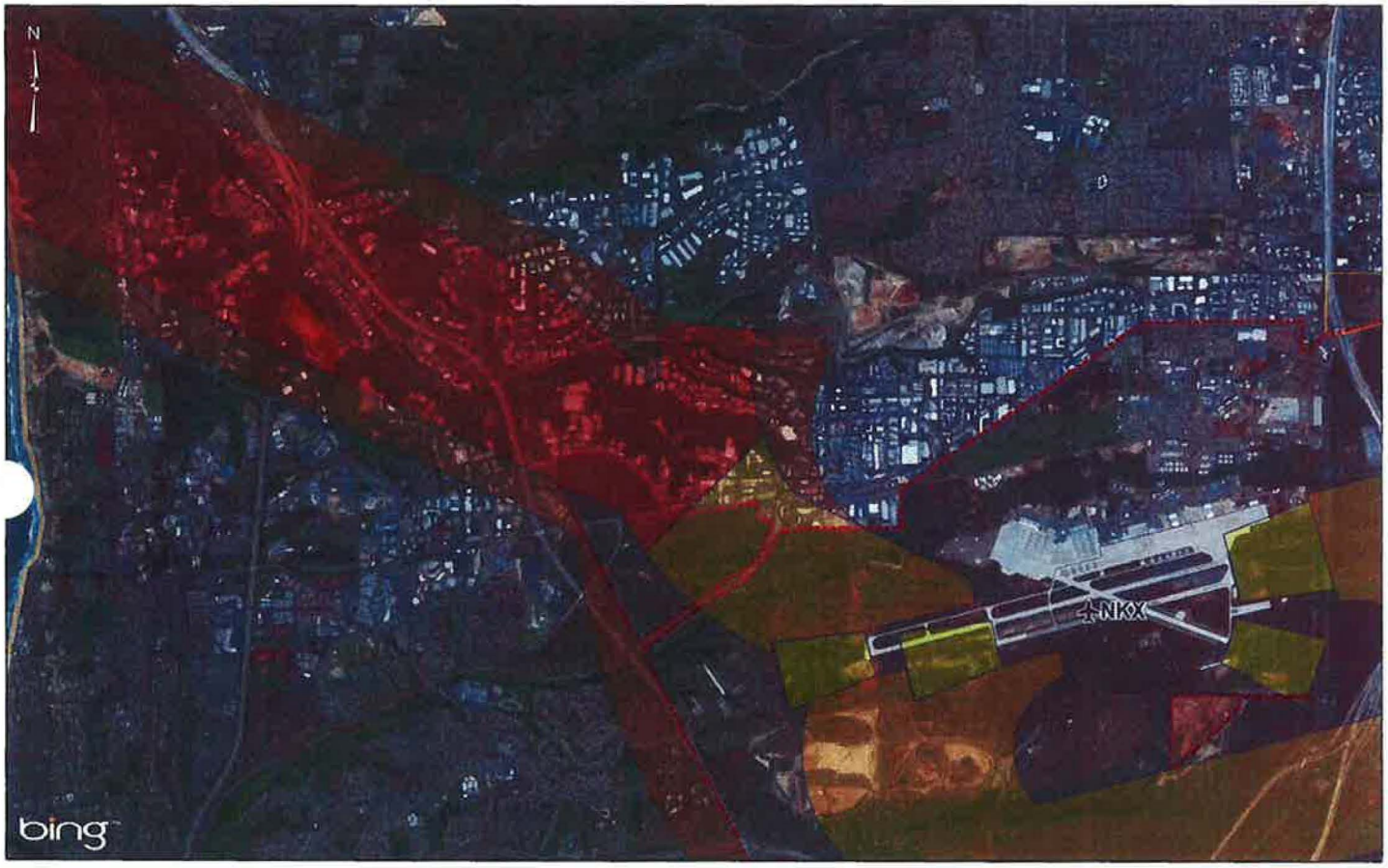
Signature Control No: 315132291-322542105 (DNE)
LaDonna James
Technician

Attachment(s)
Map(s)

Verified Map for ASN 2017-AWP-428-OE



10300 Campus Pointe Drive



TZ
APZ 2
APZ 1
CZ

0 2,550 5,100 10,200 Feet

1 inch = 5,266 feet

RESOLUTION NO. 2015-0005 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: COMMUNITY PLAN AMENDMENT TO CONSTRUCT THREE RESEARCH & DEVELOPMENT BUILDINGS AND THREE PARKING STRUCTURES AT 10300 CAMPUS POINTE DRIVE, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE MARINE CORPS AIR STATION MIRAMAR AIRPORT LAND USE COMPATIBILITY PLAN.

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Community Plan Amendment to Construct Three Research & Development Buildings and Three Parking Structures at 10300 Campus Pointe Drive, City of San Diego, which is located within the Airport Influence Area (AIA) for the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP), originally adopted in 2008 and amended in 2010 and 2011; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve a community plan amendment to construct three research & development buildings and three parking structures on a property with an existing research & development building; and

WHEREAS, the proposed project would be located outside the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses, provided that the residences/buildings are sound attenuated to 45/50 dB CNEL interior noise level and that an avigation easement is recorded with the County Recorder; and

WHEREAS, the proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located within Accident Potential Zone (APZ) 2, and the ALUCP identifies research & development uses located within APZ 2 as conditionally compatible with airport uses, provided that the project complies with an intensity of 50 people per acre and that an occupancy deed

restriction is recorded with the County Recorder if the floor area ratio (FAR) exceeds 0.34; and

WHEREAS, the proposed project is located within the overflight notification area, but the ALUCP requires recordation of an overflight notification with the County Recorder only for new residential land uses; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego, the U.S. Marine Corps, and interested members of the public to present information regarding this matter;

NOW, THEREFORE, BE IT RESOLVED that the ALUC hereby determines that the proposed project: Community Plan Amendment to Construct Three Research & Development Buildings and Three Parking Structures at 10300 Campus Pointe Drive, City of San Diego, is conditionally consistent with the MCAS Miramar ALUCP, which was originally adopted in 2008 and amended in 2010 and 2011, based upon the following facts and findings:

(1) The proposed project involves a community plan amendment to construct three research & development buildings and three parking structures on a property with an existing research & development building.

(2) The proposed project is located outside the 60 dB CNEL noise contour. The ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses.

(3) The maximum height of the proposed project is approximately 87 feet above ground level. The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

(4) The proposed project is located within APZ 2. The ALUCP identifies research & development uses located within APZ 2 as conditionally compatible with airport uses, provided that the project complies with an intensity of 50 people per acre and that an occupancy deed restriction is recorded with the County Recorder if the FAR exceeds 0.34. The project proposes an FAR of 0.41 and thus requires an occupancy deed restriction to 50 people per acre per the

ALUCP, which would be 2,083 people for the 41.67 acre property. Therefore, as a condition of project approval, an occupancy deed restriction of 2,083 people must be recorded with the County Recorder.

(5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder only for new residential land uses, and the proposed project does not contain any residential land uses.

(6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the MCAS Miramar ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

_____

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

_____

BRETON K. LOBNER
GENERAL COUNSEL

APPENDIX C

Traffic Impact Study

TRANSPORTATION IMPACT ANALYSIS

For

CAMPUS POINTE MASTER PLAN

Prepared for

THE CITY OF SAN DIEGO

and

ALEXANDRIA REAL ESTATE EQUITIES, INC.

Final: July 1, 2016

TRAFFIC PLANNING & ENGINEERING, MARKETING & PROJECT SUPPORT
CONSULTANTS TO INDUSTRY AND GOVERNMENT
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San Diego, CA 92126
(858) 560-4911

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1.0 EXECUTIVE SUMMARY

This study was commissioned by Alexandria Real Estate Equities, Inc., to determine potential transportation impacts and appropriate mitigation measures for the proposed Campus Pointe project (proposed project). The proposed project is located at the northern end of Campus Pointe Drive (10300 Campus Pointe Drive) in the North University City Community of the City of San Diego. This project was originally evaluated in 1993 as part of the *Eli Lilly/Ivac Campus Point Planned Industrial Development*. In part, due to University Community Planning Group comments, the project has been subsequently modified to include the property directly southwest of the original project site with a corresponding change in building locations and a minor increase in building size. The currently proposed project proposes development on the same property and at a lower intensity than what was analyzed in the Eli Lilly/Ivac Campus Point Planned Industrial Development EIR from 1993.

The currently proposed project requires a Community Plan Amendment and Site Development Permit to increase the density of the 41.67 gross acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as "CP1") as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as "CP2"). The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively, and will be retained in the future. The proposed project would add a third 10 level building totaling approximately 318,383 SF of scientific research ("CP3"). The project also proposes a 10,000 SF building (referred to as "CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (2,000 SF micro-brewery). A new six-level parking structure would be constructed along the southern boundary of the project site which would accommodate a total of 1,439 parking stalls. Other

proposed site improvements include a soccer field and a reconfiguration of the main "boulevard" which provides circulation through the southern portion of the project site. At full build-out, the total floor area would be a total of 1,060,108 SF of scientific research (including the two existing buildings). A total number of 2,909 parking spaces are proposed for the site with a parking ratio of 2.74/1,000 SF, which is higher than the minimum parking ratio of 2.5 spaces per 1,000 SF for scientific research per SDMC 142.0524.

At full buildout, the 1,060,108 SF of development is expected to generate 8,409 ADT of which 5,854 can be attributed to the existing buildings (see **Table 3-1**). The proposed project is expected to generate a net increase of approximately 2,555 ADT (8,409-5,854) with 410 AM (369 in/ 41 out) peak hour trips and 359 PM (36 in/ 323 out) peak hour trips.

As stated above, the proposed CP4 building is 10,000 SF and will house various amenity and accessory spaces such as mechanical/electrical, conference room, kitchen, and dining area. This amenity space is expected to take up approximately 8,000 SF of the total building area. The remaining 2,000 SF will be a manufacturing area for a micro-brewery. According to the University Community Plan (Industrial Element) accessory uses (which include restaurant/deli, conference rooms, express mail/copy center, athletic club, etc) "should be permitted to ten percent of the gross floor area with the following conditions:

- The facilities shall be located within the principal building of the project and shall not be freestanding;
- Commercial facilities shall be oriented to the interior of the project;
- Signage shall be minimal and directed toward users on the premises. Any street-oriented signs shall be for directional purposes only; and
-Advertising for the support of commercial services shall be limited to the industrial tenants only."

A Community Plan Amendment is proposed to allow the development on the site to exceed 18,000 square feet per acre. The total floor area proposed will fall within the density limit of University Community Plan of 30,000 SF/AC. A Site Development Permit will be pursued to permit the additional floor area adjacent to ESL steep hillsides and MHPA.

In order to determine a scope of work for the Transportation Impact Study, staff of Urban Systems Associates, Inc. (USAI) completed a preliminary analysis and had discussions with City Transportation staff. Based on the evaluation, study area intersections, street segments, freeway segments and metered freeway onramps were identified for the analysis and traffic generation and distribution was determined. The preliminary analysis was based on a San Diego Association of Governments (SANDAG) Series 11, Year 2030 travel forecast and both machine and manual traffic counts of the existing daily and peak hour traffic flow data for the study intersections and street segments.

The traffic generation of the Project was estimated based on trip generation rates in the City of San Diego's May 2003 Trip Generation Manual. The addition of project traffic was evaluated in Existing, Near Term, and Horizon Year 2035 scenarios, and an impact analysis was completed in which six scenarios were analyzed. The following scenarios were included in the report: Existing, Existing With Project, Near Term Without Project, Near Term With Project, Horizon Year 2035 Without Project, and Horizon Year 2035 With Project. The term "Near Term" is meant to discuss a condition occurring at the project's estimated opening day (Year 2017) where traffic from other known development projects in the area is added onto existing traffic levels. This reflects the best information available for determining what traffic would be in the next several years. The term "Horizon Year 2035" is meant to discuss traffic

conditions to the Year 2035. The analysis year used for modeling purposes is the Year 2030. However, Year 2030 volumes were projected out to Year 2035 based on growth trends projected by the model. The growth per year was determined by subtracting the Existing (Year 2012) volumes from the Year 2030 volumes and then dividing by the difference in years (2030 – 2012 = 18 years). The highest growth rate per year along Genesee Avenue was calculated to be 1.37%. To be conservative, the 1.37% x 5 years which equals 6.8% was applied to all study area street segments. Refer to **Appendix H** for growth rate calculations of future (Year 2035) traffic volumes. For AM / PM peak hour turn movement volumes, a factoring method was used based on the Near Term with Project daily volumes and the Year 2035 with Project daily volumes. **Appendix H** includes the AM / PM peak hour factoring worksheets at study intersections. A SANDAG Series 11, Year 2030 select zone analysis was used to estimate the distribution of project traffic and project horizon year traffic volumes.

Study Results:

Based upon this transportation impact analysis, it was determined that development of the proposed project would have the following impacts:

Street Segments – The proposed project is expected to have one (1) direct project impact to street segments in the Existing with Project scenario at full project buildout as shown in **Table 1-2**:

- Genesee Avenue between the I-5 SB ramps to the I-5 NB ramps

The proposed project also has one (1) direct project impact in the Near Term With Project scenario at full project buildout as shown in **Table 1-3:**

- Genesee Avenue between the I-5 SB ramps to the I-5 NB ramps

The proposed project is expected to have one (1) significant cumulative project impact in the Horizon Year 2035 With Project scenario at full project buildout as shown in **Table 1-4**:

- Campus Point Drive between Genesee Avenue and Campus Pointe Court.

The impact to Genesee Avenue between the I-5 ramps is eliminated through the construction of the I-5/Genesee Interchange project, which will include widening of the bridge and is expected to be complete in fall 2017.

Intersections – As shown in **Table 1-5**, the project is expected to have two (2) direct project impacts to intersections in the Existing With Project comparison table at full project buildout:

- Genesee Avenue/ I-5 SB Ramps (PM peak Hour)
- Campus Point Drive/ Campus Point Court (AM peak Hour)

As shown in **Table 1-6**, the project is expected to have three (3) direct project impacts in the Near Term comparison table at full project buildout:

- Genesee Avenue/ I-5 SB Ramps (PM peak Hour)
- Campus Point Drive/ Campus Point Court (AM peak Hour)
- Genesee Avenue/ La Jolla Village Drive (AM peak hour)

The proposed project is expected to have two (2) significant cumulative project impacts in the Horizon Year 2035 comparison table at full project buildout as shown in **Table 1-7**.

- Genesee Avenue/ La Jolla Village Drive (AM peak hour)

- Campus Point Drive/ Campus Point Court (AM/PM peak hour)

The impact to Genesee Avenue at the I-5 SB ramps is eliminated through the construction of the I-5/Genesee Interchange project, which will include widening of the bridge and is expected to be complete in fall 2017.

Freeway Main lanes – It is anticipated that no significant direct project impacts in the Existing With Project condition would occur to freeway main lanes (see **Table 1-8**) at full project buildout. As shown in **Table 1-9**, it is anticipated that no significant direct project impacts in the Near Term With Project condition would occur at full project buildout. No significant impacts are anticipated in the Year 2035 With Project (cumulative) condition (see **Table 1-10**) at full project buildout.

Ramp Meters –As shown in **Table 1-11**, it is anticipated that no significant direct project impacts in the Near Term With Project condition would occur at full project buildout. No significant impacts are anticipated in the Year 2035 With Project (cumulative) condition at full project buildout (see **Table 1-12)**. The freeway on-ramps at I-5 / Genesee Ave are currently not metered, therefore, no ramp meter analysis is provided for the Existing or Existing with Project conditions.

Comparison to 1993 EIR

This proposed project expects to tier off of the previously certified EIR for *Eli Lilly/Ivac Campus Point Planned Industrial Development,* November 1992. The EIR was certified in February 1993 and excerpts of the traffic section can be found in **Appendix P.** The EIR evaluated redevelopment of the Campus Point Site that would allow an increase from the pre-existing 379,000 SF up to a maximum of 1,209,000 SF.

This would equate to a total of 9,670 ADT at a rate of 8 trips per 1,000 SF of scientific research, of which 3,030 ADT was attributed to the existing facilities (CP1). Therefore the former project was estimated to result in a net increase of 6,640 ADT (9,670-3,030).

Since the 1993 EIR was certified, the site has developed an additional building at 10290 Campus Point Drive with additional support structures. This building is identified in this study as CP2.

As discussed previously, the current proposed project is anticipated to generate a net increase of 2,555 ADT. The existing site, which includes CP1 and CP2, generates 5,854 ADT. This would result in a net total (Existing + Proposed) of 8,409 ADT. Therefore the proposed project is expected to generate 1,351 less ADT (9,670-8,409) than the previously certified EIR.

An impact comparison table is outlined in **Table 1-1**. As shown, the proposed project is expected to have fewer direct and cumulative impacts compared to the certified 1993 EIR. This study has identified the following two additional direct and cumulative impacts intersection impacts beyond the 1993 EIR:

- Genesee Avenue at La Jolla Village Drive (1993 EIR-Not Significant)
- Campus Point Drive at Campus Point Court (1993 EIR- Not Studied)

TABLE 1-1

Impact Comparison Table

Street Segment		Direct Impact		Cumulative Impact	
		1993 EIR	Current TIA	1993 EIR	Current TIA
Genesee Avenue	I-5 SB Ramps to I-5 NB Ramps[1]	Not Significant	Significant	Significant	Not Significant
	Interstate 5 to Scripps Hospital Dwy.	Not Significant	Not Significant	Significant	Not Significant
	Scripps Hospital Dwy to Campus Point Dr.	Not Significant	Not Significant	Significant	Not Significant
	Campus Point Dr. to Regents Rd.	Not Significant	Not Significant	Significant	Not Significant
	Regents Road to Eastgate Mall	Not Significant	Not Significant	Not Significant	Not Significant
	Eastgate Mall to Executive Dr.[2]	Not Significant	Not Significant	Not Significant	Not Significant
	Executive Dr. to La Jolla Village Dr.		Not Significant		Not Significant
Campus Point Drive	Genesee Ave. to Campus Point Court	Significant	Not Significant	Not Significant	Significant
	North of Campus Point Court[3]		Not Significant		Not Significant
Regents Road	South of Genesee Ave.	Significant	Not Studied	Not Significant	Not Studied
Eastgate Mall	East of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
	West of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
La Jolla Village Drive	East of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
	West of Genesee Ave.	Not Significant	Not Studied	Significant	Not Studied

Intersections	Direct Impacts		Cumulative Impacts	
	1993 EIR	Current TIA	1993 EIR	Current TIA
Genesee Ave. / I-5 Southbound Ramps	Not Significant	Significant	Significant	Not Significant
Genesee Ave. / I-5 Northbound Ramps	Not Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Scripps Hospital Drwy.	Not Studied	Not Significant	Not Studied	Not Significant
Genesee Ave. / Campus Point Dr.	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Regents Road	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Eastgate Mall	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Executive Dr.	Not Studied	Not Significant	Not Studied	Not Significant
Genesee Ave. / La Jolla Village Dr.	Not Significant	Significant	Not Significant	Significant
Campus Point Dr. / Campus Point Ct.	Not Studied	Significant	Not Studied	Significant

1 Street segment referred to as "West of Interstate 5" in 1993 EIR
2 Genesee Avenue between Eastgate Mall and La Jolla Village Drive studied as a single street segment in 1993 EIR
3 Campus Point Drive was studied as a single street segment in 1993 EIR

Mitigation:

STREET SEGMENTS:

A direct significant project impact occurs at project buildout on Genesee Avenue between the I-5 Southbound (SB) ramps and I-5 Northbound (NB) ramps. This bridge segment currently operates as a 4 lane Major and is operating at unacceptable levels of service "E" today. The City and Caltrans plan to widen the bridge to 6 lanes which would have a LOS E capacity of 60,000 ADT. The Genesee Ave. bridge widening project is fully funded and anticipated to be constructed by fall 2017. Groundbreaking occurred in early 2015. Thus, the project impact would remain significant and unmitigated until the Caltrans improvements are completed.

A Horizon Year With Project cumulative significant project impact occurs on Campus Point Drive between Genesee Ave. and Campus Point Court. This three lane segment would operate at an unacceptable level of service "F" with the proposed project. The proposed mitigation would be to remove parking on the east side of Campus Pointe Drive and restripe to include an additional northbound lane. The estimated number of on-street parking spaces to be removed on the east side is approximately 63 spaces. The 63 on-street parking spaces were determined by taking the parking currently allowed (1,575 feet) on the north side of Campus Point Drive and dividing by the approximate length of a parking space (25 feet), thus 1,575 / 25 is equal to 63 spaces. On the west side of Campus Point Drive, there is approximately 900 feet of parking allowed. The total number of on-street parking spaces potentially removed on the east side of Campus Point Drive, the side with no development, would be approximately 63 spaces. With the addition of a northbound through lane, Campus Pointe Drive between Genesee Avenue and Campus Pointe Court would become a four lane Collector with a level of service E capacity of 30,000 ADT, which is the ultimate classification for the UC Community Plan.

INTERSECTIONS:

I-5 / Genesee Ave. interchange will be modified when the proposed bridge over I-5 is widened. **Figure 10-2** shows the future lane configurations for the I-5 / Genesee Avenue interchange. For a conceptual striping layout, see **Appendix M**. The planned improvements to the interchange would fully mitigate the direct project impacts. As mentioned previously, the interchange improvements are fully funded and anticipated to be completed in fall 2017, with groundbreaking in early 2015. Thus, the project's Genesee Avenue/I-5 ramp impact would remain significant and unmitigated until the Caltrans improvements are completed.

A new signal at the intersection of Campus Pointe Drive / Campus Pointe Court would mitigate the project's direct and cumulative impacts to the intersection. Signal warrants will be met in the Existing with Project condition. See **Appendix K**.

The proposed mitigation for the project's direct impact at Genesee Ave. / La Jolla Village Drive would be to widen the northbound approach and provide a dedicated right turn lane. Other parties are also responsible for constructing this improvement. Construction will occur when impacts at this location are triggered. Alternatively, and at the sole option of the property owner, the project could provide Intelligent Transportation Systems (ITS) improvements at the intersection on Genesee Avenue/ La Jolla Village Drive and in the Genesee Avenue corridor. These ITS improvements shall be demonstrated to mitigate project impacts at the intersection to a degree that meets or exceeds the decrease in delay at the intersection of La Jolla Village Drive/Genesee Avenue caused by the proposed right turn lane. Such ITS improvements could be to fund better signal communications, synchronization or other signal timing or

alternative ITS technology subject to the satisfaction of the City Engineer. The cost of such ITS improvements is not to exceed $250,000.

Please refer to **Table 1-13** for a further discussion of impacts and mitigation for study intersections. **Table 1-14** provides a summary for street segments with and without mitigation. See **Appendix K** for Synchro summary sheets.

TABLE 1-2

Existing With and Without Project Street Segment Significance

Road	Segment	Capacity	# lanes	Class.	Existing			Existing + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	40,000	4	4-M	E	39,850	1.00	F	40,591	1.01	0.019	***YES***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	C	38,814	0.65	C	39,785	0.66	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	B	33,993	0.57	B	34,989	0.58	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	B	30,602	0.51	B	31,803	0.53	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	28,038	0.56	C	28,983	0.58	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	B	25,884	0.52	B	26,574	0.53	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	B	26,998	0.54	B	27,432	0.55	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	C	11,117	0.49	C	13,570	0.60	0.109	***NO***
	North of Campus Point Court	15,000	2	2-Ca	B	5,388	0.36	C	7,943	0.53	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

TABLE 1-3

Near Term With and Without Project Street Segment Significance

Road	Segment	Capacity	# lanes	Class.	Near Term			Near Term + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	40,000	4	4-M	F	44,758	1.12	F	45,499	1.14	0.019	***YES***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	C	45,084	0.75	C	46,055	0.77	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	C	40,386	0.67	C	41,382	0.69	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	C	37,608	0.63	C	38,809	0.65	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	33,218	0.66	C	34,163	0.68	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	C	30,946	0.62	C	31,636	0.63	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	C	31,791	0.64	C	32,225	0.64	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	C	11,148	0.50	C	13,601	0.60	0.109	***NO***
	North of Campus Point Court	15,000	2	2-Ca	B	5,419	0.36	C	7,974	0.53	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

TABLE 1-4

Horizon Year 2035 and Horizon Year 2035 + Project Street Segment Significance

Road	Segment	Capacity	# lanes	Class.	Year 2035			Year 2035 + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	60,000	6	PA	D	53,800	0.90	D	54,541	0.91	0.012	***NO***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	D	53,228	0.89	D	54,199	0.90	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	C	42,900	0.72	C	43,896	0.73	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	C	43,400	0.72	C	44,601	0.74	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	37,700	0.75	C	38,645	0.77	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	C	33,299	0.67	C	33,989	0.68	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	C	38,079	0.76	C	38,513	0.77	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	E	21,300	0.95	F	23,753	1.06	0.109	***YES***
	North of Campus Point Court	15,000	2	2-Ca	B	6,000	0.40	C	8,555	0.57	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

TABLE 1-5

Existing Without and Existing With Project Intersection Comparison

#	Intersection	Existing				Existing + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	33.9	C	109.4	F	39.6	D	5.7	No	119.2	F	9.8	Yes
2	Genesee Ave. / I-5 Northbound Ramps	24.4	C	23.2	C	25.9	C	1.5	No	45.9	D	22.7	No
3	Genesee Ave. / Scripps Hospital Drwy.	15.8	B	19.3	B	15.9	B	0.1	No	19.3	B	0.0	No
4	Genesee Ave. / Campus Point Dr.	41.0	D	45.2	D	45.8	D	4.8	No	49.6	D	4.4	No
5	Genesee Ave. / Regents Road	24.3	C	13.6	B	24.4	C	0.1	No	14.1	B	0.5	No
6	Genesee Ave. / Eastgate Mall	35.5	D	37.2	D	37.7	D	2.2	No	38.2	D	1.0	No
7	Genesee Ave. / Executive Dr.	19.6	B	31.9	C	20.0	C	0.4	No	32.9	C	1.0	No
8	Genesee Ave. / La Jolla Village Dr.	70.1	E	48.0	D	70.4	E	0.3	No	49.3	D	1.3	No
9	Campus Point Dr. / Campus Point Ct.*	14.6	B	11.9	B	37.7	E	23.1	Yes	23.2	C	11.3	No

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 1-6

Near Term Without and Near Term With Project Intersection Comparison

#	Intersection	Near Term				Near Term + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	50.6	D	69.7	E	58.1	E	7.5	Yes	73.4	E	3.7	Yes
2	Genesee Ave. / I-5 Northbound Ramps	35.5	D	44.2	D	40.1	D	4.6	No	48.3	D	4.1	No
3	Genesee Ave. / Scripps Hospital Drwy.	23.1	C	23.5	C	23.5	C	0.4	No	24.0	C	0.5	No
4	Genesee Ave. / Campus Point Dr.	49.3	D	47.0	D	53.8	D	4.5	No	53.4	D	6.4	No
5	Genesee Ave. / Regents Road	15.5	B	12.1	B	16.1	B	0.6	No	12.3	B	0.2	No
6	Genesee Ave. / Eastgate Mall	42.1	D	40.1	D	42.1	D	0.0	No	42.3	D	2.2	No
7	Genesee Ave. / Executive Dr.	26.6	C	30.1	C	27.2	C	0.6	No	35.1	D	5.0	No
8	Genesee Ave. / La Jolla Village Dr.	78.8	E	46.1	D	80.1	F	1.3	Yes	46.7	D	0.6	No
9	Campus Point Dr. / Campus Point Ct.*	14.6	B	11.9	B	37.7	E	23.1	Yes	23.2	C	11.3	No

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 1-7

Horizon Year 2035 and Horizon Year 2035 With Project Intersection Summary

#	Intersection	Year 2035				Year 2035 + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	59.1	E	29.6	C	59.6	E	0.5	No	31.4	C	1.8	No
2	Genesee Ave. / I-5 Northbound Ramps	37.9	D	45.5	D	38.8	D	0.9	No	50.0	D	4.5	No
3	Genesee Ave. / Scripps Hospital Drwy.	19.6	B	21.6	C	22.9	C	3.3	No	25.3	C	3.7	No
4	Genesee Ave. / Campus Point Dr.	42.6	D	47.9	D	53.7	D	11.1	No	54.4	D	6.5	No
5	Genesee Ave. / Regents Road	16.9	B	13.4	B	19.4	B	2.5	No	14.1	B	0.7	No
6	Genesee Ave. / Eastgate Mall	48.2	D	44.5	D	49.0	D	0.8	No	45.5	D	1.0	No
7	Genesee Ave. / Executive Dr.	27.0	C	32.7	C	27.8	C	0.8	No	33.6	C	0.9	No
8	Genesee Ave. / La Jolla Village Dr.	99.1	F	57.3	E	100.7	F	1.6	Yes	58.8	E	1.5	No
9	Campus Point Dr. / Campus Point Ct.*	17.1	C	101.5	F	104.8	F	87.7	Yes	189.8	F	88.3	Yes

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 1-8

Existing Without and With Project (Direct) Freeway Level of Service Summary

Segment	Dir.	# Lanes	Cap.	Existing		Existing + Project		Δ	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	4 GP	9,400	0.753	C	0.754	C	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	4 GP	9,400	0.724	C	0.726	C	0.001	NO
North of Genesee Ave.	NB	4 GP + 2 AX	12,760	0.576	B	0.578	B	0.002	NO
North of Genesee Ave.	SB	4 GP + 1 AX	11,080	0.638	C	0.640	C	0.002	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
AX = Auxiliary Lanes (Capacity of 1,680 vphpl)

TABLE 1-9

Near Term Without and With Project (Direct) Freeway Level of Service Summary

Segment	Dir.	# Lanes	Cap.	Near Term		Near Term + Project		△	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	4 GP	9,400	0.874	D	0.875	D	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	4 GP	9,400	0.841	D	0.842	D	0.001	NO
North of Genesee Ave.	NB	4 GP + 2 AX	12,760	0.654	C	0.656	C	0.002	NO
North of Genesee Ave.	SB	4 GP + 1 AX	11,080	0.724	C	0.727	C	0.002	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
AX = Auxiliary Lanes (Capacity of 1,680 vphpl)

TABLE 1-10

Year 2035 Without and Year 2035 With Project Freeway Level of Service

Summary

Segment	Dir.	# Lanes	Cap.	Year 2035		Year 2035 + Project		Δ	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	5 GP + 2 M	15,110	0.857	D	0.857	D	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	5 GP + 2 M	15,110	0.824	D	0.825	D	0.001	NO
North of Genesee Ave.	NB	6 GP + 2 M	17,460	0.729	C	0.730	C	0.002	NO
North of Genesee Ave.	SB	5 GP + 2 M	15,110	0.810	D	0.812	D	0.002	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
M = Managed Lanes (Capacity of 1,680 vphpl)
AX = Auxiliary Lanes (Capacity of 1,680 vphpl)

TABLE 1-11

Near-Term Without and Near-Term With Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Near Term Without Project		Near Term With Project		Freeway LOS	Δ	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)			
Genesee Ave. / I-5 NB on Ramp (SOV)	AM	185.11	6,859	188.28	6,977	C	3.17	NO
	PM	72.56	16,951	76.69	17,917		4.13	NO
Genesee Ave. / I-5 NB on Ramp (HOV)	AM	0.00	0	0.00	0	C	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO
Genesee Ave. / I-5 SB on Ramp (SOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	8.45	2,721	9.62	3,100		1.17	NO
Genesee Ave. / I-5 SB on Ramp (HOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO

Notes:
Δ = Change in Delay (minutes)
S = Significant, if change in delay is greater than 2 minutes and Freeway LOS is E **OR** change in delay is greater than 1 minute and Freeway LOS is F.
SOV = Single Occupancy Vehicle
HOV = High Occupancy Vehicle

TABLE 1-12

Year 2035 Without and Year 2035 With Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Year 2035 Without Project		Year 2035 With Project		Freeway LOS	Δ	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)			
Genesee Ave. / I-5 NB on Ramp (SOV)	AM	309.78	11,479	312.95	11,597	D	3.17	NO
	PM	76.97	17,982	81.11	18,948		4.13	NO
Genesee Ave. / I-5 NB on Ramp (HOV)	AM	22.17	822	22.88	848	D	0.70	NO
	PM	0.00	0	0.00	0		0.00	NO
Genesee Ave. / I-5 SB on Ramp (SOV)	AM	21.17	1,671	21.83	1,723	D	0.66	NO
	PM	26.27	8,463	27.44	8,842		1.17	NO
Genesee Ave. / I-5 SB on Ramp (HOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO

Notes:
Δ = Change in Delay (minutes)
S = Significant, if change in delay is greater than 2 minutes and Freeway LOS is E **OR** change in delay is greater than 1 minute and Freeway LOS is F.
SOV = Single Occupancy Vehicle
HOV = High Occupancy Vehicle

TABLE 1-13

Intersection Mitigation Summary

Study Intersections	Without Mitigation		Impact	Recommended Mitigation	With Mitigation		Project Responsibility %
	AM Delay-LOS	PM Delay-LOS			AM Delay-LOS	PM Delay-LOS	
EXISTING WITH PROJECT							
Campus Point Drive/ Campus Point Court	37.7 **E**	N/A	Direct	Construct a traffic signal	8.8 **A**	N/A	100.0%
Genesee Avenue/ I-5 Southbound Onramp	N/A	119.2 **F**	Direct	This impact will remain unmitigated until the I-5/Genesee Avenue interchange project is constructed (expected completion is Fall 2017)	N/A	N/A	N/A
NEAR TERM WITH PROJECT							
La Jolla Village Dr. / Genesee Avenue	80.1 **F**	N/A	Direct	Widen the NB approach to construct an exclusive NB right turn lane.	56.5 **E**	N/A	100.0%
Campus Point Drive/ Campus Point Court	37.7 **E**	N/A	Direct	Construct a traffic signal	8.8 **A**	N/A	100.0%
Genesee Avenue/ I-5 Southbound Onramp	58.1 **E**	73.4 **E**	Direct	This impact will remain unmitigated until the I-5/Genesee Avenue interchange project is constructed (expected completion is Fall 2017)	N/A	N/A	N/A
YEAR 2035 WITH PROJECT							
La Jolla Village Dr. / Genesee Avenue	100.7 **F**	N/A	Direct & Cumulative	Widen the NB approach to construct an exclusive NB right turn lane.	70.4 **E**	N/A	100.0%
Campus Point Drive/ Campus Point Court	104.8 **F**	189.8 **F**	Direct & Cumulative	Construct a traffic signal	9.4 **A**	45.7 **D**	100.0%

TABLE 1-14
Street Segment Mitigation Summary

Study Street Segments	Without Mitigation		Impact	Recommended Mitigation	With Mitigation		Project Responsibility %
	ADT Volume	LOS			ADT Volume	LOS	
EXISTING WITH PROJECT							
Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)	40,591	F	Direct	Bridge Widening from a 4 Lane Major to 6 Lane Prime Arterial. This impact will remain unmitigated until the I-5/Genesee Avenue Interchange project is completed. The project is fully funded and expected to be built in Year 2017. The bridge would have a LOS E Capacity of 60,000 ADT.	*	*	N/A
NEAR TERM WITH PROJECT							
Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)	45,499	F	Direct	Bridge Widening from a 4 Lane Major to 6 Lane Prime Arterial. This impact will remain unmitigated until the I-5/Genesee Avenue Interchange project is completed. The project is fully funded and expected to be built in Year 2017. The bridge would have a LOS E Capacity of 60,000 ADT.	*	*	N/A
YEAR 2035 WITH PROJECT							
Campus Point Drive (Genesee Ave. to Campus Point Ct.)	23,753	F	Cumulative	Fair Share Contribution to eliminate parking on east side of Campus Point Drive and Re-Stripe to add northbound lane. Campus Point Drive would become a four lane Collector with LOS E Capacity of 30,000 ADT consistent with the Community Plan.	23,753	D	19.41%**

* = No improvements are assumed at the I-5 / Genesee Ave. interchange in the Existing With Project and Near Term With Project scenarios.
**= Fair-Share calculation in Appendix M

2.0 INTRODUCTION

Urban Systems Associates, Inc. (USAI) was retained by Alexandria Real Estate Equities, Inc. to determine the potential transportation impacts and the appropriate mitigation measures for proposed Campus Pointe project in the North University City Community Plan area. The proposed project is located on a private driveway off the northern end of Campus Point Drive (10300 Campus Point Drive) (See **Figure 2-1**). As discussed in the Executive Summary (Chapter 1.0), this project was originally evaluated in 1993 as part of the *Eli Lilly/Ivac Campus Point Planned Industrial Development EIR*. The current transportation impact analysis is being prepared to support an environmental document which will tier off of the original EIR. All analysis in this report is based on the revised project which is planned for the same property and a lower intensity than the previously certified EIR. The current project proposes increasing density of the 41.67 acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as "CP1") as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as "CP2"). The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively. The proposed project would add a third building totaling approximately 318,383 SF of scientific research and development ("CP3"). The project also proposes a 10,000 SF building (referred to as "CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (2,000 SF micro-brewery). A new six-level parking structure would be constructed along the southern boundary of the project site which would accommodate a total of 1,500 parking stalls. Other proposed improvements include a soccer field and a reconfiguration of the main "boulevard" which provides circulation through the southern portion of the project site. At full build-out, the total floor area would be a total of 1,060,018

SF of scientific research and development (including the two existing buildings). A total number of 2,909 parking spaces for the site are proposed based upon a parking ratio of 2.74/1,000 SF.

The proposed project is expected to generate a net increase of approximately 2,555 average daily trips (ADT) with 410 (369 in/41 out) trips in the AM peak hour and 359 trips (36 in/323 out) in the PM peak hour.

Figure 2-2 shows the project vicinity map.

Figure 2-3 shows the project site plan.

In order to estimate the trip distribution for the project, USAI used a San Diego Association of Governments (SANDAG) Series 11 Select-Zone Model Run, see **Appendix A**. For study area purposes, USAI used City and regional guidelines of 50 trips in one direction during a peak hour be used as a threshold for study intersections and street segments. Also, based on the City and regional guidelines, USAI used 50 peak directional trips as the basis for studying freeway segments and 20 peak hour trips for studying metered freeway ramps. **Figure 2-3** shows the study area boundary and the intersection key selected for the study. USAI then gathered information or oversaw the machine and manual traffic counts of the existing ADT and peak hour traffic flow data for the study intersections and street segments. **Table 2-1** shows the study area street segments and intersections.

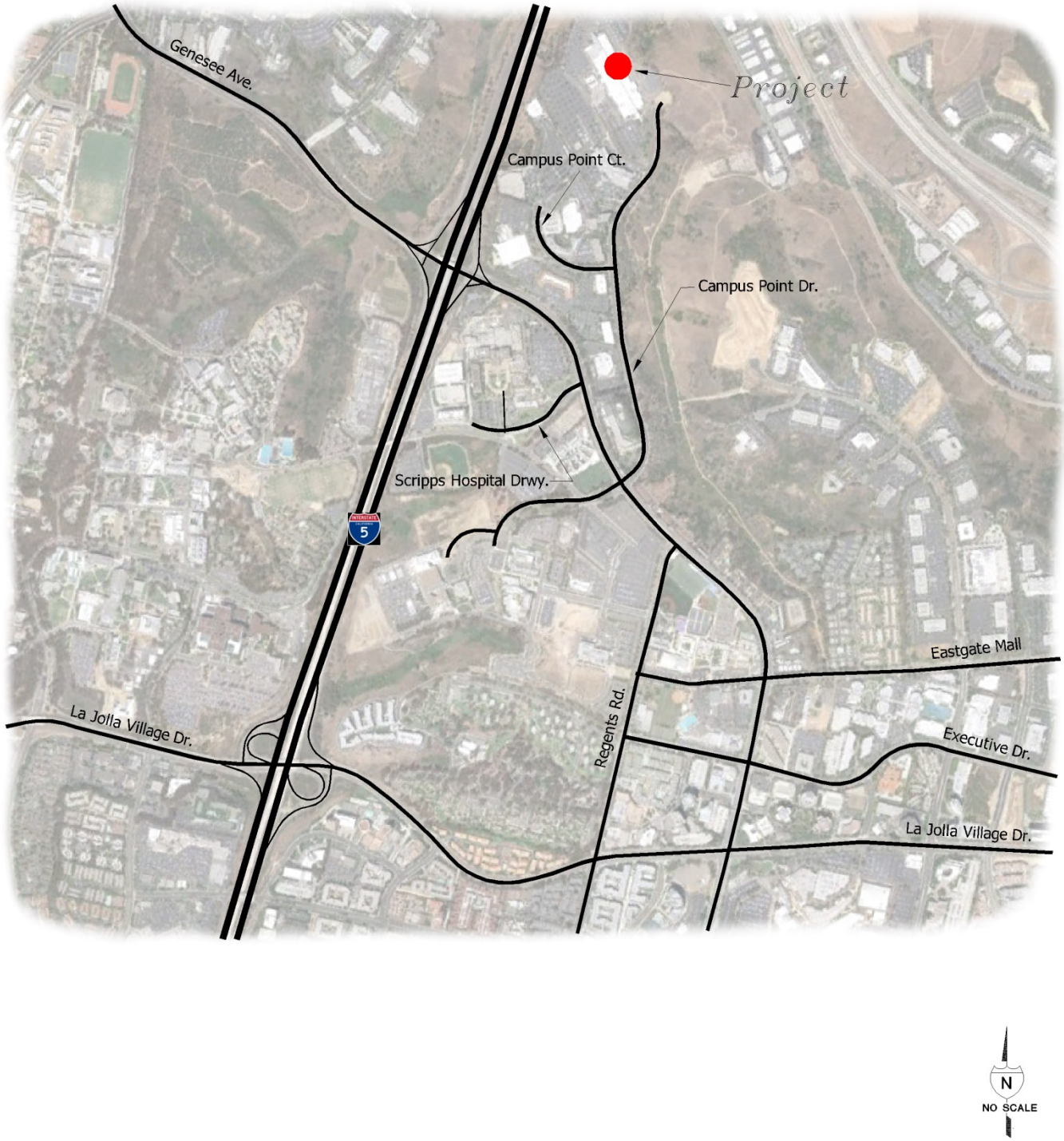

Project
Genesee Ave.
Campus Point Ct.
Campus Point Dr.
Scripps Hospital Drwy.
5
Eastgate Mall
Regents Rd.
Executive Dr.
La Jolla Village Dr.
La Jolla Village Dr.
N
NO SCALE

FIGURE 2-1

Project Location Map

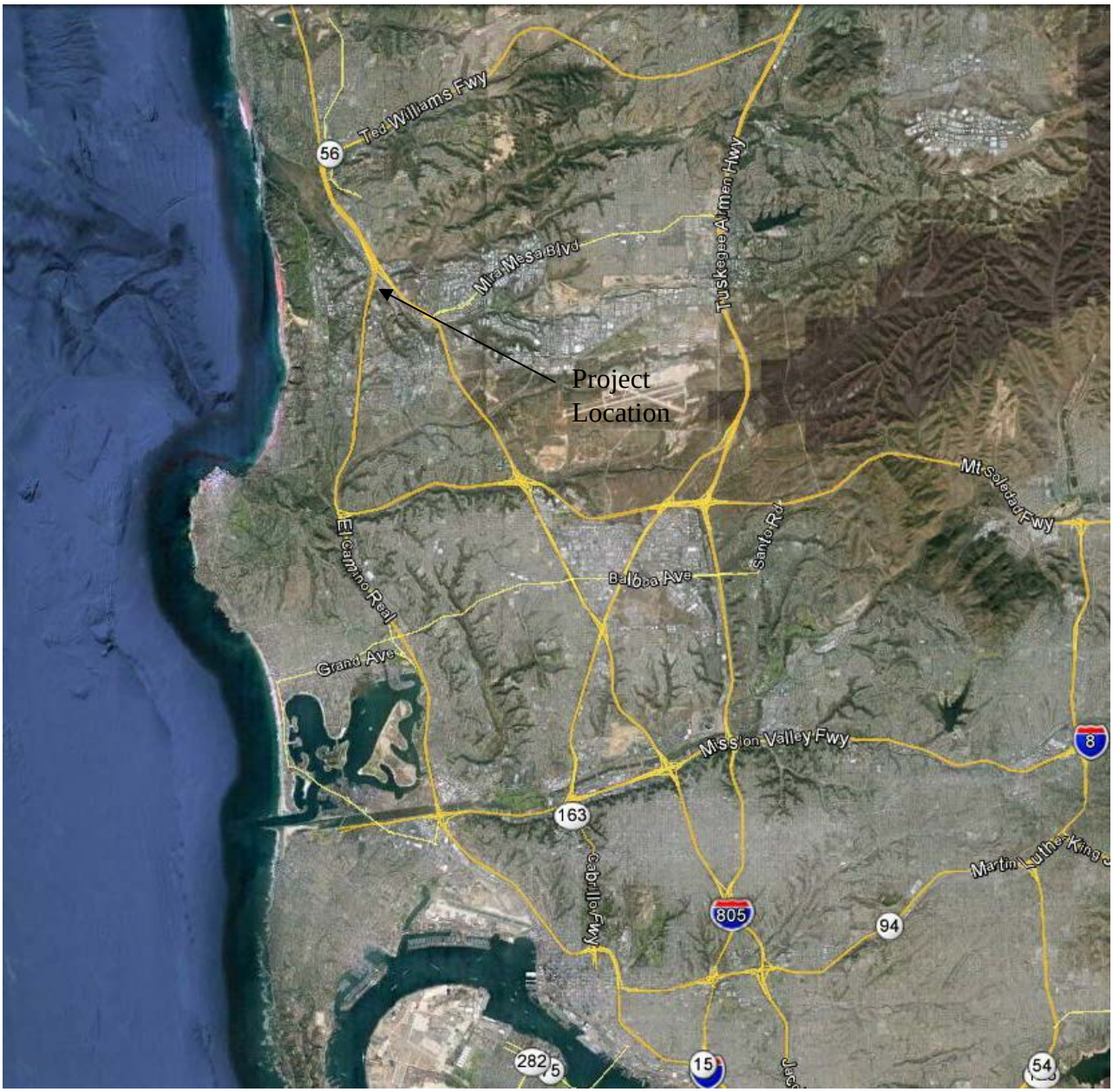

Ted Williams Fwy
56
Miramar Blvd
Tuskegee Airmen Hwy
Project Location
Mt Soledad Fwy
El Camino Real
Santa Fe
Balboa Ave
Grand Ave
Mission Valley Fwy
8
163
Gabrille Fwy
805
94
Martin Luther King
282
5
15
54
N
NO SCALE

FIGURE 2-2

Project Vicinity Map

FIGURE 2-3

Project Site Plan

In order to summarize project impacts and required mitigation, this report is divided into the following text sections:

1.0 Executive Summary

2.0 Introduction

3.0 Proposed Project

4.0 Methodology

5.0 Existing Conditions

6.0 Existing With Project

7.0 Other Projects

8.0 Near Term Without Project

9.0 Near Term With Project

10.0 Horizon Year 2035 Without Project

11.0 Horizon Year 2035 With Project

12.0 Access and Parking

13.0 Transit and Other Modes

14.0 Conclusions and Recommendations

15.0 Transportation Demand Management (TDM)

16.0 References

17.0 Urban Systems Associates, Inc., Preparers

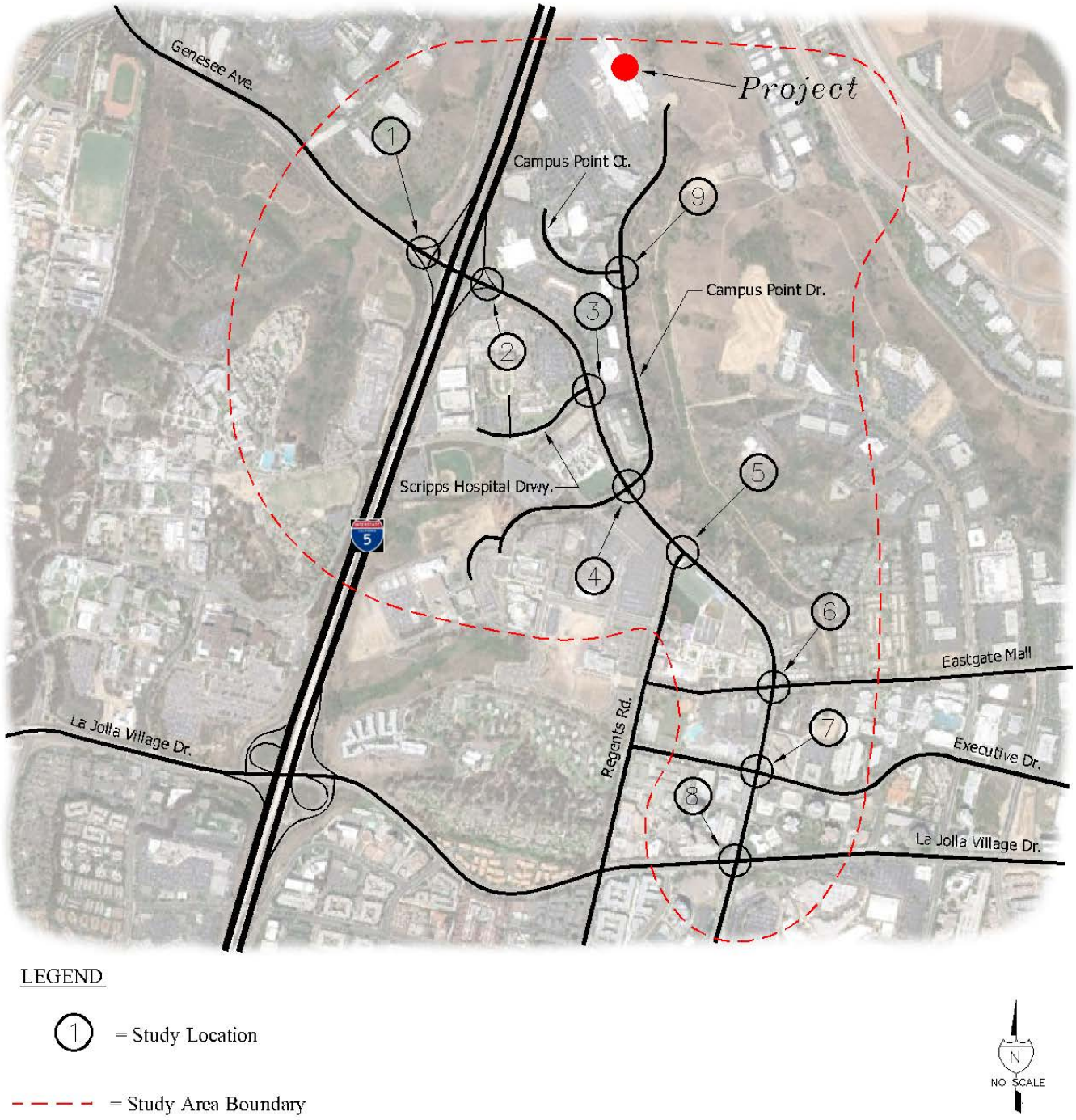


FIGURE 2-4

Study Area Boundary and Intersection Key

TABLE 2-1

Study Area Street Segments and Intersections

Street Segments	
Road	**Segment**
Genesee Avenue	I-5 SB Ramps to I-5 NB Ramps
	I-5 NB Ramps to Scripps Hospital Drwy.
	Scripps Hospital Drwy to Campus Point Dr.
	Campus Point Dr. to Regents Road
	Regents Road to Eastgate Mall
	Eastgate Mall to Executive Dr.
	Executive Dr. to La Jolla Village Dr.
Campus Point Drive	North of Campus Point Court
	Campus Point Court to Genesee Ave.

Intersections	
Number	**Intersection**
1	Genesee Ave. / I-5 Southbound Ramps
2	Genesee Ave. / I-5 Northbound Ramps
3	Genesee Ave. / Scripps Hospital Drwy.
4	Genesee Ave. / Campus Point Dr.
5	Genesee Ave. / Regents Road
6	Genesee Ave. / Eastgate Mall
7	Genesee Ave. / Executive Dr.
8	Genesee Ave. / La Jolla Village Dr.
9	Campus Point Dr. / Campus Point Ct.

3.0 PROPOSED PROJECT

The proposed project is located on a private driveway off the northern end of Campus Point Drive (10300 Campus Point Drive) (See **Figure 2-1**). The proposed project plans to increase the density of the 41.67 acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as "CP1") as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as "CP2"). The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively, which will be retained in the future. The proposed project would add a third building totaling approximately 318,383 SF of scientific research ("CP3"). The project also proposes a 10,000 SF building (referred to as "CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (2,000 SF micro-brewery). At full build-out, the total floor area would be a total of 1,060,018 SF of scientific research (including the two existing buildings). The proposed project is expected to generate a net increase of up to 2,555 average daily trips (ADT) with 410 (369 in/41 out) trips in the AM peak hour and 359 trips (36 in/323 out) in the PM peak hour.

3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. At full buildout, the 1,060,108 SF of development is expected to generate 8,409 ADT of which 5,854 can be attributed to the existing buildings (CP1 and CP2). As shown, the proposed project would generate a net increase of approximately 2,555 ADT (8,409-5,854) with 410 AM (369 in/ 41 out) peak hour trips and 359 PM (36 in/ 3323 out) peak hour trips.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-2 shows the project only trip distribution percentages, which were derived from a select zone analysis using SANDAG's Series 11 Traffic Model (TAZ 4606). This model reflects estimated build-out conditions for the adopted North University City Community Plan. This traffic model was adjusted to include land uses for the proposed project. Please refer to **Appendix A** for SANDAG Series 11 traffic model information.

Figure 3-1 shows the traffic model distributed project traffic. **Figure 3-2** shows the project only average daily traffic volumes, which are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic from **Figure 3-1**. **Figure 3-3** shows the AM/PM peak hour project only traffic.

TABLE 3-1

Alexandria Campus Pointe Project Trip Generation

Use	Amount	Rate[1]	ADT	AM Peak Hour						PM Peak Hour					
				%	#	In	: Out	In	Out	%	#	In	: Out	In	Out
Existing (to remain)															
Scientific Research (CP1)	463,791 SF	8 /KSF	3,710	16%	594	9	: 1	535	59	14%	519	1	: 9	52	467
Scientific Research (CP2)	267,934 SF	8 /KSF	2,143	16%	343	9	: 1	309	34	14%	300	1	: 9	30	270
Proposed															
Scientific Research (CP3)	318,383 SF	8 /KSF	2,547	16%	408	9	: 1	367	41	14%	357	1	: 9	36	321
Manufacturing (CP4)	2,000 SF	4 /KSF	8	20%	2	9	: 1	2	0	20%	2	2	: 8	0	2
Amenity Space (CP4)[2]	8,000 SF	Non-Traffic Generating													
Total Existing			5,854		937			844	93		819			82	737
Total Proposed Net Increase			2,555		410			369	41		359			36	323
Total (Existing+Proposed)			8,409		1,347			1,212	134		1,178			118	1,060

Notes:

[1] = Source: City of San Diego Trip Generation Manual, May 2003

ADT=Average Daily Trips

SF = Square Feet

KSF= 1,000 Square Feet

[2]= Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would internalize trips and not be expected to generate external ADT

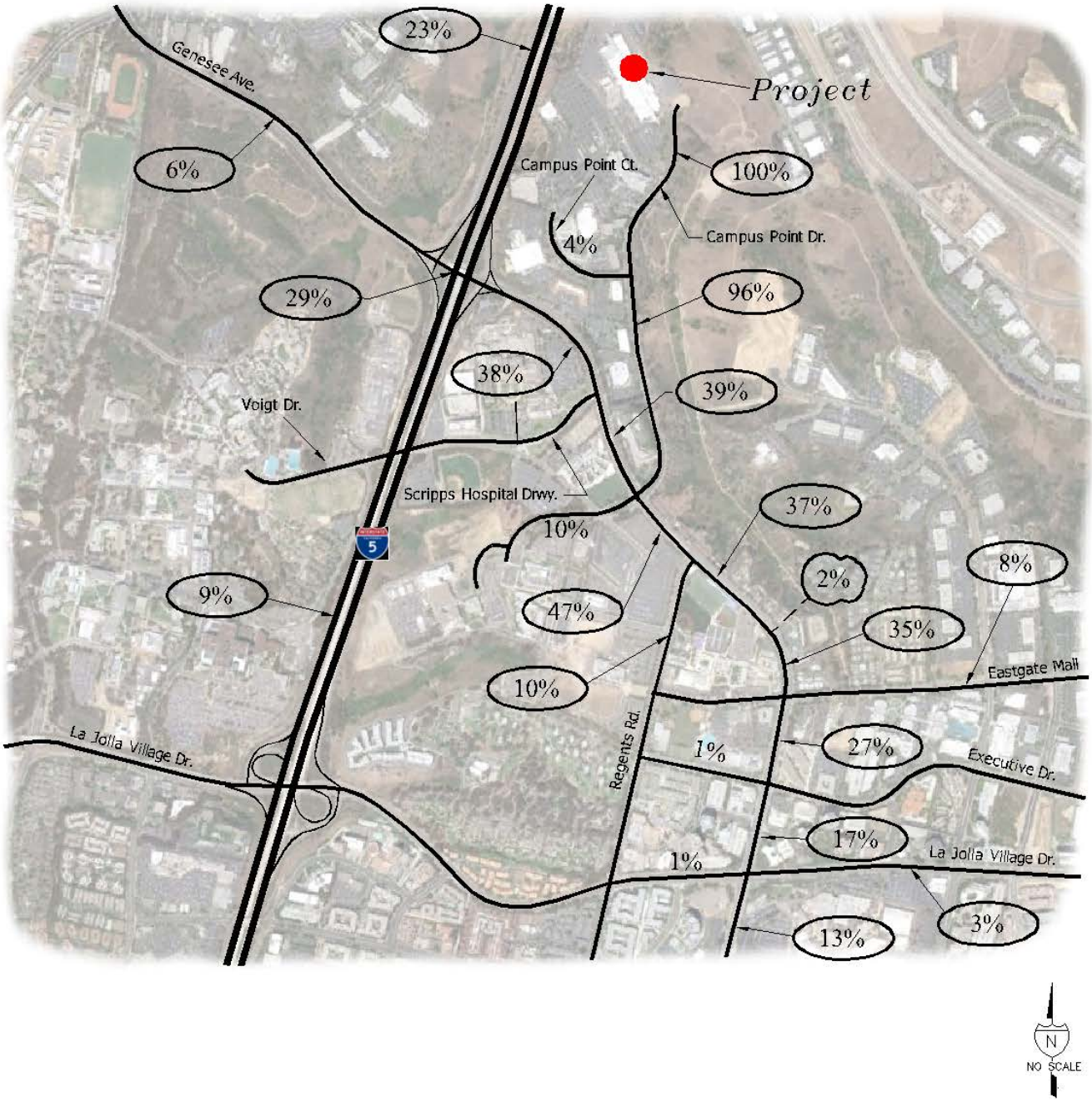


FIGURE 3-1

Project Only Traffic Distribution

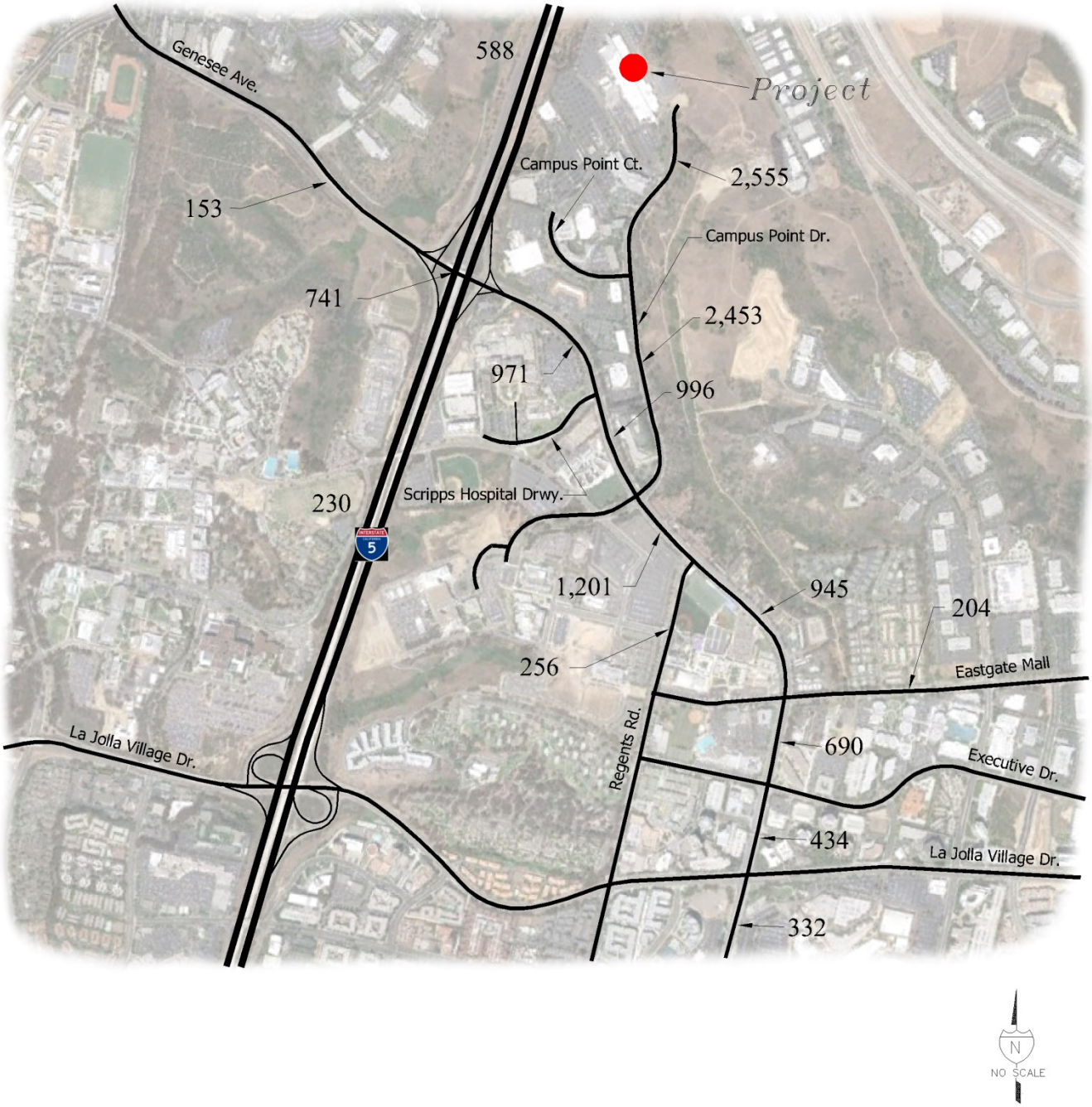


FIGURE 3-2

Project Only Average Daily Traffic

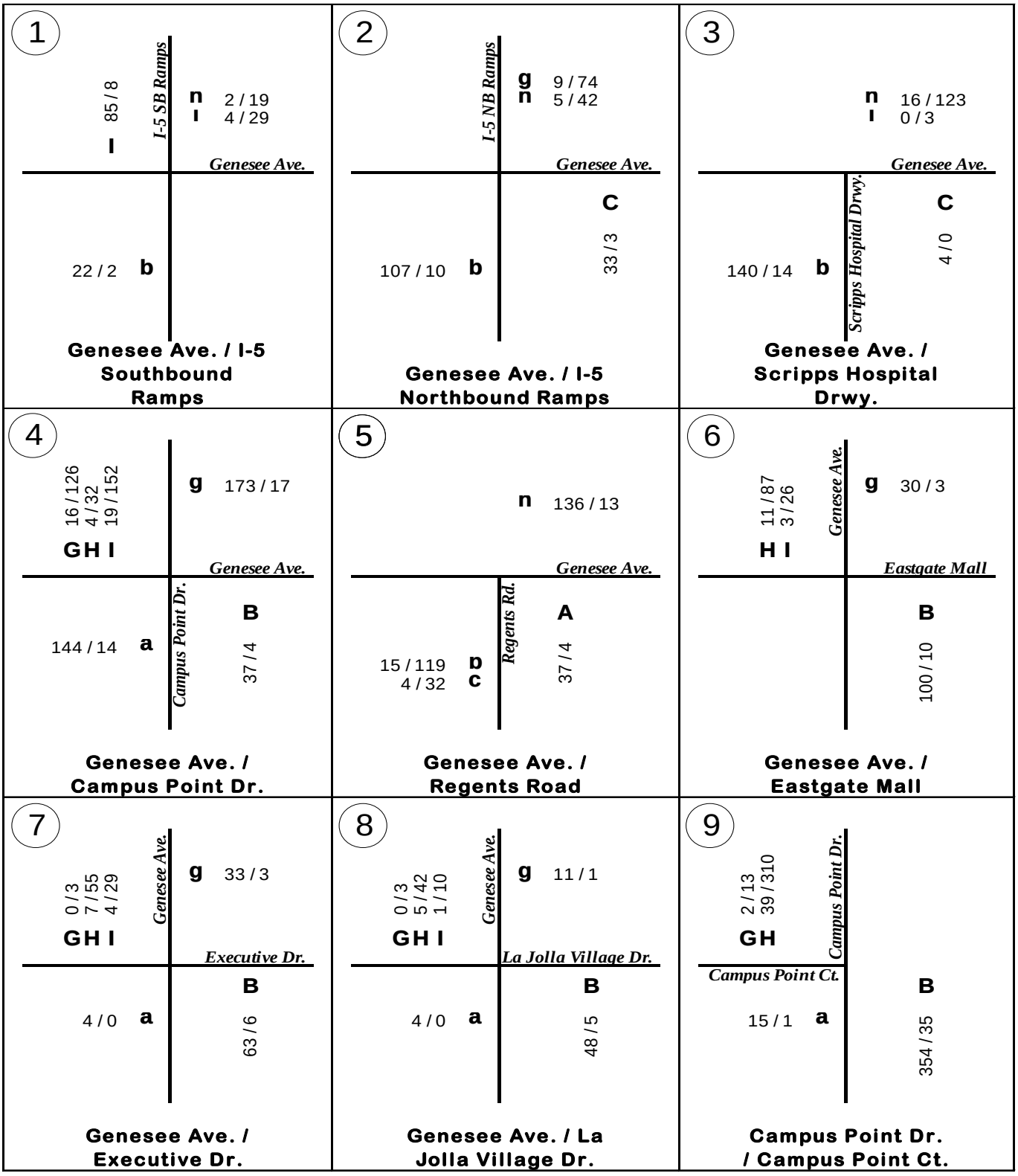


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

4.0 METHODOLOGY

This section of the report describes various analysis procedures and criteria that are used to determine if the proposed project has a significant impact and if mitigation is required. Mitigation may be either specific improvements by the project for a direct or cumulative impact or a fair-share contribution toward an improvement for a cumulative impact. Two criteria must be met before project mitigation is required. First, the intersection, street segment, freeway ramp or freeway segment must be projected to operate at an unacceptable LOS after project trips are added (i.e., "E" or "F" as discussed below). Second, the amount of project traffic must be significant based on the application of criteria also discussed below. For an intersection, if the change in delay anticipated due to the project is greater than 2 seconds or 1 second and the LOS is "E" or "F" respectively, then the project's intersection impacts would be considered significant. For a street segment, if the change in volume to capacity ratio (V/C ratio) anticipated due to the project exceeds 0.02 or 0.01, and the LOS is "E" or "F," respectively, then the project's street segment impact would be considered significant. Alternatively, if project traffic causes an intersection, roadway segment, or freeway segment to degrade from LOS "D" to LOS "E" or LOS "F," the project impact would be significant and project mitigation is required. For freeway segment impacts to be considered significant, the segment would need to operate at an unacceptable LOS and exceed a change in V/C ratio of 0.01 or 0.005 for LOS "E" and "F," respectively. A project ramp meter impact would be significant if the ramp meter calculations show 15 minutes of delay or greater and the change in delay due to the project is greater than 2 minutes or 1 minute and the freeway mainline segments are expected to operate at LOS "E" and "F," respectively, using the most restrictive meter rate method. A summary of these thresholds can be seen in **Table 4-2**.

4.1 CITY OF SAN DIEGO GUIDELINES

The City of San Diego has developed a Traffic Impact Study Manual (July 1998). The stated purpose of the Traffic Impact Study Manual is "....to ensure consistency with all applicable City and State regulations." The Traffic Impact Study Manual provides guidance regarding preparation of traffic impact reports in the City of San Diego. Since the proposed project is located in the City of San Diego, this traffic impact report follows the procedures outlined in their traffic manual. The manual includes guidelines for forecasting, trip generation and assignment, and analysis procedures.

The City's Significance Determination Thresholds (2011) establish criteria that identify the allowable change in delay or V/C ratio due to project impacts. This publication also establishes criteria for measuring project impacts at intersections. This method establishes an allowable increase in delay at intersections due to the addition of project trips. The City Traffic Impact Study Manual specifies use of the most current Highway Capacity Manual (HCM) operational method for studying intersections. For analyzing intersections, a software package called Synchro is used. This software package is a direct and faithful application of the HCM methodology.

4.2 TRIP DISTRIBUTION

The projected trips were distributed based on a select zone (TAZ 4606) analysis for the SANDAG Series 11 2030 transportation model. See **Appendix A** for travel forecast information.

4.3 STREET LOS THRESHOLD

When analyzing street segments, the LOS must be determined. LOS is a measure used to describe the conditions of traffic flow. LOS is expressed using letter designations from "A" to "F." LOS "A" represents the best case, and LOS "F" represents the worst case. Generally, LOS "A" through "C" represents free-flowing traffic conditions with little or no delay. LOS "D" represents limited congestion and some delay. However, the duration of periods of delay is acceptable to most people. LOS "E" and "F" represent significant delays on local streets, which are generally unacceptable for urban design purposes. The LOS descriptions are from Chapter 9 of the HCM (Transportation Research Board 2010).

The City of San Diego has developed LOS threshold tables based on the different functional street classifications and their ability to carry traffic. For the City of San Diego, LOS "D" is the acceptable LOS standard for roadways and intersections.

4.4 INTERSECTION LOS PROCEDURES

The City and Regional Congestion Management Program (CMP) guidelines, as adopted by SANDAG (2006), determine the procedures to be used for intersection peak hour analysis. To determine an intersection peak hour LOS, the CMP guidelines require use of the most recent procedure from Chapter 18 of the HCM (Transportation Research Board 2010). The procedure in Chapter 18, which is used to

analyze signalized intersections, is the "operational method." This method determines LOS based on average control delay expressed in seconds. **Table 4-1** shows the LOS based upon the delay. A computer program is used to complete the analysis. As discussed above, the City and CMP guidelines have established LOS "D" or better as the objective for intersections and street segments.

4.5 CMP ENHANCED CEQA REVIEW GUIDELINES

As discussed above, the CMP regional guidelines were developed by SANDAG to provide a set of procedures for completing enhanced California Environmental Quality Act (CEQA) review for certain projects. The guidelines, prepared by SANDAG, stipulate that any development project generating 2,400 or more ADT, or 200 or more peak hour trips, must be evaluated in accordance with the requirements of the Regional CMP. The CMP analysis must include the traffic LOS impacts on affected freeways and Regionally Significant Arterial systems, which includes all designated CMP roadways. In order to conform to the region's CMP, local jurisdictions must adopt and implement a land use analysis program to assess impacts of land use decisions on the regional transportation system.

A review of the trip generation from **Table 3-1** compared to the CMP requirements is summarized below:

	Alexandria Campus Pointe	CMP Requirements
ADT	2,555	< 2,400
Peak Hour	410 (AM)	> 200

TABLE 4-1

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (sec)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Source: Transportation Research Board 2010, Table 18-4

Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (sec)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Source: Transportation Research Board 2010, Table 19-1

As shown, the proposed project is above the threshold for ADT and for peak hour trips; therefore, a CMP level of analysis is required.

There is one Regionally Significant Arterial roadway within the project study area, Genesee Ave. In this analysis a peak hour arterial analysis was evaluated on Genesee Ave. between the I-5 Southbound ramps to La Jolla Village Dr. for each scenario. As discussed in Section 2.0, the study area for this TIA was based on criteria and thresholds established in the City of San Diego, Traffic Impact Study Manual and the San Diego Association of Governments (SANDAG), Congestion Management Program. Based on this criteria, street segments and intersections with less than 50 peak hour trips in the peak direction were not evaluated. Likewise, metered freeway ramp locations with less than 20 peak hour trips were not evaluated.

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP. The requirements within the state CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the state CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the state CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process. Therefore, the City of San Diego has been exempted from the requirements of the state CMP. Federal Highway Administration 23 CFR 450.320 requires that each transportation management area address congestion management through a process involving an analysis of multimodal metropolitan wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible

for federal funding. The 2050 Regional Transportation Plan meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-SOV analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement grogram process.

4.6 FREEWAY SEGMENT LOS PROCEDURES

To determine the LOS of main-lane freeway segments, a V/C analysis was conducted consistent with California Department of Transportation (Caltrans) District 11 Procedures for Estimating Freeway Level of Service. This analysis utilizes the peak hour volume and capacity of a freeway segment to determine the LOS of freeway segments. Analysis for the highest peak hour for each direction has been completed for each analysis scenario.

4.7 SIGNIFICANCE THRESHOLDS

As discussed above, two criteria must be met before project traffic mitigation is required. First, an unacceptable LOS (i.e., "E" or "F") must occur, and second, significance thresholds for only project traffic must be exceeded. Also, if project traffic causes a facility to degrade from LOS "D" to "E," a significant impact would occur. The City's significance thresholds are summarized in **Table 4-2**. These thresholds are used in this analysis along with LOS to determine if project mitigation is required. **Table 4-3** shows the roadway classifications for the City of San Diego.

TABLE 4-2

Significance Thresholds

Level of Service with Project*	Allowable Increase Due to Project Impacts**					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	*Speed (mph)*	*V/C*	*Speed (mph)*	*Delay (sec.)*	*Delay (min.)*
E (or ramp meter delays above 15 minutes)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 minutes)	0.005	0.5	0.01	0.5	1.0	1.0

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.
Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.
* All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However,ramp meter delays above 15 minutes are considered excessive.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/ and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and / or cumulatively considerable traffic impacts.

Key:

1. V/C =Volume to Capacity Ratio
2. Speed = Arterial speed measured in miles per hour
3. Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters
4. LOS = Level of Service

TABLE 4-3

Roadway Classifications

Street Classification	Lanes	Level of Service W/ADT				
		A	B	C	D	E
Freeway	8 lanes	60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes	45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes	30,000	42,000	60,000	70,000	80,000
Expressway	6 Lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 Lanes	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 Lanes	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 Lanes	15,000	21,000	30,000	35,000	40,000
Collector	4 Lanes	10,000	14,000	20,000	25,000	30,000
Collector (no center lane) (continuous left-turn lane)	4 Lanes 2 Lanes	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 Lanes	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 Lanes	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 Lanes	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 Lanes	---	---	2,200	---	---

Legend

XXX/XXX =Approximate recommended ADT based on the City of San Diego Street Design Manual

Notes:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

5.0 EXISTING CONDITIONS

The proposed project is located on a private driveway off the northern end of Campus Pointe Drive. See **Figure 2-1** for details.

5.1 EXISTING ROADWAY FACILITIES

Genesee Avenue – is oriented in a north-south direction and its functional classification is a six-lane Prime Arterial from I-5 NB ramps to Regents Road and as a six-lane Major Arterial from Regents Road to La Jolla Village Drive. Genesee Avenue is currently built to its ultimate classification in this study area as shown in the University Community Plan. A raised median is currently provided on Genesee Avenue and on-street parking is prohibited. The posted speed limit ranges from 40 miles per hour south of Regents Road to 50 miles per hour near the I-5 Interchange. A bike lane exists on Genesee Avenue between I-5 and La Jolla Village Drive.

Campus Point Drive – is oriented in a north-south direction and has a functional classification of a three (3) lane Collector (one lane northbound and two lanes southbound) with a two-way/center left turn lane. North of Campus Point Court, the road narrows to a two-lane Collector road with a two-way left turn lane. The University City Community Plan identifies the ultimate classification for this roadway as a 4-lane Collector. No bike lanes exist on Campus Point Drive, but sharrows are provided between Genesee Avenue and Campus Point Court. Parking is currently permitted on both sides of Campus Point Drive. The posted speed limit is 35 miles per hour. Campus Point Drive is approximately 64 feet wide (curb-to-curb) just north of Genesee Avenue and narrows to 45 feet wide (curb-to-curb) past Campus Point Court. A cul-de-sac currently exists at the north end of Campus Point Drive where the public street terminates.

Access to the Campus Pointe Master Plan area along with adjacent property is provided from the cul-de-sac through a private driveway.

5.2 EXISTING TRAFFIC VOLUMES

Figure 5-1 shows the existing average weekday 24-hour traffic volumes for street segments in the project study area. Traffic counts were completed on September 19th & 20th, 2012 (Wednesday and Thursday). Existing street segment functional classifications were used for purposes of this analysis. **Figure 5-2** shows the functional classification of the existing roadway network.

Count Date: Sept. 2012

FIGURE 5-1

Existing Average Daily Traffic

Traffic counts summarized on **Figure 5-1** were counted in September 2012. **Appendix B** includes the existing count data for street segments and intersections.

5.3 STREET SEGMENT ANALYSIS

As shown on **Table 5-1**, all street segments are projected to operate at acceptable LOS in the existing condition except at Genesee Avenue between the I-5 SB and NB ramps which operates at LOS E.

5.4 EXISTING INTERSECTIONS

Figure 5-2 shows the existing lane configurations for the intersections in the study area.

5.5 EXISTING INTERSECTION PEAK HOUR VOLUMES AND LOS

Figure 5-3 shows the existing AM and PM peak hour intersection traffic data, which was collected at the intersections. As required by the City of San Diego, the analysis of peak hour intersection performance was based on the 2000 HCM using operational analysis procedures. A computer program (Synchro), which is based on the HCM, was used to complete the analysis. Manual counts were conducted in September 2012. As shown on **Table 5-2**, all intersections currently operate at a LOS "D" or better during the AM and PM peak hour periods except at I-5 / Genesee Ave. in the PM peak hour and Genesee Ave. / La Jolla Village Drive in the AM peak hour. LOS calculation worksheets for existing conditions may be found in **Appendix C**.

TABLE 5-1

Existing Street Segment Levels of Service

Road	Segment	Jurisd.	# Lanes	Class.	Cap.	Volume	V/C	LOS
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	SD	4	4-M	40,000	39,850	1.00	E
	I-5 NB Ramps to Scripps Hospital	SD	6	PA	60,000	38,814	0.65	C
	Scripps Hospital to Campus Point Dr.	SD	6	PA	60,000	33,993	0.57	B
	Campus Point Dr. to Regents Rd.	SD	6	PA	60,000	30,602	0.51	B
	Regents Rd. to Eastgate Mall	SD	6	6-M	50,000	28,038	0.56	C
	Eastgate Mall to Executive Dr.	SD	6	6-M	50,000	25,884	0.52	B
	Executive Dr. to La Jolla Village Dr.	SD	6	6-M	50,000	26,998	0.54	B
Campus Point Dr.	Genesee Ave. to Campus Point Court	SD	3	3-C	22,500	11,117	0.49	C
	North of Campus Point Court	SD	2	2-Ca	15,000	5,388	0.36	B

Legend:

Class. = Functional Class
Cap. = Capacity
LOS = Level of Service

SD= San Diego
PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial

4-M = 4 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane
3-C = 3 lane Collector with two-way left turn lane

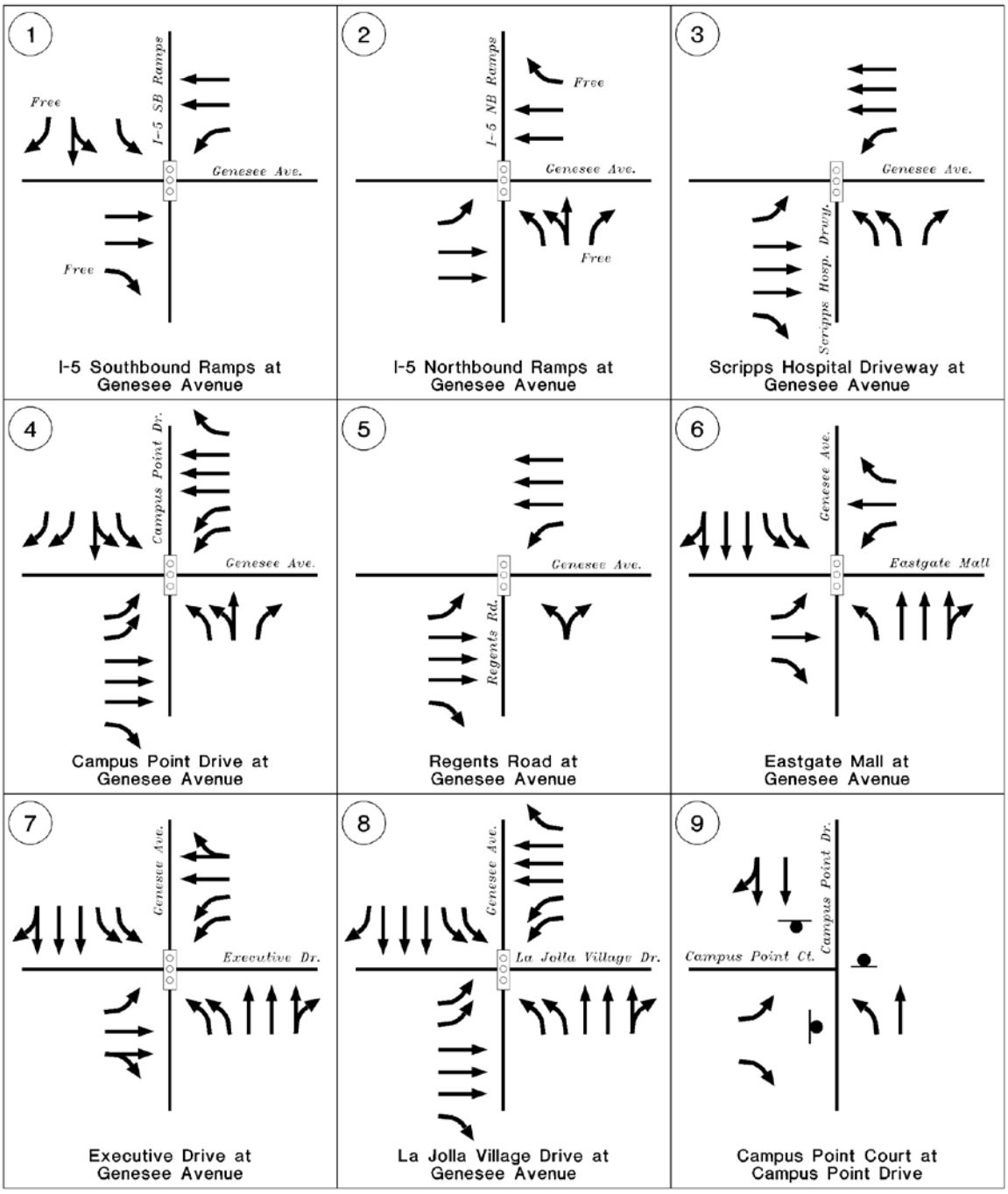


FIGURE 5-2

Existing Lane Configurations

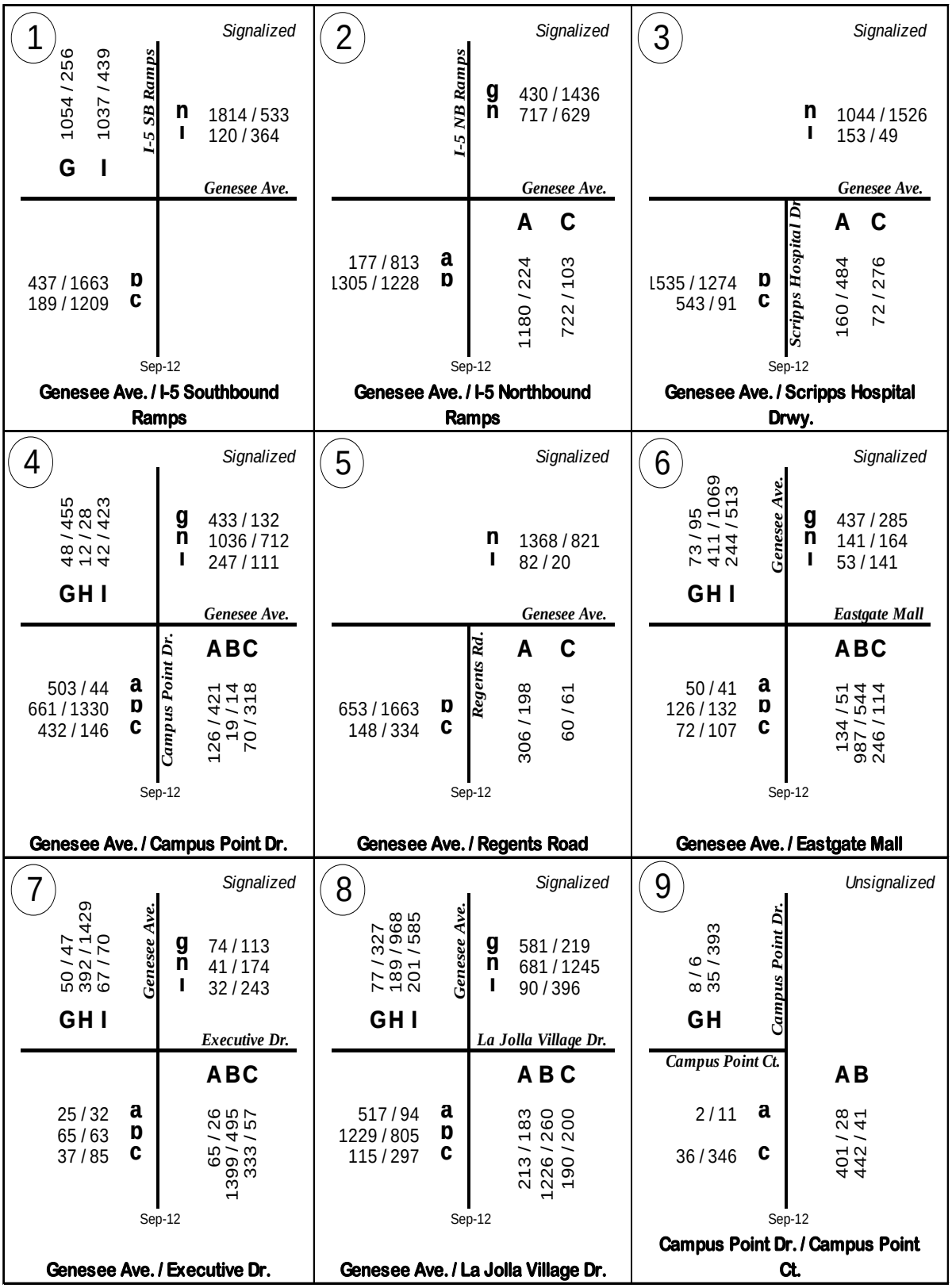

1
Signalized
1054 / 256
1037 / 439
I-5 SB Ramps
1814 / 533
120 / 364
Genesee Ave.
437 / 1663
189 / 1209
Sep-12
Genesee Ave. / I-5 Southbound Ramps
2
Signalized
I-5 NB Ramps
430 / 1436
717 / 629
Genesee Ave.
A C
177 / 813
1305 / 1228
1180 / 224
722 / 103
Sep-12
Genesee Ave. / I-5 Northbound Ramps
3
Signalized
1044 / 1526
153 / 49
Genesee Ave.
Scripps Hospital Dr
A C
1535 / 1274
543 / 91
160 / 484
72 / 276
Sep-12
Genesee Ave. / Scripps Hospital Drwy.
4
Signalized
48 / 455
12 / 28
42 / 423
433 / 132
1036 / 712
247 / 111
Genesee Ave.
Campus Point Dr.
A B C
503 / 44
661 / 1330
432 / 146
126 / 421
19 / 14
70 / 318
Sep-12
Genesee Ave. / Campus Point Dr.
5
Signalized
1368 / 821
82 / 20
Genesee Ave.
Regents Rd.
A C
653 / 1663
148 / 334
306 / 198
60 / 61
Sep-12
Genesee Ave. / Regents Road
6
Signalized
73 / 95
411 / 1069
244 / 513
Genesee Ave.
437 / 285
141 / 164
53 / 141
Eastgate Mall
A B C
50 / 41
126 / 132
72 / 107
134 / 51
987 / 544
246 / 114
Sep-12
Genesee Ave. / Eastgate Mall
7
Signalized
50 / 47
392 / 1429
67 / 70
Genesee Ave.
74 / 113
41 / 174
32 / 243
Executive Dr.
A B C
25 / 32
65 / 63
37 / 85
65 / 26
1399 / 495
333 / 57
Sep-12
Genesee Ave. / Executive Dr.
8
Signalized
77 / 327
189 / 968
201 / 585
Genesee Ave.
581 / 219
681 / 1245
90 / 396
La Jolla Village Dr.
A B C
517 / 94
1229 / 805
115 / 297
213 / 183
1226 / 260
190 / 200
Sep-12
Genesee Ave. / La Jolla Village Dr.
9
Unsignalized
8 / 6
35 / 393
Campus Point Dr.
Campus Point Ct.
A B
2 / 11
36 / 346
401 / 28
442 / 41
Sep-12
Campus Point Dr. / Campus Point Ct.

FIGURE 5-3

Existing AM/PM Peak Hour Traffic

TABLE 5-2

Existing Intersection Levels of Service

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Genesee Ave. / I-5 Southbound Ramps	Signalized	33.9	C	109.4	F
2	Genesee Ave. / I-5 Northbound Ramps	Signalized	24.4	C	23.2	C
3	Genesee Ave. / Scripps Hospital Drwy.	Signalized	15.8	B	19.3	B
4	Genesee Ave. / Campus Point Dr.	Signalized	41.0	D	45.2	D
5	Genesee Ave. / Regents Road	Signalized	24.3	C	13.6	B
6	Genesee Ave. / Eastgate Mall	Signalized	35.5	D	37.2	D
7	Genesee Ave. / Executive Dr.	Signalized	19.6	B	31.9	C
8	Genesee Ave. / La Jolla Village Dr.	Signalized	70.1	E	48.0	D
9	Campus Point Dr. / Campus Point Ct.	Unsignalized	14.6	B	11.9	B

Notes:

LOS = Level of Service

5.6 FREEWAY AND RAMP METER ANALYSIS

Freeways:

As shown in **Table 5-3**, two freeway main lane segments were analyzed which are I-5 between La Jolla Village Drive and Genesee Avenue; and north of Genesee Avenue. The table shows these two freeway segments operate at acceptable levels of service.

Ramp meters are not analyzed in this scenario because no freeway ramp meters at the I-5 / Genesee Ave. interchange exist today. Freeway ramp meters at I-5 / Genesee Ave. are proposed to be installed with the future interchange/bridge improvements expected to be completed in fall 2017. Therefore, the Near Term and all subsequent scenarios evaluated freeway ramp meters in this report.

TABLE 5-3

Existing Freeway Level of Service Summary

Segment	Lanes	Dir.	Cap.	ADT*	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	4 GP	NB	9,400	158,000	0.081	0.56	7,078	0.753	C
La Jolla Village Drive / Genesee Ave.	4 GP	SB	9,400	158,000	0.078	0.55	6,810	0.724	C
North of Genesee Ave.	4 GP + 2 AX	NB	12,760	164,000	0.081	0.56	7,347	0.576	B
North of Genesee Ave.	4 GP + 1 AX	SB	11,080	164,000	0.078	0.55	7,069	0.638	C

Legend:

Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:

Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes. Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002

Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes
AX = Auxilary Lanes - Capacity for LOS "E" assumed 1,680 vphpl.
*Caltrans 2013 Count Data, refer to **Appendix B**.

6.0 EXISTING WITH PROJECT

The purpose of this chapter is to evaluate the impacts of the Existing With Project analysis. This analysis evaluates the project's "direct impacts" by comparing existing conditions without the project to existing conditions with the project. **Appendix D** includes the Existing With Project Synchro worksheets.

6.1 STREET SEGMENTS

Street segments LOS with project traffic were determined by adding expected project only daily volumes to the counted existing daily volumes. **Figure 6-1** shows the Existing With Project average daily traffic volumes. **Table 6-1** shows street segment LOS with the addition of the Campus Pointe project traffic. This table also includes arterial analysis of Genesee Ave. As shown, one segment has a direct significant project impact:

- Genesee Avenue (I-5 NB ramps to I-5 SB ramps)

An arterial analysis is included along Genesee Ave. from I-5 Southbound ramps to La Jolla Village Dr. As shown in the analysis, there are no significant impacts.

6.2 INTERSECTIONS

Project traffic for the AM and PM peaks were added to existing traffic as shown in **Figure 6-2**. Intersection delays and LOS for the Existing With Project peak hour traffic is provided in **Table 6-2**. As shown, three (3) intersections within the study area are projected to operate at unacceptable LOS; I-5 SB Ramps at Genesee Ave (PM peak hour), Genesee Ave. at La Jolla Village Drive (AM peak hour), Campus Point Dr. at Campus Point Ct. (AM peak hour). Significant direct project impacts also occur at these

same intersections with the exception of Genesee Avenue at La Jolla Village Drive because the change in delay is less than two seconds.

6.3 FREEWAY MAIN LANE ANALYSIS

Table 6-3 shows the Existing with Project freeway main lane analysis. As shown, all freeway segments operate at acceptable level of service. Further, there are no significant direct freeway impacts as a result of the proposed project.

FIGURE 6-1

Existing With Project Average Daily Traffic

TABLE 6-1

Existing and Existing with Project Street Segment Comparison

Road	Segment	Capacity	# lanes	Class.	Existing			Existing + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	40,000	4	4-M	E	39,850	1.00	F	40,591	1.01	0.019	***YES***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	C	38,814	0.65	C	39,785	0.66	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	B	33,993	0.57	B	34,989	0.58	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	B	30,602	0.51	B	31,803	0.53	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	28,038	0.56	C	28,983	0.58	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	B	25,884	0.52	B	26,574	0.53	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	B	26,998	0.54	B	27,432	0.55	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	C	11,117	0.49	C	13,570	0.60	0.109	***NO***
	North of Campus Point Court	15,000	2	2-Ca	B	5,388	0.36	C	7,943	0.53	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

Existing and Existing with Project Arterial Analysis

Road	Segment	Jurisd.	Direction	Existing				Existing + Project				ΔSpeed (mph) AM	ΔSpeed (mph) PM	Is this impact Significant?
				AM		PM		AM		PM				
				Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS			
Genesee Avenue	I-5 SB Ramps to La Jolla Village Dr.	SD	Northbound	15.6	E	15.5	E	15	E	14.6	E	0.6	0.9	***NO***
			Southbound	19.2	D	13.9	E	18.9	D	13.4	E	0.3	0.5	***NO***

Legend:

LOS= Level of Service

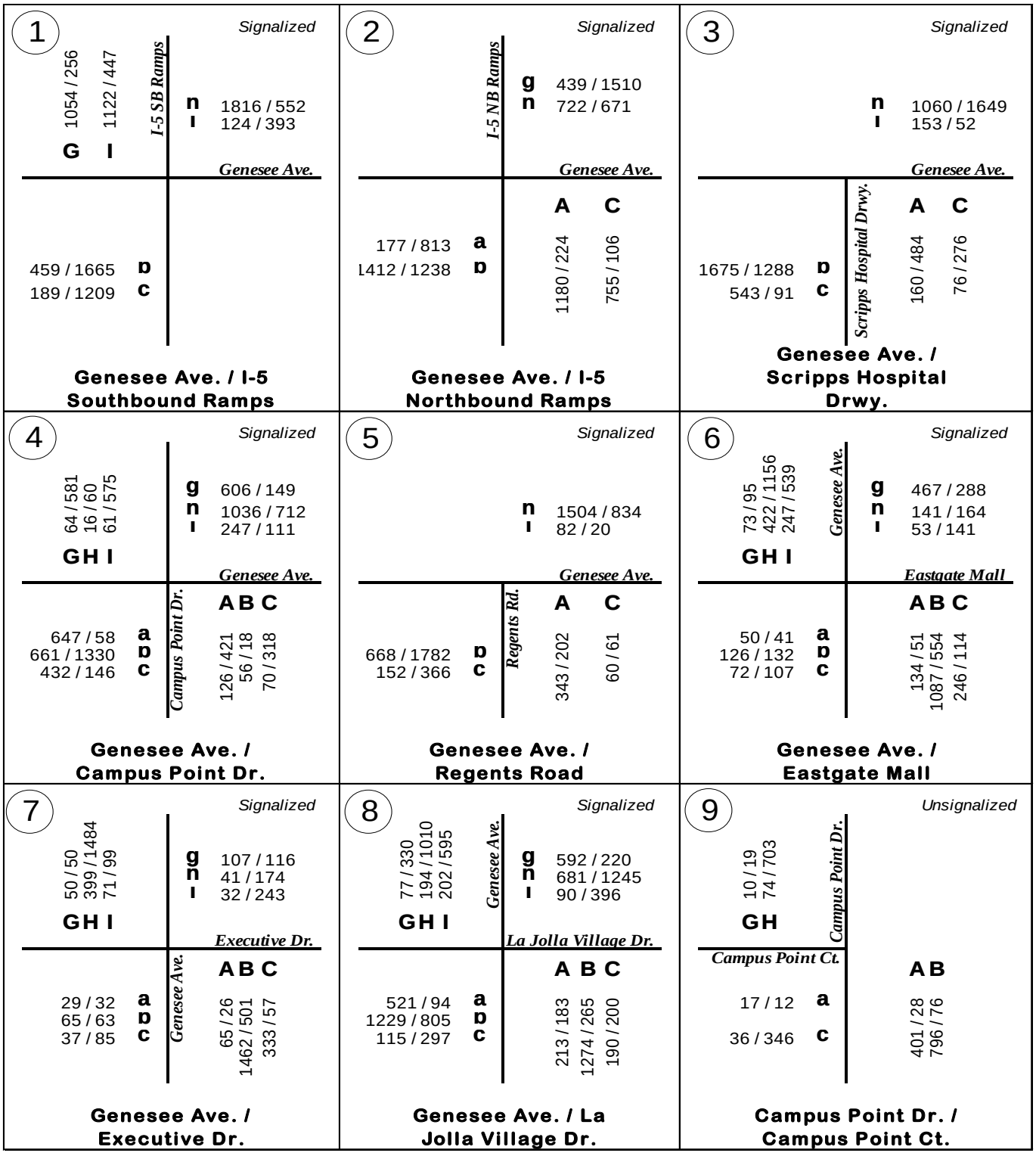


FIGURE 6-2

Existing With Project AM/PM Peak Hour Traffic

TABLE 6-2

Existing & Existing With Project Intersection Summary

#	Intersection	Existing				Existing + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	33.9	C	109.4	F	39.6	D	5.7	No	119.2	F	9.8	Yes
2	Genesee Ave. / I-5 Northbound Ramps	24.4	C	23.2	C	25.9	C	1.5	No	45.9	D	22.7	No
3	Genesee Ave. / Scripps Hospital Drwy.	15.8	B	19.3	B	15.9	B	0.1	No	19.3	B	0.0	No
4	Genesee Ave. / Campus Point Dr.	41.0	D	45.2	D	45.8	D	4.8	No	49.6	D	4.4	No
5	Genesee Ave. / Regents Road	24.3	C	13.6	B	24.4	C	0.1	No	14.1	B	0.5	No
6	Genesee Ave. / Eastgate Mall	35.5	D	37.2	D	37.7	D	2.2	No	38.2	D	1.0	No
7	Genesee Ave. / Executive Dr.	19.6	B	31.9	C	20.0	C	0.4	No	32.9	C	1.0	No
8	Genesee Ave. / La Jolla Village Dr.	70.1	E	48.0	D	70.4	E	0.3	No	49.3	D	1.3	No
9	Campus Point Dr. / Campus Point Ct.*	14.6	B	11.9	B	37.7	E	23.1	Yes	23.2	C	11.3	No

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 6-3

Existing With Project Freeway Level of Service Summary

Segment	Lanes	Dir.	Cap.	ADT	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	4 GP	NB	9,400	158,230	0.081	0.56	7,088	0.754	C
La Jolla Village Drive / Genesee Ave.	4 GP	SB	9,400	158,230	0.078	0.55	6,820	0.726	C
North of Genesee Ave.	4 GP + 2 AX	NB	12,760	164,588	0.081	0.56	7,373	0.578	B
North of Genesee Ave.	4 GP + 1 AX	SB	11,080	164,588	0.078	0.55	7,094	0.640	C

Legend:

Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:

Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes. Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002
AX = Auxilary Lanes - Capacity for LOS "E" assumed 1,680 vphpl.
Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes

Existing & Existing With Project Freeway Comparison

Segment	Dir.	# Lanes	Cap.	Existing		Existing + Project		Δ	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	4 GP	9,400	0.753	C	0.754	C	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	4 GP	9,400	0.724	C	0.726	C	0.001	NO
North of Genesee Ave.	NB	4 GP + 2 AX	12,760	0.576	B	0.578	B	0.002	NO
North of Genesee Ave.	SB	4 GP + 1 AX	11,080	0.638	C	0.640	C	0.002	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
AX = Auxiliary Lanes (Capacity of 1,680 vphpl)

7.0 OTHER PROJECTS

To find the Near Term (Existing + Other Projects) traffic volumes, USAI contacted City staff to determine other proposed or approved projects that are expected to be completed and occupied after the date of existing traffic counts in September 2012 but prior to the project's expected opening day in 2017 and have impacts within the project study area. Fourteen (14) Near Term or "other projects" were found to add traffic in the vicinity of the project, see **Table 7-1**. However, not all projects would add significant amounts of traffic to the project study area or be occupied prior to the anticipated opening day for the Campus Pointe Master Plan. Some projects are expected to be phased and therefore, not all traffic from these "other projects" would occur prior to the opening day but would instead be experienced in long-term (year 2035) conditions. Trip distribution, trip generation, and project only data for the cumulative projects can be found in **Appendix E.**

Project only volumes from the approved other projects were extracted from other traffic studies, and manually added to existing traffic volumes to get Near Term "other project" volumes. **Figure 7-1** shows the other projects average daily traffic volumes. **Figure 7-2** shows the other projects AM/PM peak hour traffic volumes.

TABLE 7-1

Other Projects List

	Project	Land Use	ADT	Status
1	Scripps Memorial Hospital- La Jolla Master Plan Located at the southeast corner of the I-5/ Genesee Avenue Interchange	Increase of 411,729 SF Medical Office/ Increase of 142 beds	10,995	Approved
2	La Jolla Commons- Located on the east side of Judicial Drive just north of La Jolla Village Drive	325 Room Hotel / 162,000 SF Office / 106,000 SF R&D/Office	10,319	Approved
3	Nexus Center- Located north of Miramar Road on the west side of the I-805	67,000 SF of R&D/Office	1,915	Approved
4	Scripps Green Hospital- Located east of North Torrey Pines Road near John Jay Hopkins Drive	39,024 SF Hospital/ 125,000 SF Cancer Treatment Facility	780	Approved
5	Salk Institute	239,182 SF Science Complex	1,788	Approved
6	Genesee Executive Plaza- Located on the northeast corner of Genesee Avenue and Executive Drive	22,500 SF Medical Office Conversion	788	Approved
7	University City Village	464 DU Retirement Housing	1,856	Under Construction
8	UCSD East Campus Bed Tower- Located within east campus Medical Center area of the UCSD campus	245 beds Medical	4,900	Approved
9	Coast Income Properties- Located on the northwest corner of Eastgate Mall and Town Centre Drives	51,086 SF Research and Development/ Office	1,688	Approved
10	UTC Revitalization Project- The site is bounded on the north by La Jolla Village Drive, on the east by Town Centre Drive, on the south by Nobel Drive, and on the west by Genesee Avenue.	750,000 SF Regional Retail / 250 Multi-Family DU	21,900	Approved
11	La Jolla Centre III- Located at the southwest corner of Judicial Drive and Executive Drive	340,000 SF Commercial Office	4,162	Approved
12	Monte Verde- Located at the southwest corner of Genesee Avenue and La Jolla Village Drive.	560 DU (high density)	3,360	Approved
13	Torrey Pines City Park Expansion (Glider Port)- Located at North Torrey Pines Road and Torrey Pines Scenic Drive.	5 Acres City Park	180	Approved
14	9455 Towne Center Drive	150,000 SF Research and Development/ Office	1,934	Under Review

Note: All "other" projects were included in the Near Term condition except where projects are expected to be phased with build-out occuring after the "opening day". See Appendix E for details.

FIGURE 7-1

Other Projects Average Daily Traffic

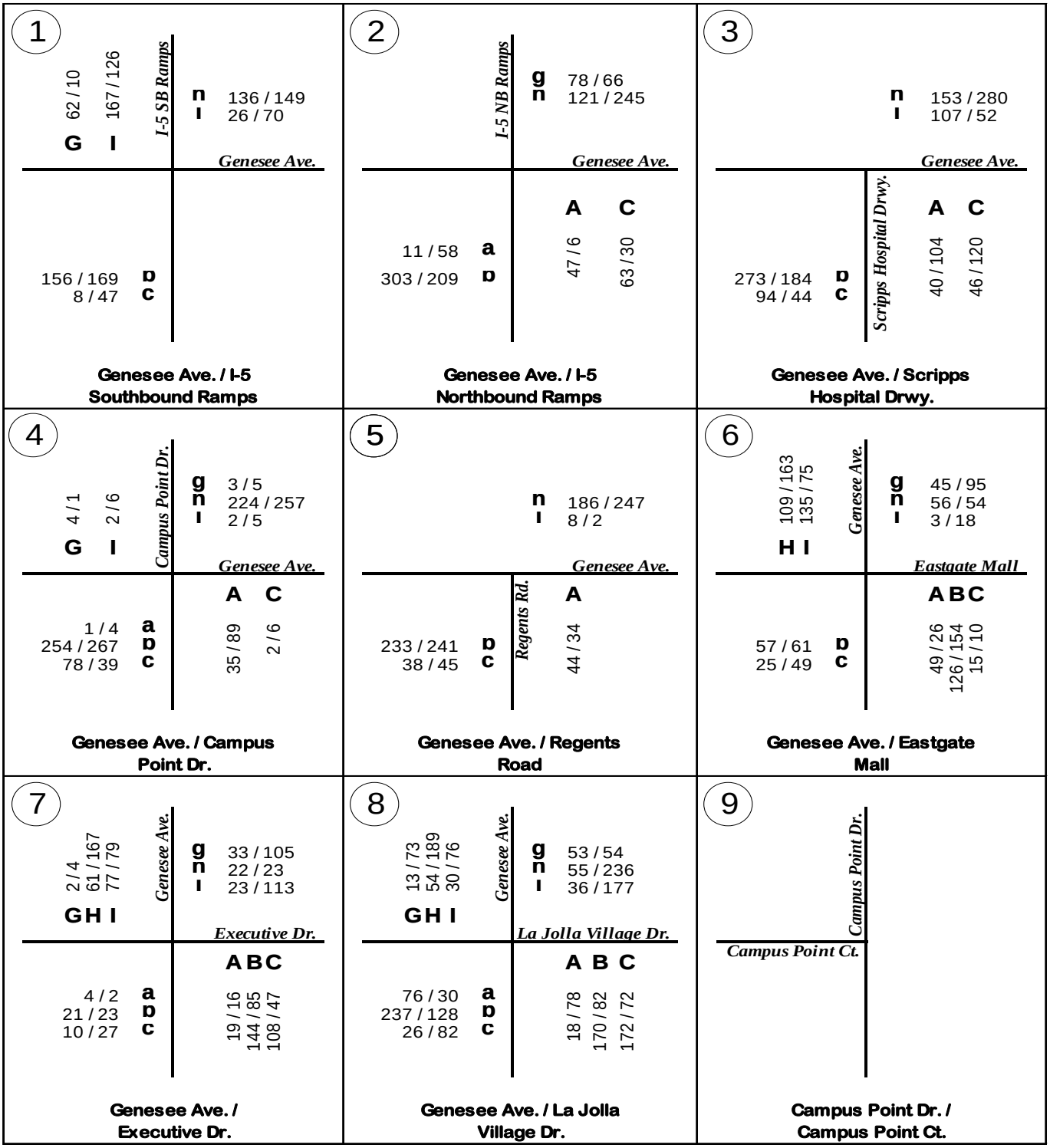


FIGURE 7-2

Other Projects AM/PM Peak Hour Traffic Volumes

8.0 NEAR TERM WITHOUT PROJECT

In order to determine Near Term traffic, USAI followed the methodology outlined in the City of San Diego Traffic Impact Study Manual. An examination of the immediate area surrounding the project to include projects that were approved, pending approval, or planned in the area and assumed to be constructed and occupied at the project's opening day (2017) were evaluated, as shown in the previous section of this report. The project only traffic for these projects was added to the existing traffic to reflect an "existing plus other project" or Near Term scenario. No road network changes were assumed in this scenario.

8.1 STREET SEGMENTS

Figure 8-1 shows average daily traffic volumes from the other projects added to existing average daily traffic volumes.

Table 8-1 shows street segment LOS without project traffic. As shown in the table, all street segments are projected to operate at acceptable levels of service.

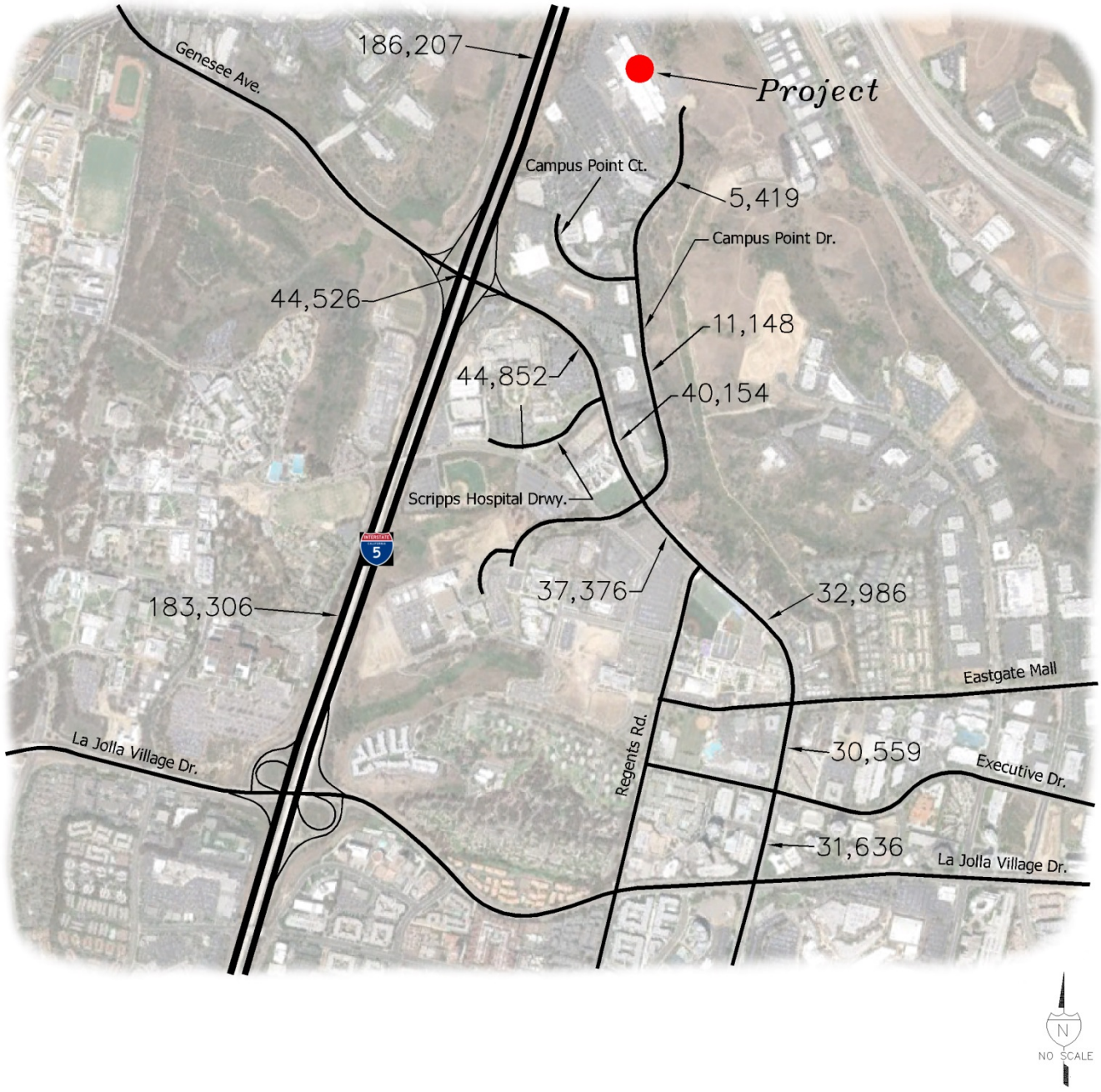


FIGURE 8-1

Near Term Without Project Average Daily Traffic

TABLE 8-1

Near Term Without Project Street Segment Levels of Service

Road	Segment	Jurisd.	# Lanes	Class.	Cap.	Volume	V/C	LOS
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	SD	4	4-M	40,000	44,758	1.12	F
	I-5 NB Ramps to Scripps Hospital	SD	6	PA	60,000	45,084	0.75	C
	Scripps Hospital to Campus Point Dr.	SD	6	PA	60,000	40,386	0.67	C
	Campus Point Dr. to Regents Rd.	SD	6	PA	60,000	37,608	0.63	C
	Regents Rd. to Eastgate Mall	SD	6	6-M	50,000	33,218	0.66	C
	Eastgate Mall to Executive Dr.	SD	6	6-M	50,000	30,946	0.62	C
	Executive Dr. to La Jolla Village Dr.	SD	6	6-M	50,000	31,791	0.64	C
Campus Point Dr.	Genesee Ave. to Campus Point Court	SD	3	3-C	22,500	11,148	0.50	C
	North of Campus Point Court	SD	2	2-Ca	15,000	5,419	0.36	B

Legend:

Class. = Functional Class
Cap. = Capacity
LOS = Level of Service

SD= San Diego
PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial

4-M = 4 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane
3-C = 3 lane Collector with two-way left turn lane

8.2 INTERSECTIONS

Figure 8-2 shows the peak hour traffic volumes from the other projects when added to existing peak hour volumes at the study area intersections. **Table 8-2** shows the resulting AM and PM peak hour LOS. As shown in **Table 8-2**, Genesee Avenue at La Jolla Village Drive is expected to operate at an unacceptable LOS E in the AM peak hour.

Appendix F includes the Near Term Without Project Synchro worksheets.

8.3 FREEWAYS AND RAMP METERS

Table 8-3 shows the I-5 freeway main lane analysis. As shown, all freeway segments are projected to operate at acceptable levels of service except for I-5 between La Jolla Village Drive and Genesee Avenue in the northbound direction which operates at LOS E.

I-5 northbound and I-5 southbound ramp meters have been evaluated as shown in **Table 8-4**. The future ramp meter rates were provided by the Interstate 5 / Genesee Avenue Interchange Reconstruction Project, dated June 2011 (see Table 2.5-20). The northbound ramp meter rate is projected at 77 vehicles per hour per lane in the AM peak hour and 483 vehicles per hour per lane in the PM peak hour. The southbound ramp meter rate is projected at 163 vehicles per hour per lane in the AM peak hour and 667 vehicles per hour per lane in the PM peak hour. Ramp meter information is provided in **Appendix B**.

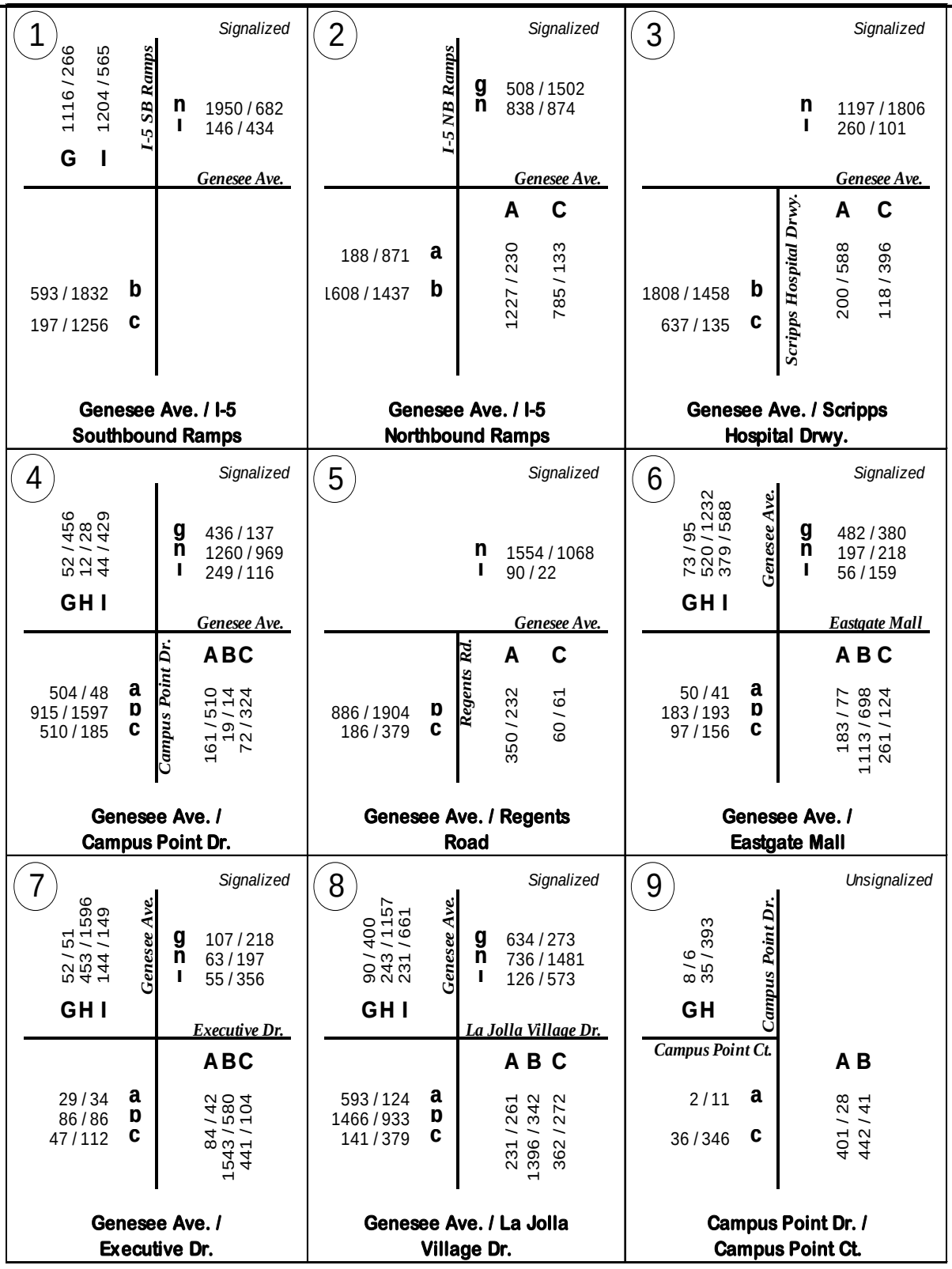


FIGURE 8-2

Near Term Without Project AM/PM Peak Hour Traffic

TABLE 8-2

Near Term Without Project Intersection Levels of Service

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Genesee Ave. / I-5 Southbound Ramps	Signalized	50.6	D	69.7	E
2	Genesee Ave. / I-5 Northbound Ramps	Signalized	35.5	D	44.2	D
3	Genesee Ave. / Scripps Hospital Drwy.	Signalized	23.1	C	23.5	C
4	Genesee Ave. / Campus Point Dr.	Signalized	49.3	D	47.0	D
5	Genesee Ave. / Regents Road	Signalized	15.5	B	12.1	B
6	Genesee Ave. / Eastgate Mall	Signalized	42.1	D	40.1	D
7	Genesee Ave. / Executive Dr.	Signalized	26.6	C	30.1	C
8	Genesee Ave. / La Jolla Village Dr.	Signalized	78.8	E	46.1	D
9	Campus Point Dr. / Campus Point Ct.	Unsignalized	14.6	B	11.9	B

Notes:

LOS = Level of Service

TABLE 8-3

Near Term Without Project Freeway Level of Service Summary

`	Lanes	Dir.	Cap.	ADT	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	4 GP	NB	9,400	183,306	0.081	0.56	8,212	0.874	D
La Jolla Village Drive / Genesee Ave.	4 GP	SB	9,400	183,306	0.078	0.55	7,901	0.841	D
North of Genesee Ave.	4 GP + 2 AX	NB	12,760	186,207	0.081	0.56	8,342	0.654	C
North of Genesee Ave.	4 GP + 1 AX	SB	11,080	186,207	0.078	0.55	8,026	0.724	C

Legend:

Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:

Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes.
Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002
AX = Auxilary Lanes - Capacity for LOS "E" assumed 1,680 vphpl.
Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes

TABLE 8-4

Near Term Without Project Ramp Meter Analysis

Location		Lanes On Ramp	Total Ramp Demand (Veh/Hr)	Demand Per Lane (Veh/Hr/Ln)	Meter Rate* (Veh/Hr/Ln)	Excess Demand (Veh/Hr/Ln)	Delay (Min)	Queue (Feet)
Genesee Ave. / I-5 NB on Ramp	AM	2 SOV	696	313	77	237	185.11	6859
	PM	2 SOV	2373	1068	483	585	72.56	16951
Genesee Ave. / I-5 NB on Ramp	AM	1 HOV	696	70	77	0	0.00	0
	PM	1 HOV	2373	237	483	0	0.00	0
Genesee Ave. / I-5 SB on Ramp	AM	2 SOV	343	154	163	0	0.00	0
	PM	2 SOV	1690	761	667	94	8.45	2721
Genesee Ave. / I-5 SB on Ramp	AM	1 HOV	343	34	163	0	0.00	0
	PM	1 HOV	1690	169	667	0	0.00	0

NOTE:
Delay = (Demand - Meter Rate) / Meter Rate * 60 minutes/hour
Queue = Excess Demand * 29 feet/vehicle
*Ramp Meter Rates provided by Interstate 5/Genesee Avenue Interchange Reconstruction Project, June 2011 (NB Ramps - 230 vph AM / 1,450 vph PM) and (SB Ramps - 490 vph AM / 2,000 vph PM) provided in **Appendix B**.
SOV = Single Occupancy Vehicle assumed at 90%
HOV = High Occupancy Vehicle assumed at 10%

9.0 NEAR TERM WITH PROJECT (OPENING DAY 2017)

This section of the report evaluates the Near Term With Project traffic conditions by adding the other projects plus the Project traffic to existing volumes and evaluating project traffic impacts.

9.1 STREET SEGMENTS

Figure 9-1 shows average daily traffic volumes with project traffic added to existing plus other projects traffic volumes.

Table 9-1 shows street segment levels of service with Project traffic. This table also shows arterial level of service for Genesee Avenue.

As shown in **Table 9-1**, an impact is expected to occur on Genesee Avenue between the I-5 northbound and southbound ramps. An arterial analysis is included along Genesee Ave. from I-5 Southbound ramps to La Jolla Village Dr. As shown in the analysis, there are no significant impacts.


186,795
Project
Genesee Ave.
Campus Point Ct.
7,974
Campus Point Dr.
45,499
13,601
46,055
41,382
Scripps Hospital Drwy.
5
183,536
38,809
34,163
Eastgate Mall
La Jolla Village Dr.
Regents Rd.
31,636
Executive Dr.
32,225
La Jolla Village Dr.
N
NO SCALE

FIGURE 9-1

Near Term With Project Average Daily Traffic

TABLE 9-1

Near Term & Near Term With Project Street Segment Comparison

Road	Segment	Capacity	# lanes	Class.	Near Term			Near Term + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	40,000	4	4-M	F	44,758	1.12	F	45,499	1.14	0.019	***YES***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	C	45,084	0.75	C	46,055	0.77	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	C	40,386	0.67	C	41,382	0.69	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	C	37,608	0.63	C	38,809	0.65	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	33,218	0.66	C	34,163	0.68	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	C	30,946	0.62	C	31,636	0.63	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	C	31,791	0.64	C	32,225	0.64	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	C	11,148	0.50	C	13,601	0.60	0.109	***NO***
	North of Campus Point Court	15,000	2	2-Ca	B	5,419	0.36	C	7,974	0.53	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

Near Term & Near Term With Project Arterial Analysis

Road	Segment	Jurisd.	Direction	Near Term				Near Term + Project				ΔSpeed (mph) AM	ΔSpeed (mph) PM	Is this impact Significant?
				AM		PM		AM		PM				
				Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS			
Genesee Avenue	I-5 SB Ramps to La Jolla Village Dr.	SD	Northbound	14.1	E	14.4	E	13.7	E	13.9	E	0.4	0.5	***NO***
			Southbound	17.5	D	14.2	E	16.8	E	13.4	E	0.7	0.8	***NO***

Legend:

LOS= Level of Service

9.2 INTERSECTIONS

Figure 9-2 shows existing plus other projects plus Project combined traffic volumes during AM/PM peak hours at study area intersections.

Table 9-2 includes study area intersection LOS with the Project traffic added. As shown in **Table 9-2**, three intersections are reported to show unacceptable levels of service "E" or "F" as discussed below:

- Genesee Ave./ I-5 SB ramps LOS E in both peak hours
- Genesee Ave. / La Jolla Village Drive LOS F in the AM peak hour
- Campus Point Dr. / Campus Point Ct. LOS F in the AM peak hour

As shown in **Table 9-2**, significant project impacts are expected to occur at these three locations.

Appendix G includes the Near Term With Project Synchro worksheets.

9.3 FREEWAY AND RAMP METERS

Table 9-3 shows the freeway main lane level of service analysis. As shown, all freeway segments operate at acceptable levels of service except for I-5 between La Jolla Village Drive and Genesee Avenue in the northbound direction which operates at LOS E. However, no impacts are anticipated as a result of the project.

Table 9-4 shows the results of the ramp meter analysis. No impacts are anticipated as a result of the project. The Near Term & Near Term with Project Ramp Meter Analysis Comparison table is included which shows no significant project impacts.

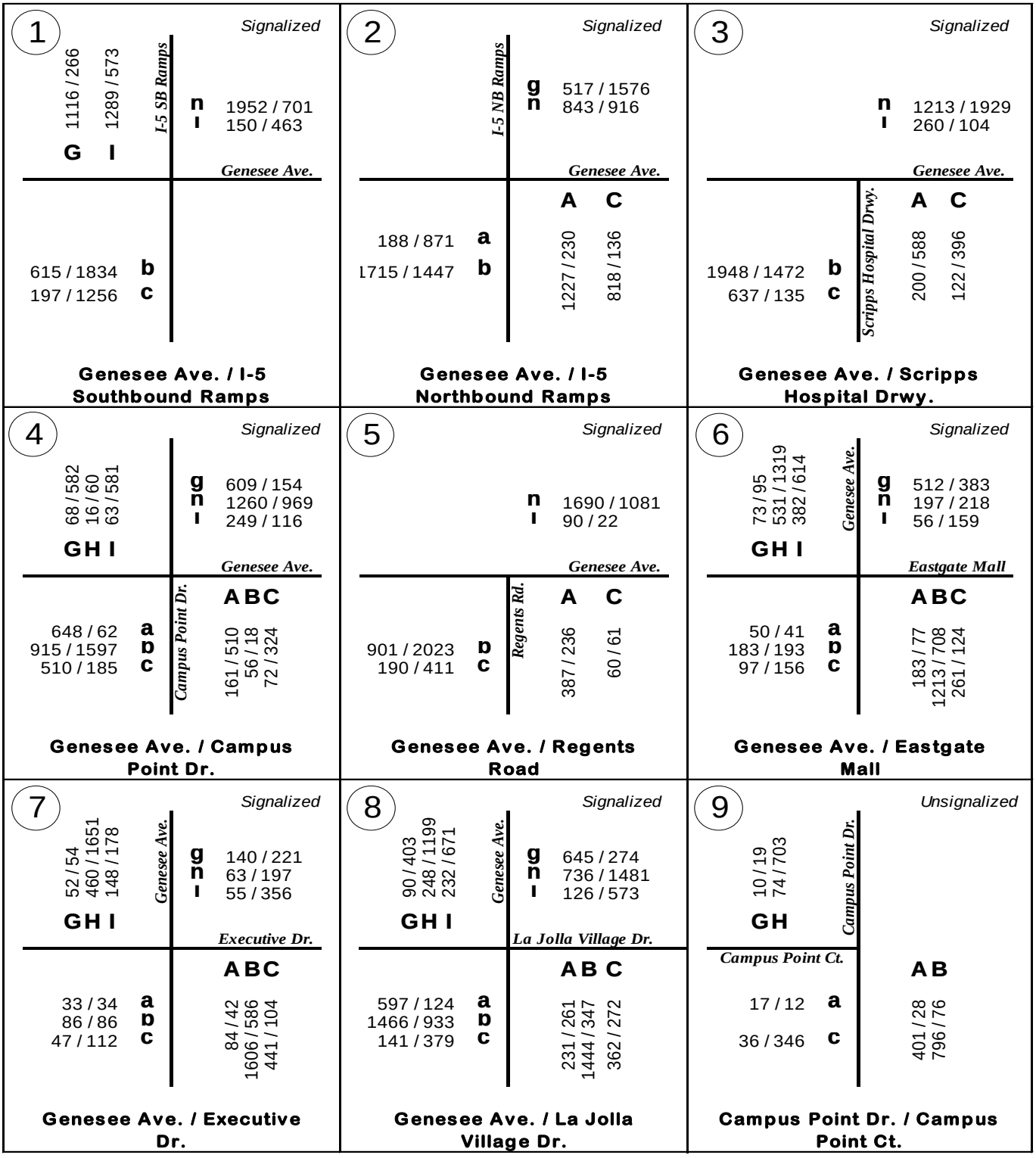


FIGURE 9-2

Near Term With Project AM/PM Peak Hour Traffic

TABLE 9-2

Near Term With Project Intersection Levels of Service

#	Intersection	Near Term				Near Term + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	50.6	D	69.7	E	58.1	E	7.5	Yes	73.4	E	3.7	Yes
2	Genesee Ave. / I-5 Northbound Ramps	35.5	D	44.2	D	40.1	D	4.6	No	48.3	D	4.1	No
3	Genesee Ave. / Scripps Hospital Drwy.	23.1	C	23.5	C	23.5	C	0.4	No	24.0	C	0.5	No
4	Genesee Ave. / Campus Point Dr.	49.3	D	47.0	D	53.8	D	4.5	No	53.4	D	6.4	No
5	Genesee Ave. / Regents Road	15.5	B	12.1	B	16.1	B	0.6	No	12.3	B	0.2	No
6	Genesee Ave. / Eastgate Mall	42.1	D	40.1	D	42.1	D	0.0	No	42.3	D	2.2	No
7	Genesee Ave. / Executive Dr.	26.6	C	30.1	C	27.2	C	0.6	No	35.1	D	5.0	No
8	Genesee Ave. / La Jolla Village Dr.	78.8	E	46.1	D	80.1	F	1.3	Yes	46.7	D	0.6	No
9	Campus Point Dr. / Campus Point Ct.*	14.6	B	11.9	B	37.7	E	23.1	Yes	23.2	C	11.3	No

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 9-3

Near Term With Project Freeway Level of Service Summary

Segment	Lanes	Dir.	Cap.	ADT	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	4 GP	NB	9,400	183,536	0.081	0.56	8,222	0.875	D
La Jolla Village Drive / Genesee Ave.	4 GP	SB	9,400	183,536	0.078	0.55	7,911	0.842	D
North of Genesee Ave.	4 GP + 2 AX	NB	12,760	186,795	0.081	0.56	8,368	0.656	C
North of Genesee Ave.	4 GP + 1 AX	SB	11,080	186,795	0.078	0.55	8,051	0.727	C

Legend:

Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:

Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes. Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002
AX = Auxilary Lanes - Capacity for LOS "E" assumed 1,680 vphpl.
Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes

Near Term & Near Term with Project Freeway Comparison

Segment	Dir.	# Lanes	Cap.	Near Term		Near Term + Project		△	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	4 GP	9,400	0.874	D	0.875	D	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	4 GP	9,400	0.841	D	0.842	D	0.001	NO
North of Genesee Ave.	NB	4 GP + 2 AX	12,760	0.654	C	0.656	C	0.002	NO
North of Genesee Ave.	SB	4 GP + 1 AX	11,080	0.724	C	0.727	C	0.002	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
AX = Auxiliary Lanes (Capacity of 1,680 vphpl)

TABLE 9-4

Near Term With Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Lanes On Ramp	Total Ramp Demand (Veh/Hr)	Demand Per Lane (Veh/Hr/Ln)	Meter Rate* (Veh/Hr/Ln)	Excess Demand (Veh/Hr/Ln)	Delay (Min)	Queue (Feet)
Genesee Ave. / I-5 NB on Ramp	AM	2 SOV	705	317	77	241	188.28	6977
	PM	2 SOV	2447	1101	483	618	76.69	17917
Genesee Ave. / I-5 NB on Ramp	AM	1 HOV	705	71	77	0	0.00	0
	PM	1 HOV	2447	245	483	0	0.00	0
Genesee Ave. / I-5 SB on Ramp	AM	2 SOV	347	156	163	0	0.00	0
	PM	2 SOV	1719	774	667	107	9.62	3100
Genesee Ave. / I-5 SB on Ramp	AM	1 HOV	347	35	163	0	0.00	0
	PM	1 HOV	1719	172	667	0	0.00	0

NOTE:
Delay = (Demand - Meter Rate) / Meter Rate * 60 minutes/hour
Queue = Excess Demand * 29 feet/vehicle
*Ramp Meter Rates provided by Interstate 5/Genesee Avenue Interchange Reconstruction Project, June 2011 (NB Ramps - 230 vph AM / 1,450 vph PM) and (SB Ramps - 490 vph AM / 2,000 vph PM) provided in **Appendix B**.
SOV = Single Occupancy Vehicle assumed at 90%
HOV = High Occupancy Vehicle assumed at 10%

Near Term & Near Term With Project Ramp Meter Analysis Comparison

Most Restrictive Meter Rate

Location		Near Term Without Project		Near Term With Project		Freeway LOS	Δ	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)			
Genesee Ave. / I-5 NB on Ramp (SOV)	AM	185.11	6,859	188.28	6,977	C	3.17	NO
	PM	72.56	16,951	76.69	17,917		4.13	NO
Genesee Ave. / I-5 NB on Ramp (HOV)	AM	0.00	0	0.00	0	C	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO
Genesee Ave. / I-5 SB on Ramp (SOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	8.45	2,721	9.62	3,100		1.17	NO
Genesee Ave. / I-5 SB on Ramp (HOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO

Notes:
Δ = Change in Delay (minutes)
S = Significant, if change in delay is greater than 2 minutes and Freeway LOS is E **OR** change in delay is greater than 1 minute and Freeway LOS is F.
SOV = Single Occupancy Vehicle
HOV = High Occupancy Vehicle

10.0 HORIZON YEAR 2035 WITHOUT PROJECT

This section of the report evaluates the Horizon Year 2035 Without Project condition. The SANDAG Series 11, Year 2030 regional traffic forecast model is based on planning efforts involving all jurisdictions within the County of San Diego. SANDAG, as the regional planning agency, collects data from these plans and collates this data within a traffic model. SANDAG also prepared the regional transportation plan utilized by the traffic model as a basis for estimating future traffic. The 740,000-square-foot Scientific Research project was incorporated in this traffic model. To calculate Horizon Year 2035 conditions without the project, the additional planned Scientific Research project was subtracted from Horizon Year 2035 model volumes. Year 2030 volumes were projected out to Year 2035 based on growth trends projected by the model. The growth per year was determined by subtracting the Existing (Year 2012) volumes from the Year 2030 volumes and then dividing by the difference in years (2030 – 2012 = 18 years). The highest growth rate per year along Genesee Avenue was calculated to be 1.37%. To be conservative, the 1.37% x 5 years which equals 6.8% was applied to all study area street segments. Refer to **Appendix H** for growth rate calculations of future (Year 2035) traffic volumes. The road network changes assumed within the project study area were the I-5 / Genesee Avenue bridge / interchange improvements (which is fully funded and expected to be in place by fall 2017). And the future widening of I-5 based on the I-5 North Coast Corridor analysis (environmental analysis has been completed).

10.1 STREET SEGMENTS

Street segment volumes for Horizon Year 2035 conditions without the project are shown in **Figure 10-1**. The street segments LOS for Horizon Year 2035 conditions without the project are shown in **Table 10-1**. All street segments within the study area are projected to operate at an acceptable LOS in the future except at Campus Point Drive between Genesee Ave. and Campus Point Court which operates at LOS E.

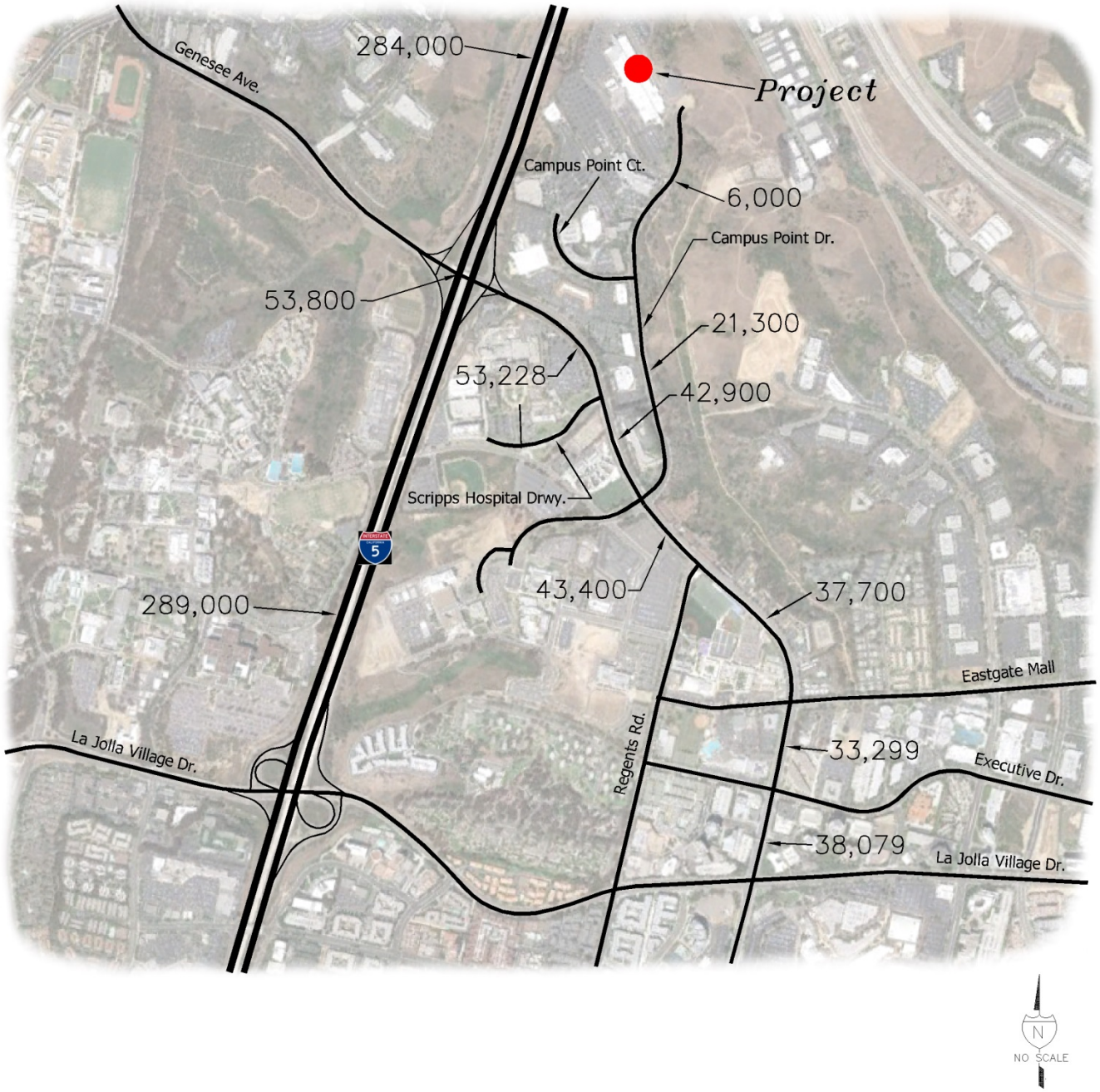


FIGURE 10-1

Horizon Year 2035 Without Project Average Daily Traffic Volumes

TABLE 10-1

Horizon Year 2035 Without Project Street Segment Levels of Service

Road	Segment	Jurisd.	# Lanes	Class.	Cap.	Volume	V/C	LOS
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	SD	6	PA	60,000	53,800	0.90	D
	I-5 NB Ramps to Scripps Hospital	SD	6	PA	60,000	53,228	0.89	D
	Scripps Hospital to Campus Point Dr.	SD	6	PA	60,000	42,900	0.72	C
	Campus Point Dr. to Regents Rd.	SD	6	PA	60,000	43,400	0.72	C
	Regents Rd. to Eastgate Mall	SD	6	6-M	50,000	37,700	0.75	C
	Eastgate Mall to Executive Dr.	SD	6	6-M	50,000	33,299	0.67	C
	Executive Dr. to La Jolla Village Dr.	SD	6	6-M	50,000	38,079	0.76	C
Campus Point Dr.	Genesee Ave. to Campus Point Court	SD	3	3-C	22,500	21,300	0.95	E
	North of Campus Point Court	SD	2	2-Ca	15,000	6,000	0.40	B

Legend:

Class. = Functional Class

Cap. = Capacity

LOS = Level of Service

PA = 6 Lane Prime Arterial

6-M = 6 Lane Major Arterial

4-M = 4 Lane Major Arterial

2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

SD= San Diego

Notes:

Year 2035 traffic volumes are taken from Sandag Series 11 traffic model and factored up from existing counts. As shown in **Appendix O**.

Genesee Bridge widening project funded through Caltrans, anticipated to be completed before Year 2035. Documentation in **Appendix M**.

10.2 INTERSECTIONS

For AM / PM peak hour turn movement volumes, a factoring method was used based on the Near Term with Project daily volumes and the Year 2035 with Project daily volumes. **Appendix H** includes the AM / PM peak hour factoring worksheets at study intersections. Project only peak hour volumes were then subtracted from Horizon Year 2035 With Project volumes to reflect a site condition without the planned expansion.

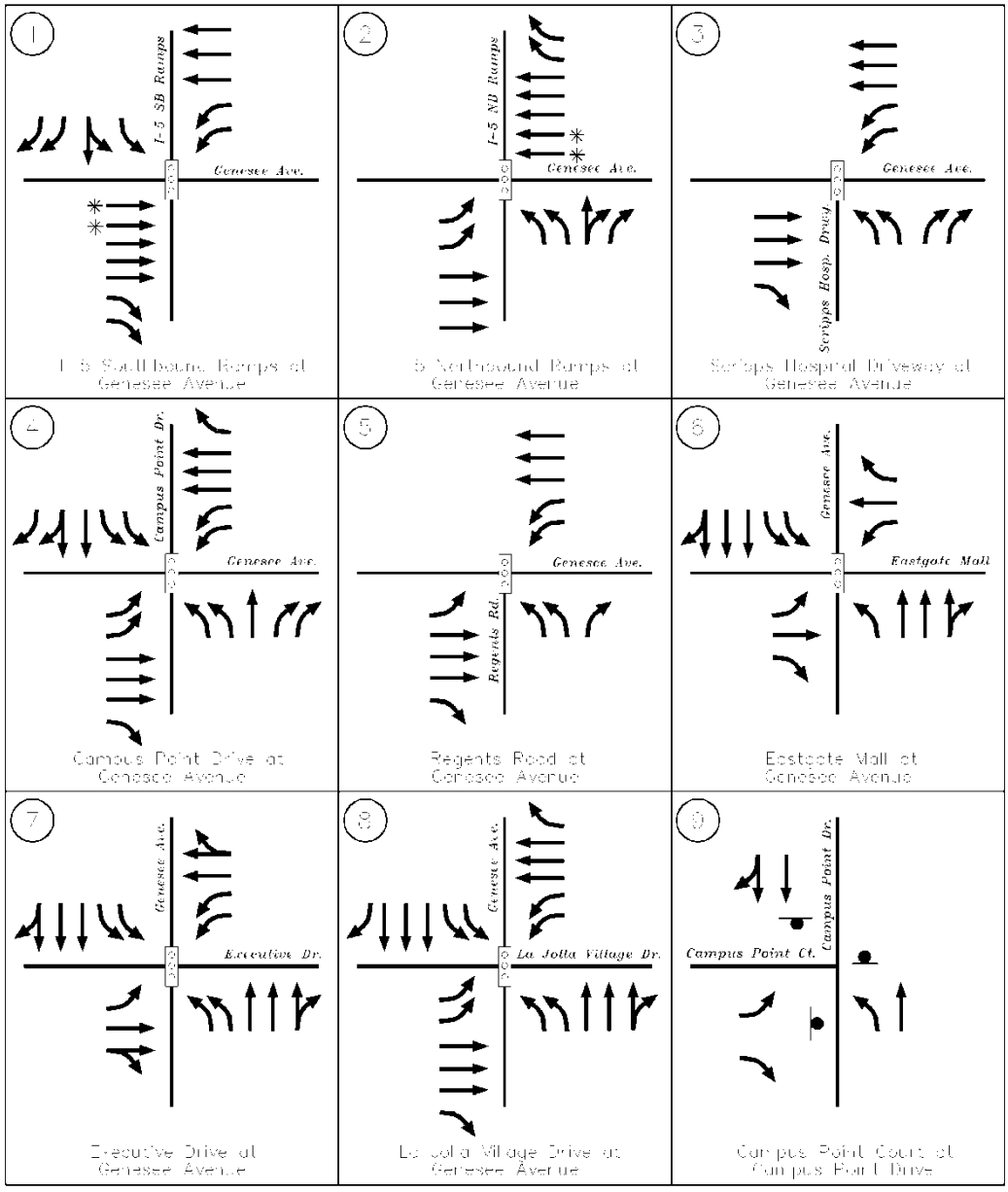
Figure 10-2 shows the Year 2035 lane configurations for the study intersections. As shown, the I-5 / Genesee Avenue interchange improvements are assumed to be completed.

Figure 10-3 shows the expected Horizon Year 2035 Without Project peak hour volumes at the intersections analyzed.

Table 10-2 shows the peak hour intersection LOS.

As shown, three (3) intersections are projected to operate at unacceptable levels of service.

- Genesee Ave / I-5 SB Ramps LOS E in the AM
- Genesee Ave. / La Jolla Village Dr. LOS F in the AM & LOS E in the PM
- Campus Point Dr. / Campus Point Ct. LOS F in the PM



✳ – Lanes provided for the Left Turn Movements to Freeway On-Ramps

FIGURE 10-2

Horizon Year 2035 Lane Configurations

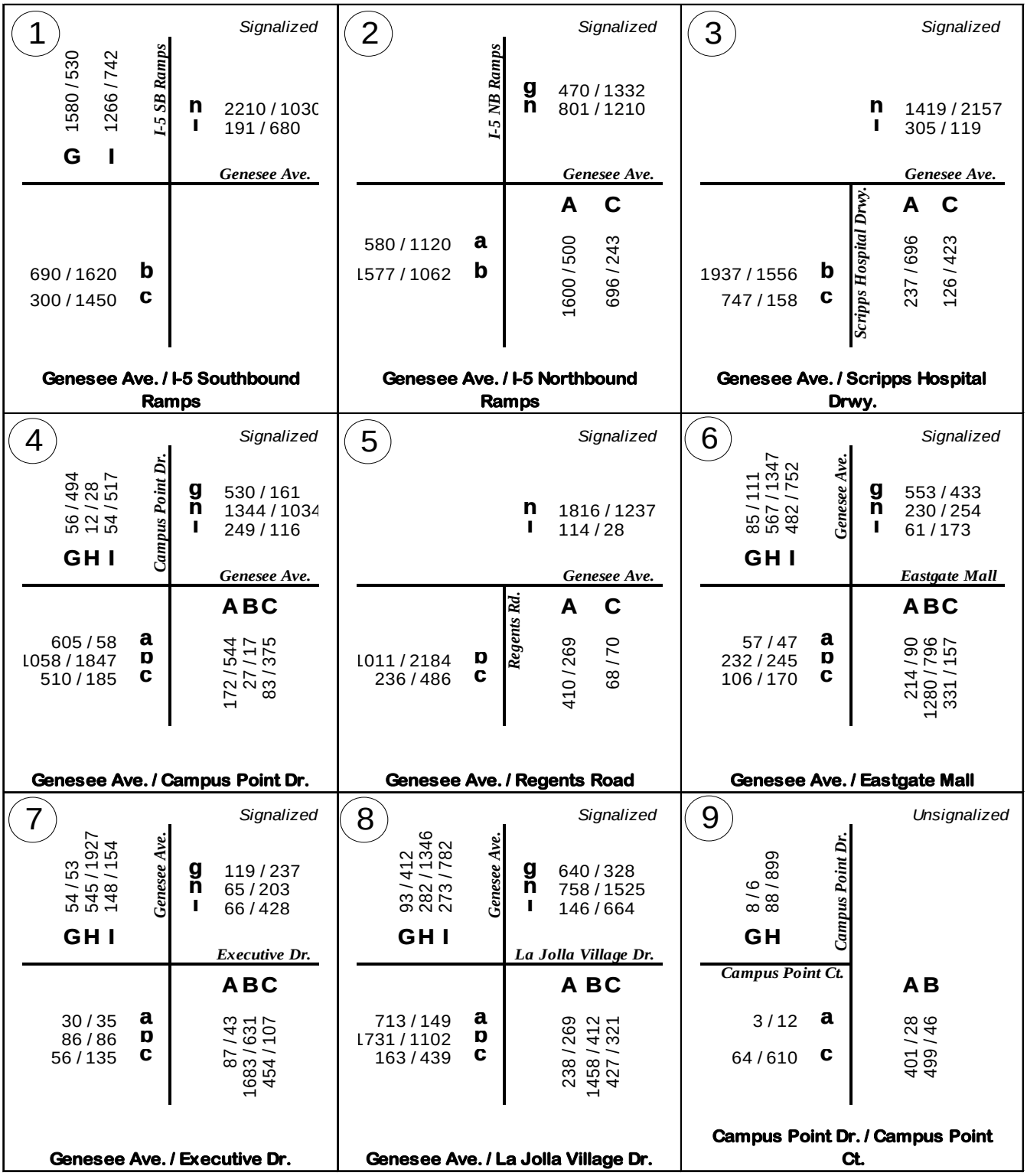


FIGURE 10-3

Horizon Year 2035 Without Project AM/PM Peak Hour Traffic Volumes

TABLE 10-2

Horizon Year 2035 Without Project Intersection Levels of Service

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Genesee Ave. / I-5 Southbound Ramps	Signalized	59.1	E	29.6	C
2	Genesee Ave. / I-5 Northbound Ramps	Signalized	37.9	D	45.5	D
3	Genesee Ave. / Scripps Hospital Drwy.	Signalized	19.6	B	21.6	C
4	Genesee Ave. / Campus Point Dr.	Signalized	42.6	D	47.9	D
5	Genesee Ave. / Regents Road	Signalized	16.9	B	13.4	B
6	Genesee Ave. / Eastgate Mall	Signalized	48.2	D	44.5	D
7	Genesee Ave. / Executive Dr.	Signalized	27	C	32.7	C
8	Genesee Ave. / La Jolla Village Dr.	Signalized	99.1	F	57.3	E
9	Campus Point Dr. / Campus Point Ct.	Unsignalized	17.1	C	101.5	F

Notes:

LOS = Level of Service

The Synchro worksheets for the Horizon Year 2035 Without Project condition may be found in **Appendix I**.

10.3 FREEWAY MAIN LANES AND RAMP METERS

Table 10-3 shows the freeway main lane analysis. As shown, all study segments are projected to operate at acceptable levels of service D or better.

The future metered on-ramps at I-5 / Genesee Ave. interchange have been evaluated. **Table 10-4** shows the results of this analysis.

TABLE 10-3

Horizon Year 2035 Without Project Freeway Level of Service Summary

Segment	Lanes	Dir.	Cap.	ADT*	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	5 GP + 2 M	NB	15,110	289,000	0.081	0.56	12,946	0.857	D
La Jolla Village Drive / Genesee Ave.	5 GP + 2 M	SB	15,110	289,000	0.078	0.55	12,456	0.824	D
North of Genesee Ave.	6 GP + 2 M	NB	17,460	284,000	0.081	0.56	12,722	0.729	C
North of Genesee Ave.	5 GP + 2 M	SB	15,110	284,000	0.078	0.55	12,241	0.810	D

Legend:
Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:
Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes.
Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002
*ADT from I-5/Genesee Ave. Interchange Reconstruction Project, June 2011.
Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes.
M = Managed Lanes - Capacity for LOS "E" assumed 1,680 vphpl.
See **Appendix M** for Conceptual Design.

TABLE 10-4

Horizon Year 2035 Without Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Lanes On Ramp	Total Ramp Demand (Veh/Hr)	Demand Per Lane (Veh/Hr/Ln)	Meter Rate* (Veh/Hr/Ln)	Excess Demand (Veh/Hr/Ln)	Delay (Min)	Queue (Feet)
Genesee Ave. / I-5 NB on Ramp	AM	2 SOV	1050	473	77	396	309.78	11479
	PM	2 SOV	2452	1103	483	620	76.97	17982
Genesee Ave. / I-5 NB on Ramp	AM	1 HOV	1050	105	77	28	22.17	822
	PM	1 HOV	2452	245	483	0	0.00	0
Genesee Ave. / I-5 SB on Ramp	AM	2 SOV	491	221	163	58	21.17	1671
	PM	2 SOV	2130	959	667	292	26.27	8463
Genesee Ave. / I-5 SB on Ramp	AM	1 HOV	491	49	163	0	0.00	0
	PM	1 HOV	2130	213	667	0	0.00	0

NOTE:
Delay = (Demand - Meter Rate) / Meter Rate * 60 minutes/hour
Queue = Excess Demand * 29 feet/vehicle
*Ramp Meter Rates provided by Interstate 5/Genesee Avenue Interchange Reconstruction Project, June 2011 (NB Ramps - 230 vph AM / 1,450 vph PM) and (SB Ramps - 490 vph AM / 2,000 vph PM) provided in **Appendix B**.
SOV = Single Occupancy Vehicle assumed at 90%
HOV = High Occupancy Vehicle assumed at 10%

11.0 HORIZON YEAR 2035 WITH PROJECT

As previously discussed, Horizon Year 2035 With Project volumes were taken from the SANDAG Series 11 traffic model and factored up using Existing traffic volumes. AM/PM peak hour volumes were also factored as discussed in Chapter 10.0.

11.1 STREET SEGMENTS

Figure 11-1 shows the Horizon Year 2035 With Project street segment traffic volumes.

An analysis was completed for street segments in the Horizon Year 2035 With Project condition. As shown on **Table 11-1**, all street segments are expected to operate at an acceptable LOS in the future with the project except on Campus Point Drive between Genesee Ave. and Campus Point Court which is expected to operate at LOS F. A cumulative impact is expected at this location. As shown in the Horizon Year 2035 & Horizon Year 2035 with Project Arterial Analysis no significant impacts

FIGURE 11-1

Horizon Year 2035 With Project Average Daily Traffic Volumes

TABLE 11-1

Horizon Year 2035 & Horizon Year 2035 With Project Street Segment Comparison

Road	Segment	Capacity	# lanes	Class.	Year 2035			Year 2035 + Project			ΔV/C	Is this impact Significant?
					LOS	Volume	V/C	LOS	Volume	V/C		
Genesee Ave.	I-5 SB Ramps to I-5 NB Ramps	60,000	6	PA	D	53,800	0.90	D	54,541	0.91	0.012	***NO***
	I-5 NB Ramps to Scripps Hospital	60,000	6	PA	D	53,228	0.89	D	54,199	0.90	0.016	***NO***
	Scripps Hospital to Campus Point Dr.	60,000	6	PA	C	42,900	0.72	C	43,896	0.73	0.017	***NO***
	Campus Point Dr. to Regents Rd.	60,000	6	PA	C	43,400	0.72	C	44,601	0.74	0.020	***NO***
	Regents Rd. to Eastgate Mall	50,000	6	6-M	C	37,700	0.75	C	38,645	0.77	0.019	***NO***
	Eastgate Mall to Executive Dr.	50,000	6	6-M	C	33,299	0.67	C	33,989	0.68	0.014	***NO***
	Executive Dr. to La Jolla Village Dr.	50,000	6	6-M	C	38,079	0.76	C	38,513	0.77	0.009	***NO***
Campus Point Dr.	Genesee Ave. to Campus Point Court	22,500	3	3-C	E	21,300	0.95	F	23,753	1.06	0.109	***YES***
	North of Campus Point Court	15,000	2	2-Ca	B	6,000	0.40	C	8,555	0.57	0.170	***NO***

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio

PA = 6 Lane Prime Arterial
6-M = 6 Lane Major Arterial
2-Ca = 2 lane Collector with two-way left turn lane

3-C = 3 lane Collector with two-way left turn lane

Horizon Year 2035 & Horizon Year 2035 With Project Arterial Analysis

Road	Segment	Jurisd.	Direction	Year 2035				Year 2035 + Project				ΔSpeed (mph) AM	ΔSpeed (mph) PM	Is this impact Significant?
				AM		PM		AM		PM				
				Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS			
Genesee Avenue	I-5 SB Ramps to La Jolla Village Dr.	SD	Northbound	13.7	E	15.3	E	12.4	F	14.8	E	1.3	0.5	***NO***
			Southbound	18.2	D	16.8	E	18.6	D	16.4	E	0.0	0.4	***NO***

Legend:

LOS= Level of Service

11.2 HORIZON YEAR 2035 WITH PROJECT INTERSECTIONS VOLUMES

Figure 11-2 shows the expected peak hour volumes at Horizon Year 2035 With Project for the intersections analyzed. **Table 11-2** shows the AM and PM peak hour LOS for the Horizon Year 2035 With Project condition.

As shown, three (3) intersections are projected to operate at unacceptable levels of service.

- Genesee Ave / I-5 SB Ramps LOS E in the AM
- Genesee Ave. / La Jolla Village Dr. LOS F in the AM & LOS E in the PM
- Campus Point Dr. / Campus Point Ct. LOS F in the AM & LOS F in the PM

AS shown in Table 11-2, there are three significant impacts at the following two locations:

- Genesee Ave. / La Jolla Village Dr.
- Campus Point Dr. / Campus Point Ct

Appendix J includes Synchro worksheets for Horizon Year 2035 With Project condition.

11.3 FREEWAY MAIN LANES AND RAMP METERS

Table 11-3 shows the freeway main lane analysis on I-5. As shown, all study segments are projected to operate at acceptable levels of service except for I-5 between La Jolla Village Drive and Genesee Avenue. Further, there are no significant impacts as a result of the proposed project.

Future ramp meters have been evaluated at the I-5 / Genesee Ave. interchange. **Table 11-4** shows the results of this analysis and no significant impacts are expected to occur.

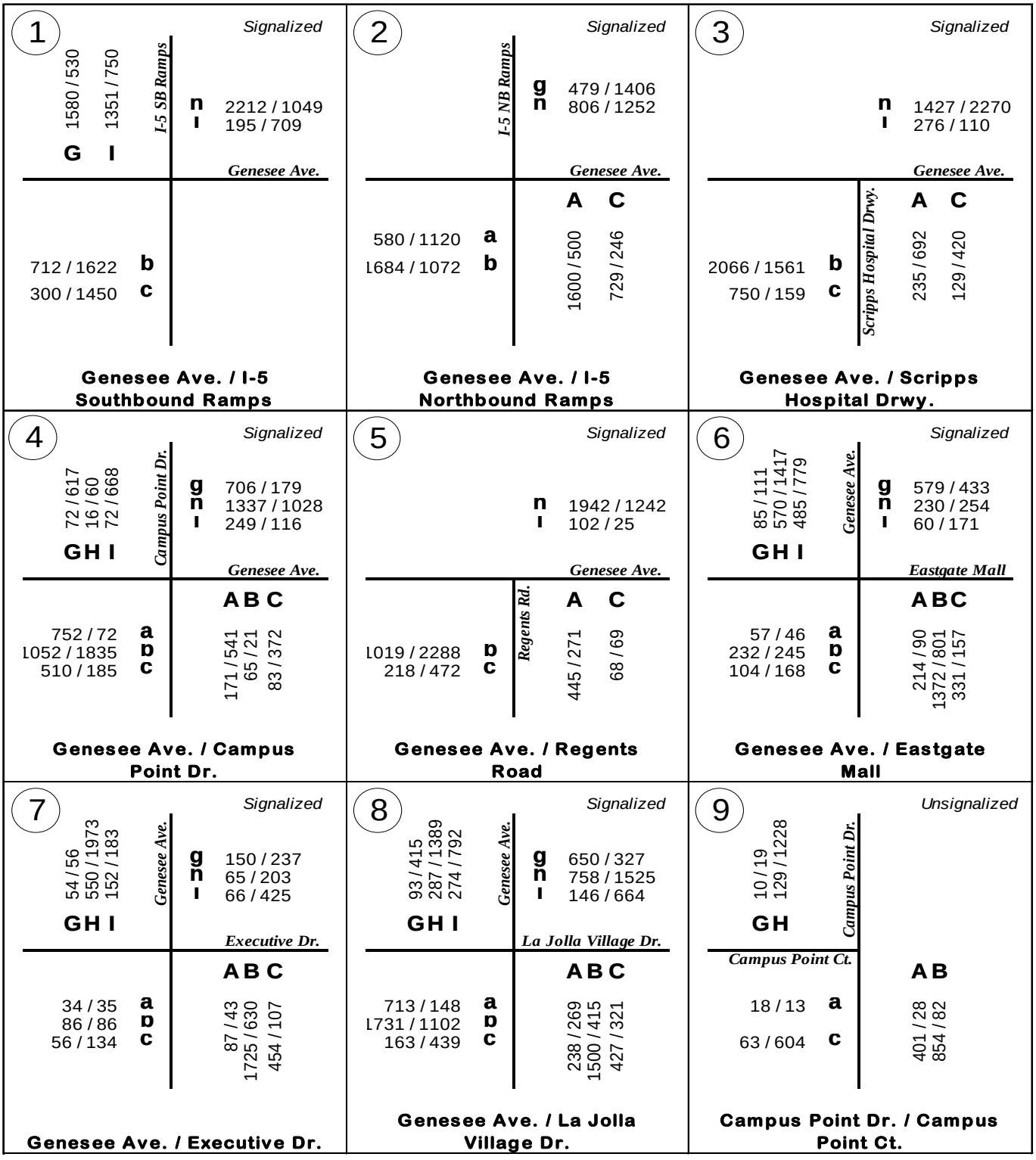


FIGURE 11-2

Horizon Year 2035 With Project AM/PM Peak Hour Traffic Volumes

TABLE 11-2

Horizon Year 2035 & Horizon Year 2035 With Project Intersection Comparison

#	Intersection	Year 2035				Year 2035 + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Genesee Ave. / I-5 Southbound Ramps	59.1	E	29.6	C	59.6	E	0.5	No	31.4	C	1.8	No
2	Genesee Ave. / I-5 Northbound Ramps	37.9	D	45.5	D	38.8	D	0.9	No	50.0	D	4.5	No
3	Genesee Ave. / Scripps Hospital Drwy.	19.6	B	21.6	C	22.9	C	3.3	No	25.3	C	3.7	No
4	Genesee Ave. / Campus Point Dr.	42.6	D	47.9	D	53.7	D	11.1	No	54.4	D	6.5	No
5	Genesee Ave. / Regents Road	16.9	B	13.4	B	19.4	B	2.5	No	14.1	B	0.7	No
6	Genesee Ave. / Eastgate Mall	48.2	D	44.5	D	49.0	D	0.8	No	45.5	D	1.0	No
7	Genesee Ave. / Executive Dr.	27.0	C	32.7	C	27.8	C	0.8	No	33.6	C	0.9	No
8	Genesee Ave. / La Jolla Village Dr.	99.1	F	57.3	E	100.7	F	1.6	Yes	58.8	E	1.5	No
9	Campus Point Dr. / Campus Point Ct.*	17.1	C	101.5	F	104.8	F	87.7	Yes	189.8	F	88.3	Yes

Notes:

LOS = Level of Service
Δ = Change
S = Significant
D= Delay
* Unsignalized

TABLE 11-3

Horizon Year 2035 With Project Freeway Level of Service Summary

Segment	Lanes	Dir.	Cap.	ADT	Peak Hour %	Dir. Split	PHV	V/C	LOS
Interstate 5									
La Jolla Village Drive / Genesee Ave.	5 GP + 2 M	NB	15,110	289,230	0.081	0.56	12,957	0.857	D
La Jolla Village Drive / Genesee Ave.	5 GP + 2 M	SB	15,110	289,230	0.078	0.55	12,466	0.825	D
North of Genesee Ave.	6 GP + 2 M	NB	17,460	284,588	0.081	0.56	12,749	0.730	C
North of Genesee Ave.	5 GP + 2 M	SB	15,110	284,588	0.078	0.55	12,266	0.812	D

Legend:

Dir.= Direction
Cap. = Capacity
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
LOS= Level of Service
PHV= Peak Hour Volume

Note:

Capacity for LOS "E" is 2,350 vphpl for General Purpose (GP) Lanes.
Taken from Transition between LOS"C" and LOS "D" criteria for Basic Freeway Segments @ 65 mi/hr in "Caltrans Guide for the Preparation of Traffic Impact Studies", December 2002
M = Managed Lanes - Capacity for LOS "E" is 1,680 vphpl.
Peak Hour % and Dir. Split taken from Caltrans internet posted Traffic Volumes

Horizon Year 2035 & Horizon Year 2035 With Project Freeway Summary

Segment	Dir.	# Lanes	Cap.	Year 2035		Year 2035 + Project		Δ	Sig.?
				V/C	LOS	V/C	LOS		
Interstate 5									
La Jolla Village Drive / Genesee Ave.	NB	5 GP + 2 M	15,110	0.857	D	0.857	D	0.001	NO
La Jolla Village Drive / Genesee Ave.	SB	5 GP + 2 M	15,110	0.824	D	0.825	D	0.001	NO
North of Genesee Ave.	NB	6 GP + 2 M	17,460	0.729	C	0.730	C	0.001	NO
North of Genesee Ave.	SB	5 GP + 2 M	15,110	0.810	D	0.812	D	0.001	NO

Legend:

Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?
Cap.= Capacity
GP = General Purpose Lanes (Capacity of 2,350 vphpl)
M = Managed Lanes (Capacity of 1,680 vphpl)

TABLE 11-4

Horizon Year 2035 With Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Year 2035 Without Project		Year 2035 With Project		Freeway LOS	Δ	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)			
Genesee Ave. / I-5 NB on Ramp (SOV)	AM	309.78	11,479	312.95	11,597	D	3.17	NO
	PM	76.97	17,982	81.11	18,948		4.13	NO
Genesee Ave. / I-5 NB on Ramp (HOV)	AM	22.17	822	22.88	848	D	0.70	NO
	PM	0.00	0	0.00	0		0.00	NO
Genesee Ave. / I-5 SB on Ramp (SOV)	AM	21.17	1,671	21.83	1,723	D	0.66	NO
	PM	26.27	8,463	27.44	8,842		1.17	NO
Genesee Ave. / I-5 SB on Ramp (HOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO

Notes:
Δ = Change in Delay (minutes)
S = Significant, if change in delay is greater than 2 minutes and Freeway LOS is E **OR** change in delay is greater than 1 minute and Freeway LOS is F.
SOV = Single Occupancy Vehicle
HOV = High Occupancy Vehicle

Horizon Year 2035 & Horizon Year 2035 With Project Ramp Meter Analysis

Most Restrictive Meter Rate

Location		Year 2035 Without Project		Year 2035 With Project		Freeway LOS	Δ	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)			
Genesee Ave. / I-5 NB on Ramp (SOV)	AM	309.78	11,479	312.95	11,597	D	3.17	NO
	PM	76.97	17,982	81.11	18,948		4.13	NO
Genesee Ave. / I-5 NB on Ramp (HOV)	AM	22.17	822	22.88	848	D	0.70	NO
	PM	0.00	0	0.00	0		0.00	NO
Genesee Ave. / I-5 SB on Ramp (SOV)	AM	21.17	1,671	21.83	1,723	D	0.66	NO
	PM	26.27	8,463	27.44	8,842		1.17	NO
Genesee Ave. / I-5 SB on Ramp (HOV)	AM	0.00	0	0.00	0	D	0.00	NO
	PM	0.00	0	0.00	0		0.00	NO

Notes:
Δ = Change in Delay (minutes)
S = Significant, if change in delay is greater than 2 minutes and Freeway LOS is E **OR** change in delay is greater than 1 minute and Freeway LOS is F.
SOV = Single Occupancy Vehicle
HOV = High Occupancy Vehicle

12.0 ACCESS AND PARKING

12.1 ACCESS

The project has two existing access points via Campus Pointe Drive, see **Figure 12-1**. These access points connect to Campus Point Drive at a cul-de-sac which serves as the terminus of the existing road. The primary access point connects to a private driveway as an extension to Campus Point Drive. This driveway splits into a secondary driveway which provides access to the northern portion of the site. The primary driveway continues west towards the proposed parking structure.

As discussed in previous sections, the portion of Campus Point Drive north of Campus Point Court is expected to have adequate capacity for the planned volumes. Pedestrian and bicycle access to the site currently exist via sidewalk on the private driveway and Campus Point Drive. These facilities will continue to exist in the future and serve the project site. No other pedestrian or vehicular access is planned. Vehicles will access the site through two existing driveways which will provide convenient circulation to the parking structure and at-grade parking lots.

12.2 PARKING

Parking at the Campus Pointe site will exceed minimum requirements per the municipal code of 2.5 spaces per 1,000 SF of scientific research. As can be seen on **Figure 12-1**, a parking structure is proposed to be located along the southern boundary of the site. A total of 2,909 parking spaces will be provided at a parking ratio of 2.5 per 1,000 SF for 10300 Campus Point Drive and 2.9 stalls per 1,000 SF for 10290 Campus Point Drive for an overall parking ratio of 2.74 stalls per 1,000 sf for the total 1,060,108 sf.

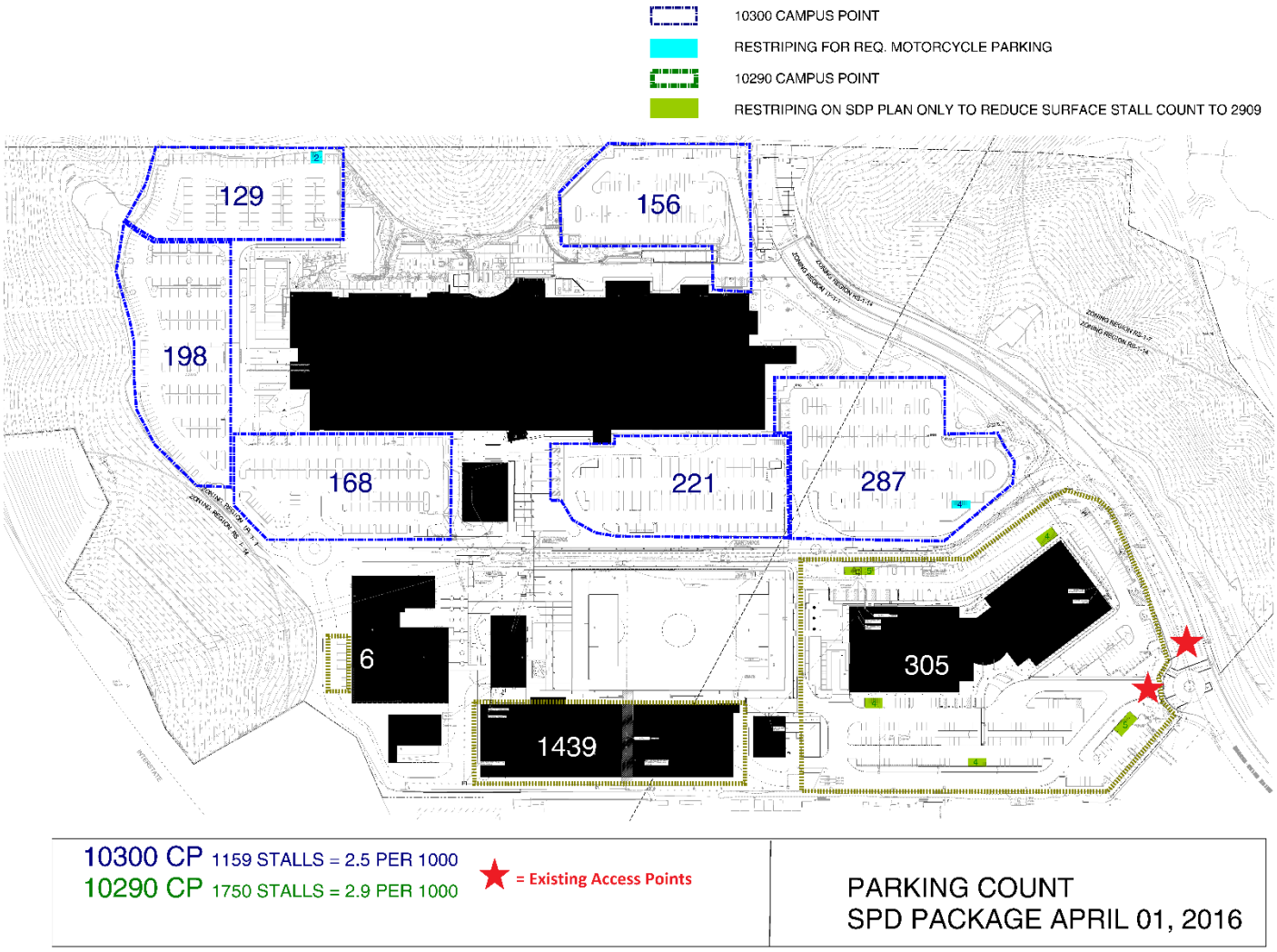

10300 CAMPUS POINT
RESTRIPING FOR REQ. MOTORCYCLE PARKING
10290 CAMPUS POINT
RESTRIPING ON SDP PLAN ONLY TO REDUCE SURFACE STALL COUNT TO 2909
129
156
198
168
221
287
6
305
1439
10300 CP 1159 STALLS = 2.5 PER 1000
10290 CP 1750 STALLS = 2.9 PER 1000
= Existing Access Points
PARKING COUNT
SPD PACKAGE APRIL 01, 2016
N
NO SCALE

FIGURE 12-1

Parking & Access

13.0 TRANSIT AND OTHER MODES

13.1 PEDESTRIAN

Pedestrian access will be provided through an existing sidewalk on Campus Point Drive as well as private paths through the project. Refer to the site plan for details. There is an existing sidewalk on the private drive which extends from Campus Point Drive to the project site. From Campus Point Drive, pedestrians can utilize sidewalks to reach the rest of the community.

13.2 BICYCLES

Class III bike lanes ("sharrows") are provided on Campus Point Drive between Genesee Avenue and Campus Point Court. Class II bike lanes on Genesee Avenue provide connections to the rest of the Community.

13.3 TRANSIT

As depicted on **Figure 13-1**, there is currently no transit service to the project site. Bus route 979 travels on Genesee Avenue near the project site which stops at the northwest quadrant of the intersection of Genesee Ave. and Campus Point Dr. which is approximately ¾ of a mile walking distance from the project site. Route 979 will connect to the UTC Transit Center as shown in the transit service figure.

In addition, the Mid-Coast Trolley is anticipated to begin construction in late 2016 and be in service by 2021. This trolley extension with connect downtown San Diego to the University City community, UCSD and Westfield UTC. A future trolley station is planned on Voigt Road approximately 1 mile away from the project site.

No trip reductions for transit service were assumed as part of this analysis. However, transit and bicycle incentives are further discussed in the Transportation Demand Management (TDM) Section 17.0 of this study.

The applicant will provide a shuttle system upon project occupancy of 75%. The shuttle will connect the Campus Pointe property with the University Towne Center transit center and the Sorrento Valley Transit Center. The planned system will consist of one 10 passenger van with 30 minute headways during the AM and PM peak hours. The shuttle will operate with 30 minute headways between the peak hours 7:00 am-9:00am and 4:00 pm-6:00pm. During off-peak hours of 9:00am to 4:00pm, the shuttle will operate with 1 hour headways.

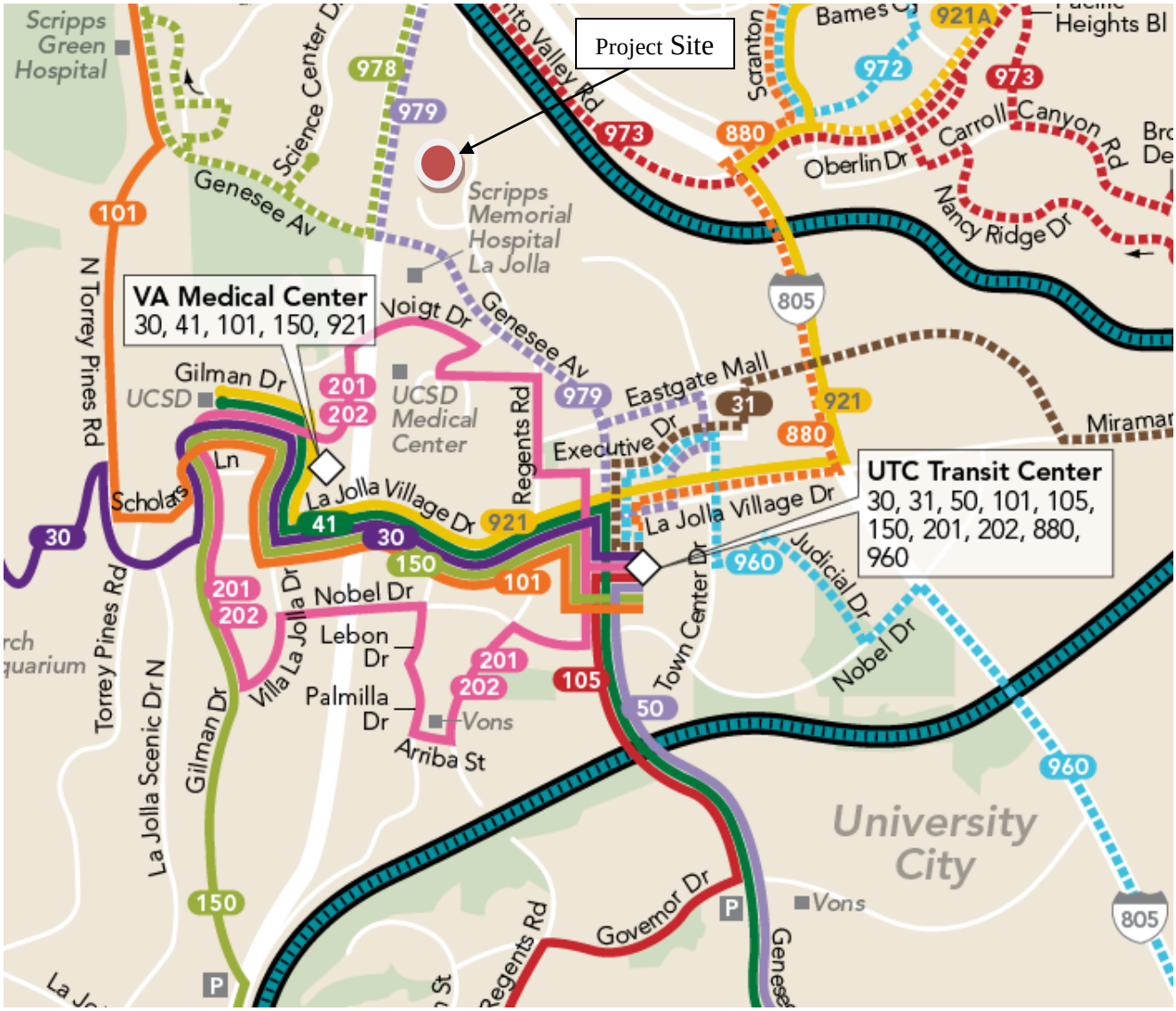


FIGURE 13-1

Transit Service North Central Region

14.0 CONCLUSIONS AND RECOMMENDATIONS

14.1 PROJECT TRIP GENERATION

This project was originally evaluated in 1993 as part of the *Eli Lilly/Ivac Campus Point Planned Industrial Development EIR*. The current traffic impact analysis is being prepared to support an environmental document which will tier off of the original EIR. All analysis in this report is based on the revised project which is planned for the same property and a lower intensity than the previously certified EIR. The currently proposed project will add approximately 318,383 SF of Scientific Research in a third building to the site (CP3) as well as a fourth building (CP4) which would house 8,000 SF of various amenity space and a small 2,000 SF manufacturing space. Including the existing buildings (CP1 and CP2) the total floor area would be 1,060,108 SF of Scientific Research. The project is expected to generate a net increase of approximately 2,555 average daily vehicle trips with 410 AM (369 in/41 out) peak hour trips and 359 PM (36 in/323 out) peak hour trips.

14.2 DIRECT IMPACTS:

Street Segments:

As shown in the previous chapters, the proposed project has one (1) direct significant impact at the following location:

Existing With Project Direct Impacts:

- Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)

Near Term With Project Direct Impacts:

- Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)

Intersections:

As shown in the previous chapters, the proposed project has three (3) direct significant impacts at the following locations:

Existing With Project Direct Impacts:

- Genesee Avenue / I-5 SB Ramps (PM Peak Hour)
- Campus Point Drive / Campus Point Court (AM Peak Hour)

Near Term With Project Direct Impacts:

- Genesee Avenue / I-5 SB Ramps (AM & PM Peak Hour)
- Genesee Avenue / La Jolla Village Drive (AM Peak Hour)
- Campus Point Drive / Campus Point Court (AM Peak Hour)

Freeway Main Lanes:

As shown in the previous chapters, there are no direct significant impacts to the I-5 freeway segments analyzed as a result of the proposed project in the Existing With Project or Near Term With Project scenarios.

Ramp Meters:

As shown in the previous chapters, there are no direct significant impacts to the ramp meters analyzed as a result of the proposed project in the Existing With Project or Near Term With Project scenarios.

14.3 CUMULATIVE IMPACTS

Street Segments:

As shown in the previous chapters, the proposed project has one (1) cumulative (Year 2035with project) significant impact at the following locations:

- Campus Point Drive (Genesee Avenue to Campus Point Court)

Intersections:

As shown in the previous chapters, the proposed project has two (2) cumulative (Year 2035 with project) significant impacts at the following locations:

- Genesee Avenue / La Jolla Village Drive (AM Peak Hour)
- Campus Point Drive / Campus Point Court (AM & PM Peak Hour)

Freeway Main Lanes:

As shown in the previous chapters, there are no cumulative significant impacts to the I-5 freeway segments analyzed as a result of the proposed project in the Year 2035 With Project scenario.

Ramp Meters:

As shown in the previous chapters, there are no cumulative significant impacts to the ramp meters analyzed as a result of the proposed project in the Year 2035 With Project scenario.

14.4 COMPARISON TO 1993 EIR

This proposed project expects to tier off of the previously certified EIR for *Eli Lilly/Ivac Campus Point Planned Industrial Development,* November 1992. The EIR was certified in February 1993 and excerpts of the traffic section can be found in **Appendix P.** The EIR evaluated redevelopment of the Campus Point Site that would allow an increase from the pre-existing 379,000 SF up to a maximum of 1,209,000 SF. This would equate to a total of 9,670 ADT at a rate of 8 trips per 1,000 SF of scientific research, of which

3,030 ADT was attributed to the existing facilities (CP1). Therefore the former project was estimated to result in a net increase of 6,640 ADT (9,670-3,030).

Since the 1993 EIR was certified, the site has developed an additional building at 10290 Campus Point Drive with additional support structures. This building is identified in this study as CP2.

As discussed previously, the current proposed project is anticipated to generate a net increase of 2,555 ADT. The existing site, which includes CP1 and CP2, generates 5,854 ADT. This would result in a net total (Existing + Proposed) of 8,409 ADT. Therefore the proposed project is expected to generate 1,351 less ADT (9,670-8,409) than the previously certified EIR.

An impact comparison table is outlined in **Table 14-1**. As shown, the proposed project is expected to have slightly different direct and cumulative impacts compared to the certified 1993 EIR. This study has identified the following two additional direct and cumulative impacts intersection impacts beyond the 1993 EIR:

- Genesee Avenue at La Jolla Village Drive (1993 EIR-Not Significant)
- Campus Point Drive at Campus Point Court (1993 EIR- Not Studied)

TABLE 14-1

Impact Comparison Table

Street Segment		Direct Impact		Cumulative Impact	
		1993 EIR	Current TIA	1993 EIR	Current TIA
Genesee Avenue	I-5 SB Ramps to I-5 NB Ramps[1]	Not Significant	Significant	Significant	Not Significant
	Interstate 5 to Scripps Hospital Dwy.	Not Significant	Not Significant	Significant	Not Significant
	Scripps Hospital Dwy to Campus Point Dr.	Not Significant	Not Significant	Significant	Not Significant
	Campus Point Dr. to Regents Rd.	Not Significant	Not Significant	Significant	Not Significant
	Regents Road to Eastgate Mall	Not Significant	Not Significant	Not Significant	Not Significant
	Eastgate Mall to Executive Dr.[2]	Not Significant	Not Significant	Not Significant	Not Significant
	Executive Dr. to La Jolla Village Dr.		Not Significant		Not Significant
Campus Point Drive	Genesee Ave. to Campus Point Court	Significant	Not Significant	Not Significant	Significant
	North of Campus Point Court[3]		Not Significant		Not Significant
Regents Road	South of Genesee Ave.	Significant	Not Studied	Not Significant	Not Studied
Eastgate Mall	East of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
	West of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
La Jolla Village Drive	East of Genesee Ave.	Not Significant	Not Studied	Not Significant	Not Studied
	West of Genesee Ave.	Not Significant	Not Studied	Significant	Not Studied

Intersections	Direct Impacts		Cumulative Impacts	
	1993 EIR	Current TIA	1993 EIR	Current TIA
Genesee Ave. / I-5 Southbound Ramps	Not Significant	Significant	Significant	Not Significant
Genesee Ave. / I-5 Northbound Ramps	Not Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Scripps Hospital Drwy.	Not Studied	Not Significant	Not Studied	Not Significant
Genesee Ave. / Campus Point Dr.	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Regents Road	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Eastgate Mall	Significant	Not Significant	Significant	Not Significant
Genesee Ave. / Executive Dr.	Not Studied	Not Significant	Not Studied	Not Significant
Genesee Ave. / La Jolla Village Dr.	Not Significant	Significant	Not Significant	Significant
Campus Point Dr. / Campus Point Ct.	Not Studied	Significant	Not Studied	Significant

1 Street segment referred to as "West of Interstate 5" in 1993 EIR

2 Genesee Avenue between Eastgate Mall and La Jolla Village Drive studied as a single street segment in 1993 EIR

3 Campus Point Drive was studied as a single street segment in 1993 EIR

14.5 MITIGATION

STREET SEGMENTS:

A direct significant project impact occurs at project buildout on Genesee Avenue between the I-5 Southbound (SB) ramps and I-5 Northbound (NB) ramps. This bridge segment currently operates as a 4 lane Major and is operating at unacceptable levels of service "E" today. The City and Caltrans plan to widen the bridge to 6 lanes which would have a LOS E capacity of 60,000 ADT. The Genesee Ave. bridge widening project is fully funded and anticipated to be constructed in fall 2017, with groundbreaking beginning in early 2015. Thus, the project impact would remain significant and unmitigated until the Caltrans improvements are completed.

A cumulative significant project impact occurs on Campus Point Drive between Genesee Ave. and Campus Point Court. This three lane segment with two-way left turn lane would operate at an unacceptable level of service "F" with the proposed project in the Horizon Year. The proposed mitigation would be to provide a 19.41% fair-share towards the removal of parking on the east side of Campus Point Drive and restripe to include an additional northbound lane. The estimated number of on-street parking spaces to be removed on the east side is approximately 63 spaces. The 63 on-street parking spaces were determined by taking the parking currently allowed (1,575 feet) on the east side of Campus Point Drive and dividing by the approximate length of a parking space (25 feet), thus 1,575 / 25 is equal to up to 63 spaces. With the addition of a northbound through lane, Campus Point Drive would become a four lane Collector with a level of service E capacity of 30,000 ADT, which is the ultimate classification per the UC Community Plan. As discussed above, the proposed project would only cause a cumulative impact to Campus Point Drive. Therefore, a 19.41% fair-share contribution towards the ultimate re-striping/widening of Campus Point Drive should be provided by the project consistent with the Community Plan (See **Appendix O**).

INTERSECTIONS:

I-5 / Genesee Ave. interchange will be modified when the proposed bridge over I-5 is widened. **Figure 10-2** shows the future lane configurations for the I-5 / Genesee Avenue interchange. For a conceptual striping layout, see **Appendix M**. The planned improvements to the interchange would fully mitigate the direct project impacts. As mentioned previously, the interchange improvements are fully funded and anticipated to be completed in fall 2017, with groundbreaking in early 2015. Thus, the project's Genesee Avenue/I-5 ramp impact would remain significant and unmitigated until the Caltrans improvements are completed.

A new signal at the intersection of Campus Pointe Drive / Campus Pointe Court would mitigate the project's direct and cumulative impacts to the intersection. Signal warrants will be met in the Existing with Project condition. See **Appendix K**.

The proposed mitigation for the project's direct impact at Genesee Ave. / La Jolla Village Drive would be to widen the northbound approach to provide a dedicated right turn lane. Other parties are also responsible for constructing this improvement. Construction will occur when impacts at this location are triggered with potential reimbursement from other parties. Alternatively, and at the sole option of the property owner, the project could provide Intelligent Transportation Systems (ITS) improvements at the intersection on Genesee Avenue/ La Jolla Village Drive and in the Genesee Avenue corridor. These ITS improvements shall be demonstrated to mitigate project impacts at the intersection to a degree that meets or exceeds the decrease in delay at the intersection of La Jolla Village Drive/Genesee Avenue caused by the proposed right turn lane. Such ITS improvements could be to fund better signal communications, synchronization or other signal timing or alternative ITS technology subject to the satisfaction of the City Engineer. The cost of such ITS improvements is not to exceed $250,000.

Table 14-2 and **Table 14-3** show a summary of proposed mitigation for intersections and streets segments respectively.

TABLE 14-2

Intersection Mitigation Summary

Study Intersections	Without Mitigation		Impact	Recommended Mitigation	With Mitigation		Project Responsibility %
	AM Delay-LOS	PM Delay-LOS			AM Delay-LOS	PM Delay-LOS	
EXISTING WITH PROJECT							
Campus Point Drive/ Campus Point Court	37.7 **E**	N/A	Direct	Construct a traffic signal	8.8 **A**	N/A	100.0%
Genesee Avenue/ I-5 Southbound Onramp	N/A	119.2 **F**	Direct	This impact will remain unmitigated until the I-5/Genesee Avenue interchange project is constructed (expected completion is Fall 2017)	N/A	N/A	N/A
NEAR TERM WITH PROJECT							
La Jolla Village Dr. / Genesee Avenue	80.1 **F**	N/A	Direct	Widen the NB approach to construct an exclusive NB right turn lane.	56.5 **E**	N/A	100.0%
Campus Point Drive/ Campus Point Court	37.7 **E**	N/A	Direct	Construct a traffic signal	8.8 **A**	N/A	100.0%
Genesee Avenue/ I-5 Southbound Onramp	58.1 **E**	73.4 **E**	Direct	This impact will remain unmitigated until the I-5/Genesee Avenue interchange project is constructed (expected completion is Fall 2017)	N/A	N/A	N/A
YEAR 2035 WITH PROJECT							
La Jolla Village Dr. / Genesee Avenue	100.7 **F**	N/A	Direct & Cumulative	Widen the NB approach to construct an exclusive NB right turn lane.	70.4 **E**	N/A	100.0%
Campus Point Drive/ Campus Point Court	104.8 **F**	189.8 **F**	Direct & Cumulative	Construct a traffic signal	9.4 **A**	45.7 **D**	100.0%

TABLE 14-3

Street Segment Mitigation Summary

Study Street Segments	Without Mitigation		Impact	Recommended Mitigation	With Mitigation		Project Responsibility %
	ADT Volume	LOS			ADT Volume	LOS	
EXISTING WITH PROJECT							
Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)	40,591	F	Direct	Bridge Widening from a 4 Lane Major to 6 Lane Prime Arterial. This impact will remain unmitigated until the I-5/Genesee Avenue Interchange project is completed. The project is fully funded and expected to be built in Fall 2017. The bridge would have a LOS E Capacity of 60,000 ADT.	*	*	N/A
NEAR TERM WITH PROJECT							
Genesee Avenue (I-5 SB Ramps to I-5 NB Ramps)	45,499	F	Direct	Bridge Widening from a 4 Lane Major to 6 Lane Prime Arterial. This impact will remain unmitigated until the I-5/Genesee Avenue Interchange project is completed. The project is fully funded and expected to be built in Fall 2017. The bridge would have a LOS E Capacity of 60,000 ADT.	*	*	N/A
YEAR 2035 WITH PROJECT							
Campus Point Drive (Genesee Ave. to Campus Point Ct.)	23,753	F	Cumulative	Fair Share Contribution to eliminate parking on east side of Campus Point Drive and Re-Stripe to add northbound lane. Campus Point Drive would become a four lane Collector with LOS E Capacity of 30,000 ADT consistent with the Community Plan.	23,753	D	19.41%**

* = No improvements are assumed at the I-5 / Genesee Ave. interchange in the Existing With Project and Near Term With Project scenarios.
**= Fair-Share calculation in Appendix M

15.0 COMMUNITY PLAN COMPARISON

As shown in the University Community Plan (Figure 26), the proposed project is located in Subarea 10. Please refer to **Appendix O** for excerpts from the Community Plan. The circulation element of the Community Plan (Figure 20) is also shown in the Appendix. According to Table 3, Subarea 10 is planned to include "existing or approved development" with a density of 18,000 SF/AC. However, according to a footnote, development of up to 30,000 SF/AC with a scientific research use would be allowable with a Transportation Systems Management plan as mitigation. The existing Campus Pointe site includes 40.28 net acres of space with 731,725 square feet of scientific research and development uses. The existing building on the Campus Pointe Master Plan property is consistent both in use and intensity with the Community Plan when the campus amenities are removed from the total square footage. However, the proposed Campus Pointe Master Plan project would increase the allowable square footage beyond what was "existing or approved" at the time of the adoption of the Community Plan as discussed in this TIA. Specifically, development of 328,383 square feet of gross floor area would exceed the 18,000 SF per net acre limit established in the Community Plan. This increase in square footage above the 18,000 SF/AC limit would therefore require a Community Plan Amendment.

Per the requirement of the Community Plan to mitigate traffic levels to the 18,000 SF/AC threshold, the Campus Pointe Master Plan proposes to complete all improvements discussed in Section 14.0 as well as provide the Transportation Demand Management (TDM) measures mentioned in Section 16.0 of this report.

16.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

16.1 TDM

Transportation Demand Management, called "TDM" for short, is a strategy designed to reduce single occupant vehicle trips during the AM and PM peak weekday hours. Since most commuting and congestion occur during weekday peak periods, TDM seeks to shift commuters to transportation modes other than cars as well as reduce peak hour trips by encouraging commuting in non-peak periods and other strategies. This TDM is an update to the TDM submitted with the previously certified 1993 EIR and will supersede the 1993 TDM.

Monitoring:

The following TDM measures will be monitored for a period of five years following the occupancy of 75% of the project. A monitoring report including a discussion of TDM measures which have been implemented and a determination of the effectiveness of the combined TDM measures will be prepared and provided to the City of San Diego each year for five years. This report will utilize surveys of campus employees and traffic counts and will be prepared by a licensed Traffic Engineer. If it is determined that the Basic TDM measures listed below have not reached the targeted level of effectiveness in a given year, additional Advanced TDM measures listed below or the alternative compliance ITS improvements described below will be employed until the TDM target is reached.

TDM Target:

As discussed above, the goal of a TDM program is to reduce single occupant vehicle trips during the AM and PM peak hours on weekdays. The AM peak hour shall be defined as 7:00am to 8:00am and the PM peak hour shall be defined as 5:00pm to 6:00pm. The trip target for this project is a total of 1,031 AM

peak hour trips and 902 PM peak hour single occupant vehicle trips (equivalent to a 20,000sf/net acre SR project). This represents an estimated maximum decrease of 23% in peak hour traffic utilizing TDM measures. If additional TDM measures are applied at other properties controlled by the same property owner for purposes other than Community Plan Conformance or traffic mitigation, a credit for the effectiveness of such measures can be applied towards this TDM target at the option of the property owner subject to documentation and City approval of the effectiveness of such measures.

TDM measures that Campus Pointe will incorporate include the following:

Basic TDM measures (to be implemented at certificate of occupancy for CP3 with occupancy by tenants)

- Bulletin boards in central locations, which encourage alternative transportation programs.
- Request tenants implement telecommute and staggered work hours to avoid peak hour traffic.
- A TDM association/coordinator for the tenants of Campus Pointe to facilitate publication and distribution of information as well as ensure it remains current.
- Informational quarterly newsletters to tenants discussing Ride-Link and other tools for carpooling, bicycling, and alternative modes of transportation.
- Bike lockers will be provided on-site.
- Bike repair stations will be provided in each building.
- Showers will be provided on-site.
- Carpooling priority parking

Advanced TDM measures to be applied if target isn't reached

- Carpool Association
- Provide a shuttle system upon project occupancy of 75%. The shuttle will connect the Campus Pointe property with the University Towne Center transit center and the Sorrento Valley Transit Center. The planned system will consist of one 10 passenger van with 30 minute headways during the AM and PM peak hours. The shuttle will operate with 30 minute headways between the peak hours 7:00 am-9:00am and 4:00 pm-6:00pm. During off-peak hours of 9:00am to 4:00pm, the shuttle will operate with 1 hour headways.
- There will be an incentive program for carpool and off-peak travelers which may consist of a credit voucher to eat at the onsite restaurant or other incentives.
- Coordinate and request tenants of the new buildings offer transit passes for their employees at a 25% discount.
- Offer a bikeshare program to employees of tenants in the new buildings
- Encourage participation in the SANDAG iCommute program or equivalent

Alternative compliance at the sole option of the property owner

- Provide ITS improvements on Genesee Avenue to decrease the peak hour travel times of commuters in the University City community. A documented improvement in average travel times of 1 minute per 100 peak hour vehicles will be considered the equivalent of 10 peak hour vehicles from the project site. This improvement shall be based on travel times on Genesee Avenue between I-5 ramps and immediately south of La Jolla Village Drive. ITS improvements mean Intelligent Transportation Systems which are advanced applications which, without embodying intelligence as such, aim to provide innovative services relating to different modes of transport and

traffic management and enable various users to be better informed and make safer, more coordinated, and 'smarter' use of the transportation system. Examples of such ITS improvements could be managed lanes, driver information initiatives, better signal communication and coordination or adaptive traffic control. Any proposed improvements would be as approved by the City Engineer and would only be implemented at the sole option of the property owner.

17.0 REFERENCES

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This report is site and time specific and is intended for a one-time use for this intended project under the conditions described as "Proposed Project." Any changes or delay in implementation may require re-analysis and re-consideration by the public agency granting approvals. California land development planning involves subjective political considerations as well as frequently re-interpreted principals of law as well as changes in regulations, policies, guidelines and procedures. Urban Systems and their professionals make no warrant, either express or implied, regarding our findings, recommendations, or professional advice as to the ability to successfully accomplish this land development project.

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COMMUNITY PLAN- FIGURE 26, TABLE 3, & INDUSTRIAL ELEMENT EXCERPT

APPENDIX P

1993 EIR EXCERPTS

Biological Resources Report for the Campus Point Project, San Diego, California

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1.0 Summary

The Campus Point Project (project) is located at 10290 and 10300 Campus Point Drive, south of the Interstate 5 and Interstate 805 merge, in the City of San Diego, California. The project proposes to construct two new buildings, a six-level parking structure, and a loading dock and utility area with various landscaping and site improvements on a 58.21-acre project site that currently supports a two-story industrial/research building and associated parking facilities.

Additionally, the project would reconfigure Campus Point Drive off-site, within a 0.22-acre off-site improvement area. The entire 58.43-acre project area was evaluated to determine the current condition of the biological resources present.

Two sensitive vegetation communities, Diegan coastal sage scrub (Tier II) and non-native grassland (Tier III-B), were identified within the project area. No sensitive or narrow endemic plant species were identified within the project area. However, there is a moderate potential for beach goldenaster (*Heterotheca sessiliflora* ssp. *sessiliflora*), Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*), and aphanisma (*Aphanisma blitoides*) to occur within the Diegan coastal sage scrub. Torrey pine (*Pinus torreyana*) individuals present within the eucalyptus woodland are not part of a naturally occurring population of the species and, therefore, are not considered a sensitive biological resource for this project. No sensitive wildlife species were observed within the project area; however, there is a high potential for the sensitive coastal California gnatcatcher (*Polioptila californica californica*) and southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) to occur within the Diegan coastal sage scrub and for nesting raptors to occur within the eucalyptus woodland. There is also a moderate potential for southern mule deer to occur due to the project site's location on a canyon containing suitable habitats.

Based on the proposed project area and the current limits of the Multi-Habitat Planning Area (MHPA), it was determined that a boundary line correction (BLC) would be necessary for developed portions of the project area that were mapped inside the MHPA in 1997. A BLC was approved by the City and Wildlife Agencies in November 2014 to correct developed portions of the project site from the MHPA. A boundary line adjustment (BLA) was also processed concurrently; however, changes in the project design no longer necessitate the need for a BLA. Subsequently, an off-site improvement area was added to the project area, which would require a BLC to rectify minor mapping errors that included developed portions of Campus Point Drive in the MHPA. No impacts would occur to MHPA within the project area following the BLC.

The project would result in impacts to 20.83 acres of eucalyptus woodland (Tier IV) and urban/developed (Tier IV). Impacts to eucalyptus woodland and urban/developed would not require mitigation, as these vegetation community/land cover types are not considered sensitive.

The project may directly impact nesting birds, including raptors, on-site through the removal of vegetation during the typical bird breeding season (i.e., February 1–September 15). To avoid direct impacts to nesting and migratory birds, including raptors, pre-construction surveys would be conducted during the typical bird breeding season (i.e., February 1–September 15) to determine the presence or absence of breeding birds and ensure no impacts occur to any nesting birds or their eggs, chicks, or nests. Biological resource protection measures would also be implemented before, during, and after project construction to ensure the protection of nesting birds. Indirect impacts as a result of MHPA adjacency, including indirect impacts to coastal California gnatcatcher, would be mitigated through project compliance with the City of San Diego's Multiple Species Conservation Plan (MSCP) Subarea Plan – Land Use Adjacency Guidelines.

2.0 Introduction

This report describes the results of the biological resources survey conducted for the Campus Point project in the City of San Diego. The proposed project is located at 10290 and 10300 Campus Point Drive in the City of San Diego, south of the Interstate 5 and Interstate 805 merge (Figure 1). The project area occurs in an unsectioned portion of the Pueblo Lands of San Diego, Township 15 South, Range 3 West, of the U.S. Geological Survey (USGS) 7.5-minute topographic map, Del Mar quadrangle (Figure 2). The project site consists of Assessor's Parcel Number (APN) 343-230-13 and 343-230-14, and is presented on the City of San Diego 800-scale maps (Figure 3). The off-site improvement area occurs within a right-of-way and does not have an APN.

The project applicant proposes to construct two new buildings, a six-level parking structure, and a loading dock and utility area with various landscaping and site improvements on a 58.21-acre project site that currently supports a two-story industrial/research building and associated parking facilities. Additionally, the project would reconfigure Campus Point Drive off-site, within a 0.22-acre off-site improvement area. The entire 58.43-acre project area was evaluated to determine the current condition of the biological resources present (Figure 4). This report provides the necessary biological data and background information required for environmental analysis according to guidelines set forth in the City of San Diego's MSCP Subarea Plan (1997) and the City of San Diego Biology Guidelines for the buildings, building improvements, and sitework that are subject to site development permit review (City of San Diego 2012).

Project Location

FIGURE 1

Regional Location

RECON

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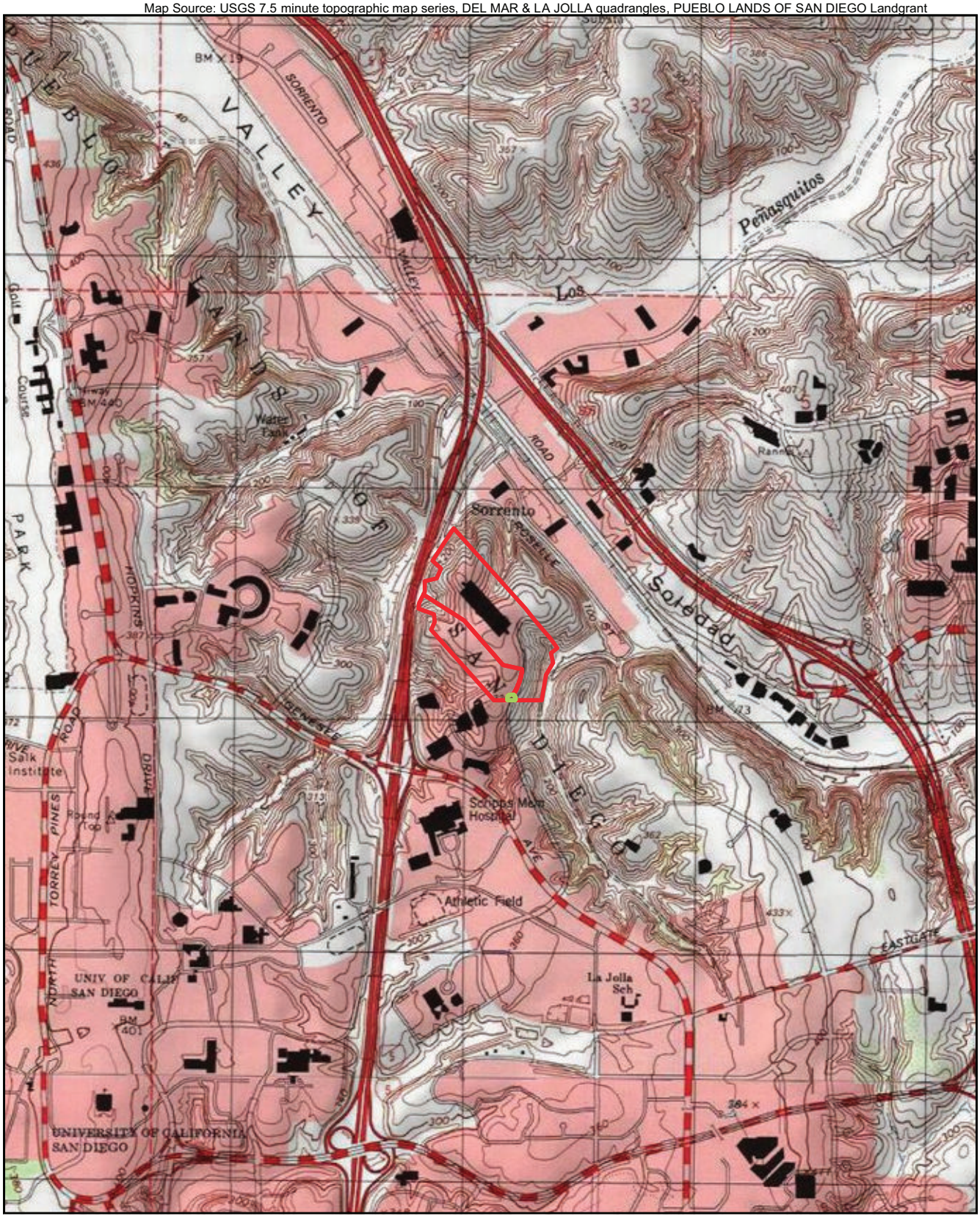
Map Source: USGS 7.5 minute topographic map series, DEL MAR & LA JOLLA quadrangles, PUEBLO LANDS OF SAN DIEGO Landgrant



Project Site

Off-site Improvement Area

FIGURE 2

Project Location on USGS Map

RECON

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Map Source: City of San Diego, Engineering and Development Department, City 800' Maps, Number 258-1689, 258-1701, 266-1689 & 266-1701

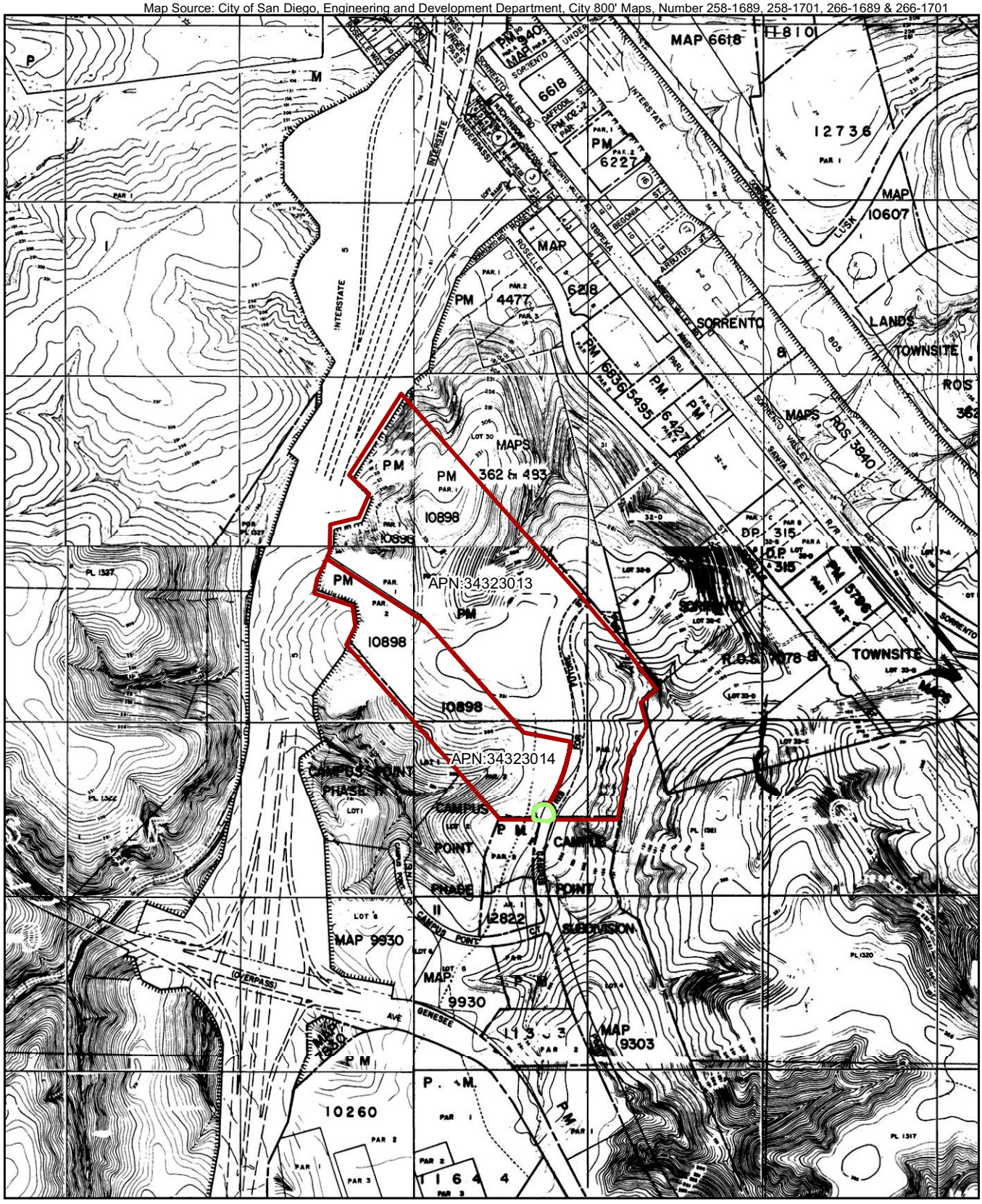

FIGURE 3

Project Location on City 800' Map

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Image Source: USDA FSA NAIP (flown June 2014)

0 Feet 400

Project Site
Off-site Improvement Area
Survey Area
Photo Points

RECON

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FIGURE 4

Project Location on Aerial Photograph

3.0 Survey Methods

RECON biologist Cailin O'Meara conducted a general biological survey of the northern project parcel, APN 343-230-13, on July 24, 2014. An additional survey of the entire 58.43-acre project area was conducted on November 5, 2015 (see Figure 4). Vegetation communities were mapped on a 1-inch-equals-160-feet aerial photograph flown in 2012. Vegetation community classifications follow Oberbauer et al. (2008), which are based on Holland's 1986 Preliminary Descriptions of the Terrestrial Natural Communities of California. All plant species observed on-site were also noted, and plants that could not be identified in the field were identified later in the laboratory using taxonomic keys. The survey also included a directed search for sensitive plants that would have been apparent during the time of the survey. Limitations to the compilation of a comprehensive floral checklist were imposed by seasonal factors, such as blooming period.

Biological surveys were conducted in the summer of 2014 and fall of 2015; therefore, some species, such as sensitive spring annuals, may not have been detected at this time of year. Animal species observed directly or detected from calls, tracks, scat, nests, or other sign were noted.

Floral nomenclature for common plants follows The Jepson Online Interchange (University of California 2014), for ornamental plants Brenzel (2001), and for sensitive plants California Native Plant Society (CNPS; 2014). Vegetation community classifications follow Oberbauer (2008) which is based on Holland's 1986 Preliminary Descriptions of the Terrestrial Natural Communities of California. Zoological nomenclature for birds is in accordance with the American Ornithologists' Union Checklist (2015) and Unitt (2004); for mammals with Baker et al. (2003); and for reptiles with Crother (2012). Determination of the potential occurrence for listed, sensitive, or noteworthy species is based upon known ranges and habitat preferences for the species (Jennings and Hayes 1994; Unitt 2004; CNPS 2014; Reiser 2001), and species occurrence records from the California Natural Diversity Database (CNDDB; State of California 2015a) and other sites in the vicinity of the project area.

4.0 Existing Conditions

The project area is located on a mesa top within an urban canyon system, directly east of Interstate 5 and north of Genesee Avenue. Within the project area, existing development occurs on a dissected mesa top bordered by native and non-native vegetation on natural and manufactured slopes along the northern, eastern, and western project boundary. The project area is further surrounded by an unnamed canyon to the north and east, with commercial development to the south, and Interstate 5 to the west. The project area is accessible from the south via Campus Point Drive.

The existing development occurs at an elevation of approximately 300 above mean sea level (MSL). Elevations range from 300 MSL to 106 MSL on the slope in the northwestern

portion of the project area. Elevations range from 302 MSL to 124 MSL on the slope in the southeastern portion of the project area.

Three soil types are mapped within the project area: Altamont clay, 30 to 50 percent slopes, Chesterton fine sandy loam, 5 to 9 percent slopes, and Corralitos loamy sand, 0 to 5 percent slopes. These soil types are described in further detail below (U.S. Department of Agriculture [USDA] 1973).

Altamont clay, 30 to 50 percent slopes, consists of well-drained clay soils. This soil type is formed in material weathered from calcareous shale and typically occurs on uplands. This soil type has a high erosion hazard and rapid runoff (USDA 1973). Within the project area, this soil type occurs primarily within the undeveloped portion of the site.

Chesteron fine sandy loam, 5 to 9 percent slopes, consists of moderately well-drained, fine sandy loams containing sandy clay subsoil. This soil type is formed from sandstone and typically occurs on moderately sloping coastal ridges. This soil type has slow to medium runoff and a slight to moderate erosion hazard (USDA 1973). Within the project area, this soil type is restricted to the developed portion of the site.

Corralitos loamy sand, 0 to 5 percent slopes, consists of somewhat excessively drained, very deep loamy sands. This soil type is formed in alluvium derived from marine sandstone and is typically located in narrow valleys and on small alluvial fans. This soil type has slow runoff and a high erosion hazard (USDA 1973). Within the project area, this soil type occurs on a slope along the northern boundary.

4.1 Botany

A total of four vegetation communities/land cover types occur within the project area: Diegan coastal sage scrub, non-native grassland, eucalyptus woodland, and urban/developed (Figure 5). The acreages of vegetation communities are listed in Table 1, and a total of 104 plant species were identified on the site (Attachment 1). Of these 104 species, 32 are considered native to California and 72 are considered non-native species. A total of 16 of the native species and 50 of the non-native species were used horticulturally in landscaping and/or bioswales. Sensitive plant species and their potential for occurrence are discussed in Section 5.0, Sensitive Biological Resources, and also are summarized in Attachment 2.

Image Source: USGS (flown May 1994)

0 Feet 350

Project Area in 1994

MHPA Boundary (Established March 1997)

FIGURE 5

Project Location in 1994 Prior to the Establishment of the MHPA Preserve Area

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TABLE 1
EXISTING VEGETATION COMMUNITIES/LAND COVER TYPES
WITHIN THE PROJECT AREA

Habitat/Land Cover Types (City of San Diego 2012)	City of San Diego Tier	Project Site		Off-site Improvement Area		Acreage
		Inside Existing MHPA (acres)	Outside Existing MHPA (acres)	Inside Existing MHPA (acres)	Outside Existing MHPA (acres)	
Coastal Sage Scrub	II	6.95	1.79	-	-	8.74
Non-Native Grassland	III-B	0.61	3.64	-	-	4.25
Eucalyptus Woodland	IV	1.41	3.93	-	-	5.34
Urban/Developed	-	1.08	38.80	0.03	0.19	40.10
TOTAL	**-**	**10.05**	**48.16**	**0.03**	**0.19**	**58.43**

4.1.1 Diegan Coastal Sage Scrub

Diegan coastal sage scrub is a vegetation community composed of low-growing, soft-woody shrubs that have an average height of approximately three to four feet. This community is typically dominated by drought-deciduous species and found on sites with low moisture-availability. These sites often include drier south- and west-facing slopes and occasionally north-facing slopes, where the community can act as a successional phase of chaparral development. Diegan coastal sage scrub is found in coastal areas from Los Angeles County south into Baja California (Oberbauer et al. 2008). Within the project area, a majority of the Diegan coastal sage scrub is located along the eastern boundary, with an isolated patch occurring in the northwestern corner. Diegan coastal sage scrub within the project area is dominated by black sage (*Salvia mellifera*), California sagebrush (*Artemisia californica*), lemonade berry (*Rhus integrifolia*), and coastal California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*) (Photograph 1).

4.1.2 Eucalyptus Woodland

Eucalyptus woodland typically consists of dense stands of eucalyptus (*Eucalyptus* sp.) with a closed canopy. In the overstory, stands may contain one to several species of eucalyptus and typically contain few native tree species, except in cleared pockets. Bark and leaf litter may limit the development of an understory, although stands may also contain well-developed herbaceous and shrubby understories.

Within the project area, eucalyptus woodland occurs along the northeastern boundary and southwestern corner. The eucalyptus woodland is dominated primarily by red gum (*Eucalyptus camaldulensis*), with ornamental tree species such as western coastal wattle (*Acacia cyclops*), Peruvian pepper tree (*Schinus molle*), and ornamental Torrey pine. The understory within the eucalyptus woodland is predominantly leaf litter with scattered shrubs, but includes pockets of low-lying non-native vegetation (Photograph 2).

PHOTOGRAPH 1
View of Diegan Coastal Sage Scrub within the
Eastern Portion of the Project Area, Facing South

PHOTOGRAPH 2
View of Non-native Grassland and Eucalyptus Woodland within
the Northwestern Portion of the Project Area, Facing Southwest

4.1.3 Non-native Grassland

Non-native grassland is dominated by annual, non-native grasses. Native species within the vegetation community are variable, and may include native forb species. Typically, the plants within this vegetation community are dead through the summer-fall dry season and only persist within the soil seed bank. Non-native grassland is widespread throughout southern California valleys and foothills (Oberbauer et al. 2008).

Non-native grassland occurs along the northwestern boundary of the project area. The non-native grassland is dominated by ripgut grass (*Bromus diandrus*), red brome (*Bromus madritensis*), wild oats (*Avena* sp.), and black mustard (*Brassica nigra*) (see Photograph 2).

4.1.4 Urban/Developed

Urban/developed areas consist of areas that no longer support native vegetation due to physical alteration. This may include the construction of structures, hardscaping, pavement, and/or landscaping.

Within the project area, the urban/developed land cover type consists primarily of buildings and parking lots in the central portion of the site (Photograph 3). The paved road, Campus Point Drive, runs through the eastern portion of the site. Landscape/ornamental vegetation borders Campus Point Drive to the east, and occurs scattered throughout the parking lots in the central portion of the site. Many native species are planted within the landscaping, including ornamental Torrey pine, deergrass (*Muhlenbergia rigens*), and foothill needlegrass (*Stipa lepida*).

4.2 Zoology

A total of 12 wildlife species were observed in the vicinity of the project area (Attachment 3). Sensitive wildlife species and their potential for occurrence are discussed in Section 5.0, Sensitive Biological Resources, and also are summarized in Attachment 4.

4.2.1 Amphibians

Most amphibians require moisture for at least a portion of their lifecycle, with many requiring a permanent water source for habitat and reproduction. Terrestrial amphibians have adapted to more arid conditions and are not completely dependent on a perennial or standing source of water. These species avoid desiccation by burrowing beneath the soil or leaf litter during the day and during the dry season. No amphibians were detected during field survey.

4.2.3 Birds

The diversity of bird species varies with respect to the character, quality, and diversity of vegetation communities present on a site. High-quality vegetation communities typically support

PHOTOGRAPH 3
View of Urban/Developed Land within the
Central Portion of the Project Area, Facing North

a moderate to high variety of bird species. The Diegan coastal sage scrub, non-native grassland, and eucalyptus woodland habitats provide foraging and shelter opportunities for a wide variety of bird species. Urban/developed land is also used by bird species adapted to urban settings.

The avian species observed within the project area include wrentit (*Chamaea fasciata henshawi*), lesser goldfinch (*Spinus* [=*Carduelis*] *psaltria hesperophilus*), western scrub jay (*Aphelocoma californica*), California towhee (*Melozone* [=*Pipilo*] *crissalis*), spotted towhee (*Pipilo maculatus*), and Anna's hummingbird (*Calypte anna*). A red-tailed hawk (*Buteo jamaicensis*) and an American crow (*Corvus brachyrhynchos hesperis*) were also observed flying over the project area.

4.2.4 Mammals

Most mammal species are nocturnal; therefore, their presence is detected during daytime surveys by observing their sign, such as tracks, scat, and burrows. Common mammal species detected within the project area include desert cottontail (*Sylvilagus audubonii*).

5.0 Sensitive Biological Resources

The applicable local, state and federal regulations for protecting sensitive biological resources are summarized below, followed by a detailed discussion of the specific sensitive resources with potential to occur on-site. The assessments of potential species occurrence are based upon on-site conditions, known species ranges and habitat preferences, recorded species occurrences from the CNDDB, and species occurrence records from other sites in the vicinity of the project area. These sensitive biological resources are discussed in further detail below.

5.1 Sensitivity Criteria / Regulatory Setting

For purposes of this report, species will be considered sensitive if they are (1) covered species under the City of San Diego's MSCP Subarea Plan; (2) listed by state or federal agencies as threatened or endangered or are proposed for listing (State of California 2015a, 2015b, 2015c); (3) on California Rare Plant Rank 1B (considered endangered throughout its range) or California Rare Plant Rank 2 (considered endangered in California but more common elsewhere) of the CNPS Inventory of Rare and Endangered Vascular Plants of California (2014); or (4) designated by the City's Biology Guidelines as a narrow endemic species (City of San Diego 2012). Noteworthy plant species are considered to be those that are on California Rare Plant Rank 3 (more information about the plant's distribution and rarity needed) and California Rare Plant Rank 4 (plants of limited distribution) of the CNPS Inventory (2014). Sensitive vegetation communities are those identified by the City's Biology Guidelines (2012).

5.1.1 State Regulations

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.3 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls) or of their nests and eggs (California Department of Fish and Wildlife [CDFW] 1991).

5.1.2 Federal Regulations

The Migratory Bird Treaty Act (MBTA) was established to provide protection to the breeding activities of migratory birds throughout the United States. The MBTA protects migratory birds and their breeding activities from take and harassment.

5.1.3 City of San Diego Regulations

Sensitive biological resources are defined in the City of San Diego Biology Guidelines (2012) as:

> …lands included within the MHPA as identified in the City of San Diego's MSCP Subarea Plan (City of San Diego 1997), and other lands outside of the MHPA that contain… Tier I, II, IIIA and IIIB vegetation communities; habitat for rare, threatened, endangered species and their habitat; or narrow endemic species (City of San Diego 2012).

MHPA lands are those that have been included within the City of San Diego's MSCP Subarea Plan for habitat conservation. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. MHPA lands are considered by the City of San Diego to be a sensitive biological resource. The City of San Diego allows some development within the MHPA based on the development area allowance (City of San Diego 2012).

5.2 Sensitive Vegetation Communities

Two vegetation communities identified within the project area are considered sensitive or regulated by the City's Biology Guidelines (2012). Diegan coastal sage scrub (coastal sage scrub) is a Tier II uncommon upland and non-native grassland (non-native grasslands) is a Tier III-B common upland. Tier IV habitats are not considered sensitive.

5.3 Sensitive Plants

A total of 19 sensitive plant species are known to occur in the vicinity of the project boundary (within one mile of the project area) (State of California 2015d). Sensitive species observed

within the project area or with high to moderate potential for occurrence based on species range and habitat conditions are discussed in further detail below. A comprehensive list of sensitive plant species with potential for occurrence within the project area is presented in Attachment 2, and includes those species with low potential for occurrence based on species range and habitat conditions.

Although not detected on-site, beach goldenaster, Robinson's peppergrass, and aphanisma have a moderate potential to occur due to the presence of suitable Diegan coastal sage scrub on-site within the known range of these species. Additionally, CNDDB occurrences of beach goldenaster and Robinson's peppergrass have been recorded within one mile of the project area (State of California 2015d). Beach goldenaster has a CNPS rare plant ranking of 1B.1 (Rare, threatened, or endangered in California and elsewhere; seriously threatened in California) (CNPS 2014). Robinson's peppergrass has a CNPS rare plant ranking of 4.2 (Limited distribution; fairly threatened in California) (CNPS 2014). Aphanisma has a CNPS rare plant ranking of 1B.1, is MSCP-covered, and considered a narrow endemic species by the City's Biology Guidelines (CNPS 2014; City of San Diego 1997, 2012).

One sensitive plant species, Torrey pine, was observed in the project area. Torrey pine has a CNPS Rare Plant Ranking of 1.2 (rare, threatened, or endangered in California and elsewhere; fairly endangered in California [CNPS 2014]). However, these Torrey pine trees are located within landscaping and on a manufactured slope adjacent to Campus Point Drive and are not part of a naturally occurring population of the species. Therefore, these particular Torrey pine trees are not considered a sensitive biological resource for this project.

5.4 Sensitive Wildlife Species

No sensitive wildlife species were detected during the survey. All wildlife species known to occur in the vicinity of the project area (within one mile of the project area) that are federally listed threatened or endangered or that have potential to occur based on species range are addressed in Attachment 4. Sensitive species with high or moderate potential to occur within or directly adjacent to the project area are discussed in further detail below.

Coastal California gnatcatcher. There is high potential for coastal California gnatcatcher, a federally listed threatened, CDFW species of special concern, and MSCP-covered species, to occur within the Diegan coastal sage scrub. The appropriate habitat structure and preferred plant species for nesting coastal California gnatcatcher are available on-site. Additionally, there is record of coastal California gnatcatcher occurring within one mile of the project area (State of California 2015b).

Southern California rufous-crowned sparrow. There is high potential for southern California rufous-crowned sparrow, a CDFW species of special concern and MSCP-covered species, to occur within the Diegan coastal sage scrub. The appropriate habitat structure and preferred plant species for nesting southern California rufous-crowned sparrow are available on-site.

Additionally, there is record of southern California rufous-crowned sparrow occurring within one mile of the project area (State of California 2015b).

Nesting raptors. There is also moderate potential for nesting raptors within the eucalyptus woodland, including the MSCP-covered Cooper's hawk (*Accipiter cooperii*). Foraging habitat is also present within the Diegan coastal sage scrub and non-native grassland habitats. Raptors (birds of prey) and active raptor nests are protected by the California Fish and Game Code 3503.

Southern mule deer (*Odocoileus hemionus fuliginata*). There is a moderate potential for the MSCP-covered southern mule deer to occur within the project area due to the site's location within a canyon system and the presence of suitable native habitats.

Least Bell's vireo (*Vireo bellii pusillus*). Least Bell's vireo is not expected to occur within the project area due to lack of suitable riparian habitat. Least Bell's vireo is a federally and state listed endangered and MSCP-covered species. However, there is high potential for least Bell's vireo to occur outside of the project area within suitable riparian habitat located approximately 50 feet southeast of the project area. The riparian habitat contains the appropriate habitat structure and preferred plant species for nesting least Bell's vireo, and is located within a canyon system with connectivity to contiguous open space containing suitable habitat. Additionally, there is a CNDDB record of least Bell's vireo occurring within one mile of the project area (State of California 2015b).

Southwestern willow flycatcher (*Empidonax traillii extimus*). Southwestern willow flycatcher is not expected to occur within the project area due to lack of suitable riparian habitat. Southwestern willow flycatcher is a federally and state listed endangered and MSCP-covered species. However, there is moderate potential for southwestern willow flycatcher to occur outside of the project area due to the presence of suitable riparian habitat approximately 50 feet southeast of the project area. The riparian habitat contains the appropriate habitat structure and preferred plant species for southwestern willow flycatcher, and is located within a canyon system with connectivity to contiguous open space containing suitable habitat. Migrants have been known to occur within three miles of the project area; however, breeding southwestern willow flycatcher is extremely restricted in San Diego County and is not known to occur within the vicinity of the project area (Unitt 2004).

5.5 Multi-Habitat Planning Area

One of the primary objectives of the City of San Diego's MSCP Subarea Plan is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. The City of San Diego's MSCP Subarea Plan has identified large blocks of native habitat having the ability to support a diversity of plant and animal life known as "core biological resource areas." "Linkages" between these core areas provide for wildlife movement. These lands have been determined to provide the necessary habitat quality, quantity, and

connectivity to sustain the unique biodiversity of the San Diego region. Input from responsible agencies and other interested participants resulted in creation of the City of San Diego's MHPA. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. MHPA lands are considered by the City of San Diego to be sensitive biological resources.

The project area is located within the "Urban Area" of the City of San Diego's MSCP Subarea (City of San Diego 1997). City of San Diego MHPA preserve lands occur within and adjacent to the project area, and include both habitat and a previously developed areas. The previously developed area within the project site was developed in accordance with the 1979 site plan prior to the establishment of the MHPA (Figure 6). The previously developed area within the off-site improvement area occurs within the City's right-of-way, and was developed in association with Campus Point Drive (see Figure 6). A total of 10.08 acres of the project area is located within the MHPA, and consists of Diegan coastal sage scrub, non-native grassland, eucalyptus woodland, and urban/developed (see Table 1). A majority of the site is directly adjacent or in close proximity to MHPA.

5.6 Wildlife Movement Corridor

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations (Beier and Loe 1992). Wildlife movement corridors are considered sensitive by resource and conservation agencies.

The project area is located on a mesa top within an unnamed urban canyon system, which is immediately restricted by Interstate 5 to the north and west and residential and commercial development to the south. The canyon continues to the east, where it ultimately passes under the Interstate 805 bridge and connects with Soledad Canyon, an urban canyon system. Although it is reasonable to assume that wildlife movement may occur locally within the project area, the project area as a whole does not provide a throughway for wildlife species and therefore does not function as a significant regional corridor.

6.0 Project Impacts

Impacts to biological resources due to the proposed project are discussed below. The biological impacts were assessed according to guidelines set forth in the City of San Diego's Development Services Department California Environmental Quality Act Significance Thresholds (2011) and the MSCP (City of San Diego 1997). Mitigation would be required for impacts that are considered significant under these guidelines.

Image Source: USDA FSA NAIP (flown June 2014)

Project Site

Off-site Improvement Area

Vegetation Classification

Diegan Coastal Sage Scrub

Eucalyptus Woodland

Non-Native Grassland

Urban\Developed

0 Feet 300

FIGURE 6

Existing Biological Resources

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6.1 MHPA

Within the project area, a total of 10.08 acres occurs inside the MHPA and 48.35 acres occurs outside the MHPA. The BLC would correct the previously developed portions of the project area that were mapped as part of the MHPA at the regional scale (Figure 7). No MHPA occurs within the impact area where the BLC is applied. Therefore, no direct impacts to the MHPA would result from the proposed project. A detailed analysis of the BLC is presented in Table 2 and discussed in further detail below.

TABLE 2
COMPARISON OF EXISTING AND CORRECTED MHPA BOUNDARY

Habitat/Land Cover Types (City of San Diego 2012)	MSCP Tier	Total Inside MHPA before BLC (acres)	Previously Approved MHPA Boundary Line Correction November 2014 (acres)	Off-site Improvement Area MHPA Boundary Line Correction (acres)	MHPA Boundary Line Addition (acres)	Total Inside MHPA after BLC (acres)
Diegan Coastal Sage Scrub	II	6.95	0.00	0.00	+1.63	8.58
Non-Native Grassland	III-B	0.61	0.00	0.00	0.00	0.61
Eucalyptus Woodland	IV	1.41	0.00	0.00	+0.23	1.64
Urban/Developed	-	1.11	-1.06	-0.03	0.00	0.02
TOTAL		**10.08**	**-1.06**	**-0.03**	**+1.86**	**10.85**

6.1.1 MHPA Boundary Line Correction

A BLC is allowed under the City of San Diego's MSCP Subarea Plan to rectify minor mapping inaccuracies at the project level. MHPA corrections typically are considered when the regional scale of MHPA mapping has resulted in the inclusion of existing developed areas in the preserve. The approval of an MHPA correction requires that the project demonstrate the following: (1) the proposed area to be corrected was legally permitted prior to the establishment of the MHPA in 1997; or (2) no habitat, including wetlands, would be removed; (3) no buffer area (e.g., wetland buffer, wildlife corridor) would be impacted; and (4) removing the area from the MHPA would not preclude project compliance with the City of San Diego's MSCP Land Use Adjacency Guidelines.

The project site was developed in accordance with the 1979 and 1982 site plans (Permit A10329), prior to the adoption of the MSCP and associated MHPA mapping. Figure 5 shows the project area in 1994 on a historic aerial flown by USGS (1994) in relation to the MHPA boundary established in 1997, and illustrates the overlap of the MHPA boundary onto the previously developed area.

Image Source: USDA FSA (flown June 2014)

0 Feet 350

Project Site

Off-site Improvement Area

MHPA Boundary (Established March 1997)

Boundary Line Correction (Approved November 17, 2014)

MHPA Addition

Off-site Boundary Line Correction

Vegetation Communities

Diegan Coastal Sage Scrub

Eucalyptus Woodland

Non-Native Grassland

Urban\Developed

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FIGURE 7

MHPA Boundary Line Correction

A BLA and BLC were previously approved by the City MSCP staff and Wildlife Agencies on November 17, 2014 (see Figure 7). Following the approval of the initial BLC/BLA in November 2014, the project area was expanded to include the parcel directly south of the original project boundary and an improvement area off-site within the City's right-of-way. The off-site improvement area consists of urban/developed land associated with Campus Point Drive, and was included in the MHPA due to a minor mapping error. The project was subsequently redesigned to avoid impacts to sensitive vegetation communities within the MHPA, eliminating the need for the BLA. However, the redesigned project would require an additional off-site BLC to correct an additional 0.03 acre of urban/developed land occurring in the off-site improvement from the MHPA to rectify the minor mapping error and allow for roadway improvements (see Figure 7).

Following the off-site BLC, a total of 8.99 acres would occur inside the MHPA and 49.42 acres outside the MHPA within the project area (see Figure 7). An addition would also be processed concurrently with BLC to convey the addition areas agreed upon from the original BLA, resulting in the addition of 1.63 acres of Diegan coastal sage scrub and 0.23 acre of eucalyptus woodland to the MHPA. Following the addition, a total of 10.85 acres would occur inside the MHPA within the project area.

The following findings support the off-site BLC: (1) no habitat or wetlands are being removed from the MHPA for the area being corrected; (2) the proposed correction would not affect any buffers as there are no wetlands on the site and the site is not part of a regional wildlife corridor; and (3) the proposed correction would not prevent the applicant from complying with the MHPA Land Use Adjacency Guidelines as the project remains adjacent to the MHPA and will comply with these guidelines.

No MHPA occurs within the impact area where the BLC is applied. Therefore, no direct impacts to the MHPA would result from the proposed project following the BLC.

6.1.2 MHPA Adjacency

The project has potential for indirect impacts to the adjacent to the MHPA along the northeastern and southeastern boundaries. As stated in Section 1.4.3 Land Use Adjacency Guidelines of the City of San Diego's MSCP Subarea Plan (MHPA Land Use Adjacency Guidelines; City of San Diego 1997), land uses adjacent to the MHPA are to be managed to ensure minimal impacts to the MHPA. The MSCP establishes adjacency guidelines to be addressed on a project-by-project basis to minimize impacts and maintain the function of the MHPA. Project features that incorporate the guidelines listed in the City of San Diego's MHPA Land Use Adjacency Guidelines (1997) and/or City of San Diego's Municipal Code (2014) are outlined below. To ensure potential indirect impacts would be reduced to less than significant, the land use adjacency guidelines would be required as mitigation measures, as identified in Section 7.1, MHPA Adjacency. Consistency measures that demonstrate the projects compliance with the MHPA Adjacency Guidelines are included below. Note that the discussion

below first reiterates the MHPA Land Use Adjacency Guideline or Municipal Code (*italicized* text) and then analyzes the project's compliance with the guideline.

Drainage. *Per the City of San Diego's MHPA Land Use Adjacency Guidelines, all new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA (City of San Diego 1997).*

The project would include private storm drain facilities consisting of a system of catch basins and pipelines, and each of the drainage management areas would drain to a bio-filtration area with an impermeable liner or a proprietary bio-filtration unit where it would be allowed to filter through planting medium and then through a perforated pipe into the storm drain system. In addition, underground storage will be used in conjunction with the bio-filtration to attenuate flows.

Additionally, the development of the project would not result in an increase in runoff. Because the proposed drainage patterns would be consistent with the existing conditions, the project would have no adverse impacts on the downstream facilities. As such, the project would not result in a change in peak flows or drainage patterns, and there would be no impact to existing significant biological resources, including MHPA, wetlands, or other significant environmental resources. The project would include water quality measures identified in applicable water quality control programs. The project has been designed to limit post-development storm water runoff discharge rates and velocities to maintain or reduce pre-development erosion and to reduce nutrients, organic compounds, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides by applying best management practices.

Toxics/Project Staging Areas/Equipment Storage. *Per the City of San Diego's MHPA Land Use Adjacency Guidelines, projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall be incorporated into leases on publicly-owned property when applications for renewal occur. A note shall be provided in/on the CDs that states: All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist to ensure there is no impact to the MHPA (City of San Diego 1997).*

The project would incorporate best management practices and project design features to reduce pollutant discharge off-site. The project would incorporate measures to reduce impacts caused by the application and/or drainage of chemicals or project generated by-products such as pesticides, herbicides, animal waste, and other substances that are potentially toxic or impactive

to native habitats/flora/fauna (including water) into the MHPA. All construction-related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist to ensure there is no impact to the MHPA. As discussed above (see Drainage), the project has been designed to limit post-development storm water runoff discharge rates and velocities to maintain or reduce pre-development erosion and to reduce nutrients, organic compounds, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides by applying best management practices. The project would comply with all applicable federal, state, and local water quality standards through adherence to the City's Storm Water Standards and the State Water Resources Control Board General Construction Permit Order 2012-0006.

A Storm Water Pollution Prevention Plan (SWPPP) would be required to be prepared prior to construction in conformance with State Water Resources Control Board Construction General Permit. The SWPPP would include best management practices to control site runoff volumes and reduce the potential for contaminated runoff. Construction best management practices, such as monitoring, flagging, staking or silt/bio fencing around sensitive areas would be used to ensure toxins from construction and project implementation would not impact the MHPA. All runoff shall be treated and shall not drain directly into the MHPA, to reduce impacts caused by the application or drainage of potentially harmful chemicals or by-products. Additionally, no trash, oil, parking, or other construction-related material or activities shall be allowed outside any approved construction limits.

Implementation of best management practices, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. Therefore, potential impacts related to water quality and toxin runoff into the MHPA will be avoided through the above mentioned project design features.

Lighting. *Per the City of San Diego's MHPA Land Use Adjacency Guidelines, lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City of San Diego's Outdoor Lighting Regulations per Municipal Code Section 142.0740 (City of San Diego 1997). Per the City of San Diego Municipal Code Section 142.0740, lighting of all developed areas within and adjacent to the MHPA shall be limited to low-level lighting and shielded to minimize the amount of light entering any sensitive biological resource areas (City of San Diego 1997).*

Lighting for the project shall be responsive to the species in the area. Understanding that some species rely on darkness for shelter, feeding patterns, migrating, etc., the areas adjacent to any MHPA will be especially sensitive to light exposure in order to retain native *characteristics.* Only low-level outdoor lighting shall be used adjacent to the MHPA. All outdoor lighting adjacent to the MHPA shall be shielded and adjusted to fall on the same premises where such lights are located, in accordance with the City of San Diego Municipal Code 147.0740. Per the City's Municipal Code regulation, no light spill from outdoor lighting will occur within the MHPA. Thus, with San Diego Municipal Code compliance, potential lighting impacts into the MHPA will be avoided through the above-mentioned project design features.

Noise. *Per the City of San Diego's MHPA Land Use Adjacency Guidelines, due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: coastal California gnatcatcher (March 1–August 15). If construction is proposed during the breeding season of these species, United States Fish and Wildlife Service (USFWS) protocol surveys will be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring. When applicable (i.e., habitat is occupied or if presence of the covered species is assumed), noise mitigation shall be incorporated (City of San Diego 1997).*

Project compliance with mitigation measures requiring compliance with the Land Use Adjacency Guidelines will reduce indirect impacts to nesting coastal California gnatcatcher from construction noise.

Brush Management. *Per the City of San Diego's MHPA Land Use Adjacency Guidelines, new development adjacent to the MHPA shall be setback from the MHPA to provide required brush management zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the zone 2 management will be the responsibility of a Homeowner's Association or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City of San Diego's regulations. Initial thinning of woody vegetation shall not exceed 50 percent coverage of the existing vegetation prior to the implementation of Brush Management activities. Additional thinning and pruning shall be done consistent with City standards to obtain minimum vertical and horizontal clearances and shall avoid/minimize impacts to covered species to the maximum extent possible. Vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City of San Diego's Assistant Deputy Director/Mitigation Monitoring Coordinator has documented the thinning would be consist with the City of San Diego's MSCP Subarea Plan. For existing and approved projects, the brush management zones and clearing techniques will not change from those required by the regulations in effect at the time of approval (City of San Diego 1997).*

All brush management zone 1 areas shall be outside of the MHPA. Brush management zone 2 areas located within the MHPA will not be used as mitigation. Brush management shall be performed consistent with City of San Diego standards and will avoid/minimize impacts to covered species to the maximum extent possible. Additionally, per Municipal Code 142.0412, non-native plants will be thinned preferentially over native plants. Therefore, per the above-mentioned Land Development Code requirement, the project would be designed to adhere to the brush management MHPA guideline.

Invasives. *Per the MSCP Land Use Adjacency Guidelines, no invasive plant species shall be planted in or adjacent to the MHPA (City of San Diego 1997).*

The planting palette for the project shall not include any invasive or non-native plant species adjacent to the MHPA. The following species will be planted directly adjacent to the MHPA: dwarf coyote brush (*Baccharis pilularis* 'Twin Peaks'), California poppy (*Eschscholzia californica*), deer grass (*Muhlenbergia rigens*), San Diego sunflower (*Bahiopsis laciniata*), and our Lord's candle (*Hesperoyucca whipplei*).

Existing invasive species shall be removed from the premises to the maximum extent practicable, consistent with Municipal Code Section 142.0404(b)(2). Invasive species to be removed from the MHPA or within 100 feet include (but are not limited to) pampas grass, common poison hemlock, Russian thistle, Cootamundra wattle, western coastal wattle, Italian thistle, tree tobacco, scarlet pimpernel, English plantain, Australian saltbush, Peruvian pepper, and tocalote. Removal of small non-native annuals (e.g. tocalote and scarlet pimpernel) occurring within native habitats (e.g., coastal sage scrub) shall not be performed in such a way as to impact native flora and fauna. Eucalyptus planted within the MHPA prior to the adoption of the MSCP will not be removed, as it does not appear to be invading the MHPA based on historical imagery (see Figures 5 and 6).

Grading/Land Development/MHPA Boundaries. *Per the City of San Diego's Land Use Adjacency Guidelines, MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. Development Services Department Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint (City of San Diego 1997).*

The proposed manufactured slopes for the project are within the development footprint and do not encroach into the MHPA. Therefore, the project is designed to avoid grading into the MHPA.

Barriers/Access. *Per the City of San Diego's Land Use Adjacency Guidelines, new development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot-high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed (City of San Diego 1997)*.

Along the southeastern project boundary, Campus Point Drive acts as a barrier to the MHPA. Steep slopes also occur along the southeastern and northeastern project boundary and act as a physical barrier for access into the MHPA. Additionally, access to trails outside of the project boundary shall be further restricted by the construction of Building B, a service yard, and landscape improvements. Therefore, the project is designed such that natural and existing barriers will limit access into the MHPA.

Windows. *Per the City of San Diego Municipal Code Section 142.0730, a maximum of 50 percent of the buildings shall be comprised of material with a light reflectivity factor greater than 30 percent (City of San Diego 2014).*

Windows and building materials shall not use glazing with an outdoor visible light reflectivity greater than 55 percent in order to reduce the potential for bird strike. A maximum of 50 percent of the buildings shall be comprised of material with a light reflectivity factor greater than 30 percent, in accordance within the City of San Diego Municipal Code.

6.2 Direct Impacts

6.2.1 Vegetation Communities

The impacts to vegetation communities and land cover types from the project total 20.83 acres, which includes impacts to 0.13 acre of eucalyptus woodland and 20.70 acres of urban/developed (Figure 8). Impacts to eucalyptus woodland (Tier IV) and urban/developed are not considered significant as these vegetation communities are not considered sensitive by the City's Biology Guidelines and, therefore, would not require mitigation (City of San Diego 2012). Table 3 summarizes the impacts to each vegetation community/land cover type within the project area.

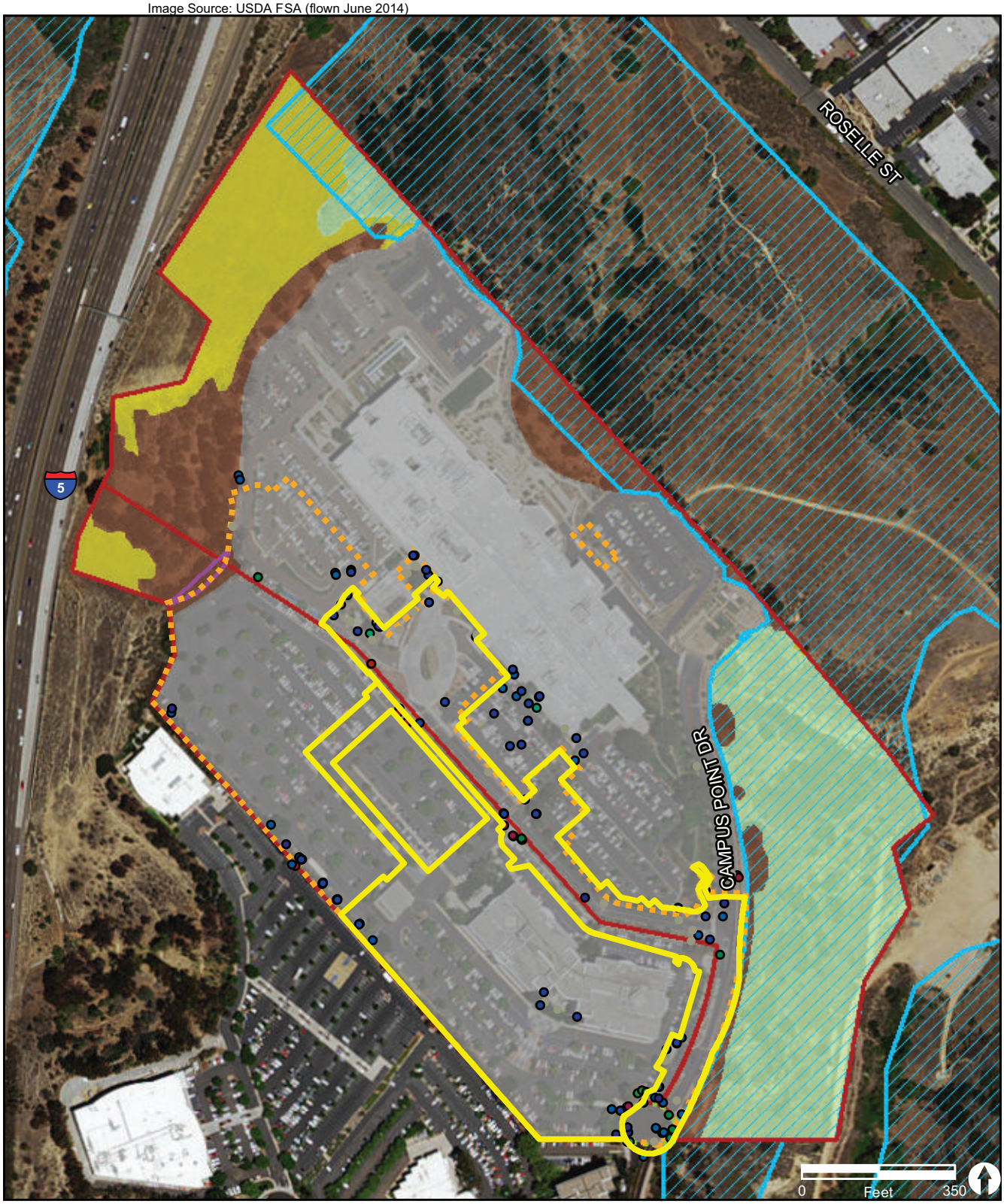
TABLE 3
IMPACTS TO VEGETATION COMMUNITIES/LAND COVER TYPES
WITHIN THE CORRECTED MHPA

Habitat/Land Cover Types (City of San Diego 2012)	MSCP Tier	Existing Acreage	Project Area		Off-site Improvement Area		Total Impacts (acres)[1]	Covenant of Easement (acres)
			Impacts Inside MHPA (acres)	Impacts Outside MHPA (acres)	Impacts Inside MHPA (acres)	Impacts Outside MHPA (acres)		
Coastal Sage Scrub	II	8.74	0.00	0.00	0.00	0.00	0.00	8.74
Non-Native Grassland	III-B	4.25	0.00	0.00	0.00	0.00	0.00	4.25
Eucalyptus Woodland	IV	5.34	0.00	0.13	0.00	0.00	0.13	5.21
Urban/Developed	-	40.10	0.00	20.48	0.00	0.22	20.70	0[2]
TOTAL		**58.43**	**0.00**	**20.61**	**0.00**	**0.22**	**20.83**	**18.20**[2]

[1]Acreage does not include 0.17 acre of Zone 2 brush management within the eucalyptus woodland occurring outside of the development footprint. Zone 2 maintenance activities are considered impact neutral and do not contribute towards mitigation.

[2]Urban/Developed land is not an environmentally sensitive land; therefore, the remaining 19.4 acres of urban/developed land is not included in the covenant of easement.

Image Source: USDA FSA (flown June 2014)



Project Site
Off-site Improvement
Limits of Disturbance
Brush Management Zone 2
Corrected MHPA Boundary

Vegetation Communities

Diegan Coastal Sage Scrub
Eucalyptus Woodland
Non-Native Grassland
Urban\Developed

RECON

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FIGURE 8
Impacts to Vegetation Communities/Land Cover Types

A total of 0.17 acre of brush management zone 2 occurs outside of the limits of disturbance within the eucalyptus woodland along the western portion of the project area. Brush management 2 thinning and pruning activities are considered "impact neutral" and are therefore excluded from the total impact acreage.

The remaining 18.20 acres of habitat within the project area would be conserved in a covenant of easement (see Table 3). The covenant of easement is discussed in further detail in Section 7.1, Sensitive Vegetation Communities.

6.2.2 Plants

No sensitive plant species were observed within the project area at the time of the survey; therefore, no direct impacts to sensitive plant species are anticipated to result from the project. Although beach goldenaster, Robinson's peppergrass, and aphanisma have a moderate potential to occur within the Diegan coastal sage scrub within project area, no impacts to Diegan coastal sage scrub would occur from the project.

6.2.3 Wildlife

General wildlife. The project may result in direct impacts to small mammals and reptiles with low mobility. Large mammal species, including the MSCP-covered southern mule deer, and most birds will be able to move out of the way during grading. These impacts to general wildlife are considered less than significant and, therefore, would not require mitigation.

Nesting birds. The project has potential to result in direct impacts to migratory or nesting birds, including nesting Cooper's hawk and other raptors, within the project area through the removal of eucalyptus woodland and mature landscape vegetation in the urban/developed portion of the site. Direct impacts to nesting and migratory birds would be considered significant and require mitigation. Mitigation measures to avoid direct impacts to migratory or nesting birds, including raptors, are identified in Section 7.2.1, Nesting Birds/Raptors.

6.3 Indirect Impacts

6.3.1 Wildlife

Coastal California gnatcatcher. Indirect impacts to coastal California gnatcatcher could potentially result from excessive noise and lighting generated from project construction should grading occur within or adjacent to occupied habitat in the MHPA during the breeding season (March 1–August 15). Indirect impacts to nesting coastal California gnatcatcher may be significant without mitigation measures. Mitigation measures to avoid indirect impacts to coastal California gnatcatcher are identified in Section 7.1, MHPA Adjacency.

Least Bell's vireo. Indirect impacts to least Bell's vireo are not expected to occur as a result of the proposed project. Least Bell's vireo is not expected to occur within the project area due to

lack of suitable riparian habitat. Indirect impacts from excessive construction noise are not anticipated as the riparian habitat is located approximately 450 feet southeast and downslope of the project impact area. As the riparian habitat is located outside of the standard 300-foot buffer required to avoid indirect impacts from construction noise, no indirect impacts to least Bell's vireo are expected to occur from the proposed project and mitigation would not be required.

Southwestern willow flycatcher. Indirect impacts to southwestern willow flycatcher are not expected to occur as a result of the proposed project. Southwestern willow flycatcher is not expected to occur within the project area due to lack of suitable riparian habitat. Indirect impacts on southwestern willow flycatcher from excessive construction noise are not anticipated as the riparian habitat is located approximately 450 feet southeast and downslope of the project impact area. As the riparian habitat is located outside of the standard 300-foot buffer required to avoid indirect impacts from construction noise, no indirect impacts to southwestern willow flycatcher are expected to occur from the proposed project and mitigation would not be required.

7.0 Mitigation

Mitigation is required for impacts that are considered significant under the California Environmental Quality Act (City of San Diego 2011), including impacts to sensitive or listed species and sensitive vegetation communities. All impacts to sensitive biological resources should be avoided to the maximum extent feasible and minimized when possible.

7.1 MHPA Adjacency

Due to the site's location in relation to the MHPA, indirect effects to the adjacent MHPA could result from the development of this proposed project. Any indirect impacts, including impacts to coastal California gnatcatcher, raptors, and other nesting birds within the MHPA, may be considered significant without mitigation measures. The following measures are recommended to avoid indirect effects to the MHPA and nesting coastal California gnatcatcher.

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

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

or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.

B**.** **Drainage** - All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.

C. **Toxics/Project Staging Areas/Equipment Storage** - Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall incorporated into leases on publicly-owned property when applications for renewal occur. Provide a note in/on the CD's that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."*

D. **Lighting** - Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.

E. **Barriers** - New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.

F. **Invasives** - No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.

G. **Brush Management** –New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other

private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.

H. **Noise -** Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: California Gnatcatcher (3/1-8/15). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring.

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

Coastal California Gnatcatcher (federally threatened)

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

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

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

i. Between March 1 and August 15, no clearing, grubbing, or grading of occupied gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and

ii. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or

iii. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. if the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).

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

B. If coastal California gnatcatchers are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and

applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:

I. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.iii shall be adhered to as specified above.

ii. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

7.2 Sensitive Vegetation Communities

Impacts to eucalyptus woodland (Tier IV) and urban/developed are not considered significant as these vegetation communities are not considered sensitive by the City of San Diego and, therefore, would not require mitigation under the City of San Diego's Biology Guidelines (City of San Diego 2012).

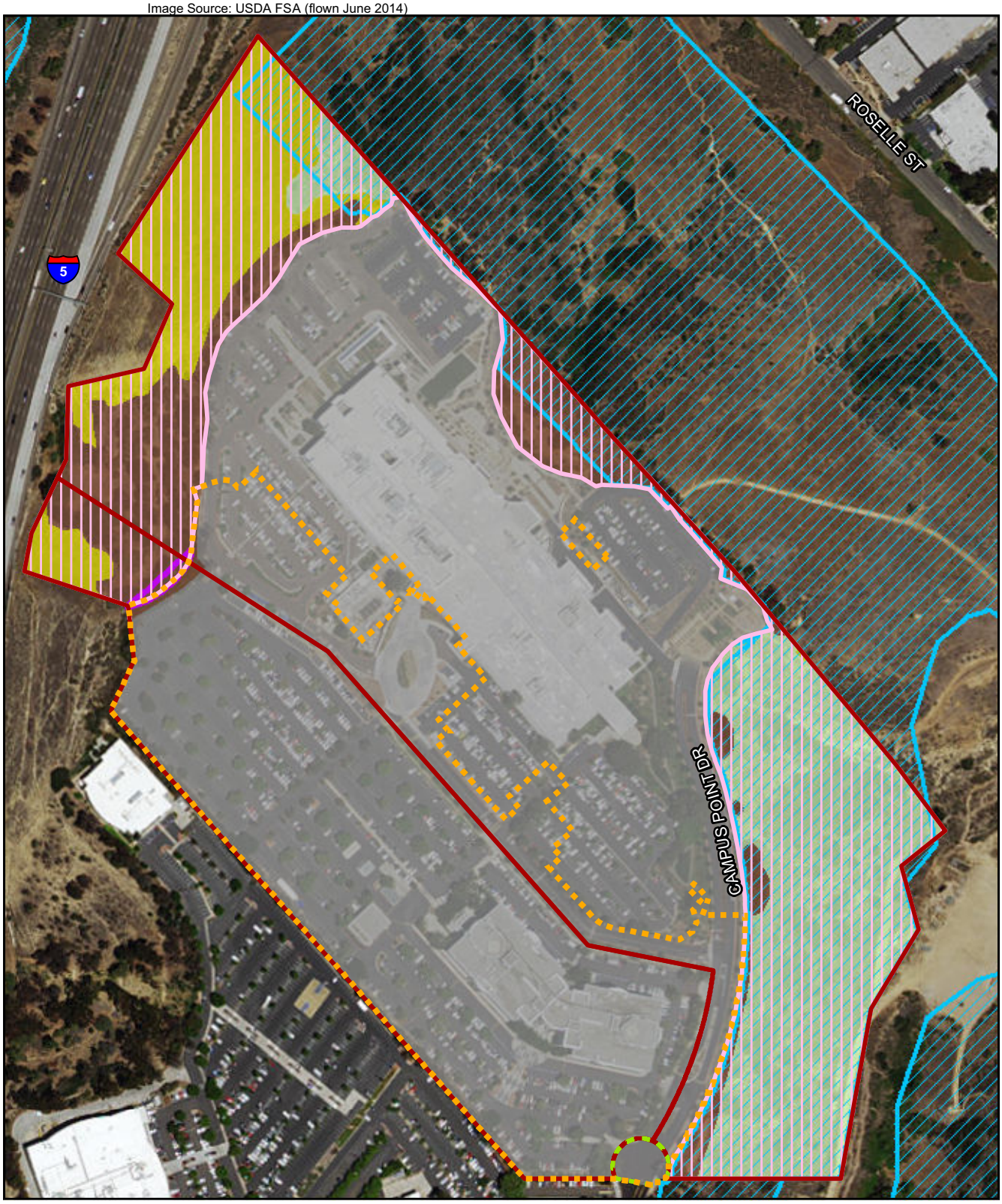
Though not mitigation, the remaining 18.20 acres of habitat within the project area outside of the limits of disturbance will be placed in a covenant of easement (Figure 9). A total of 18.20 acres would be conserved within the proposed covenant of easement (8.74 acres of Diegan coastal sage scrub, 4.25 acres of non-native grassland, and 5.21 acres of eucalyptus woodland). The covenant of easement includes all habitat to be preserved within MHPA, as discussed in Section 5.5, Multi-Habitat Planning Area.

7.3 Wildlife

7.3.1 Nesting Birds/Raptors

The project may directly impact nesting birds on-site if construction occurs during the typical bird breeding season (i.e., February 1–September 15). No direct impacts shall occur to any nesting birds or their eggs, chicks, or nests during the breeding season. The following measures are recommended to avoid or mitigate potential impacts to nesting birds, including raptors. Measures to mitigate potential impacts to coastal California gnatcatcher are included in Section 7.1, MHPA Adjacency.

Image Source: USDA FSA (flown June 2014)



0 Feet 300

Project Site
Off-site Improvement Area
Limits of Disturbance
Brush Management Zone 2
Covenant of Easement
Corrected MHPA Boundary

Vegetation Classification

Diegan Coastal Sage Scrub
Disturbed
Eucalyptus Woodland
Non-Native Grassland
Urban\Developed

RECON

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FIGURE 9
Covenant of Easement

7.3.1.1 Nesting Birds/Raptors

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

7.3.1.2 Biological Resource Protection During Construction

I. Prior to Construction

A. **Biologist Verification** - The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. **Preconstruction Meeting** - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. **Biological Documents** - The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.

D. **BCME** - The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. **Avian Protection Requirements -** To avoid any direct impacts to raptors and/or candidate, sensitive, or special status species in the MSCP, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

F. **Resource Delineation** - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

G. **Education** - Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

II. During Construction

A. **Monitoring** - All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field

activity via the Consultant Site Visit Record (CSVR). The CSVR shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.

B. **Subsequent Resource Identification** - The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

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

8.0 References Cited

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ATTACHMENTS

ATTACHMENT 1

Plant Species Observed on the Campus Point Property

ATTACHMENT 1
PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY

Scientific Name	Common Name	Habitat	Origin
FERNS			
BLECHNACEAE	**CHAIN FERN FAMILY**		
Woodwardia fimbriata Sm.*	Giant chain fern	URB	N
PTERIDACEAE	**BRAKE FAMILY**		
Adiantum capillus-veneris L.*	southern maidenhair	URB	N
GYMNOSPERMS			
PINACEAE	**PINE FAMILY**		
Pinus torreyana Parry ex Carrière ssp. *torreyana**	Torrey pine	EUC, URB	N
ANGIOSPERMS: MONOCOTS			
AGAVACEAE	**AGAVE FAMILY**		
Agave sp.*	Agave 'Blue Flame'	URB	I
Agave americana var. *medio-picta**	White striped century plant	URB	I
*Agave attenuata**	Variegated agave	URB	I
*Agave desmettiana**	Dwarf century plant	URB	I
*Agave vilmorniana**	Octopus agave	URB	I
Hesperoyucca [=*Yucca*] *whipplei* (Torr.) Trel*.	chaparral candle	URB	N
ASPARAGACEAE	**ASPARAGUS FAMILY**		
*Dracaena marginata**	Red edge dracaena	URB	I
ASPHODELACEAE	**ASPHODEL FAMILY**		
*Aloe nobilis**	Gold-tooth aloe	URB	I
*Aloe x Spinosissima**	Soldier aloe	URB	I
*Aloe striata**	Coral aloe	URB	I
*Aloe vera**	Medicinal aloe	URB	I
*Bulbine frutescens**	Orange stalked bulbine	URB	I
AMARYLLIDACEAE	**AMARYLLIS FAMILY**		
*Clivia miniata**	Orange clivia	URB	I
IRIDACEAE	**IRIS FAMILY**		
*Dietes vegeta**	Fortnight lily	URB	I
JUNCACEAE	**RUSH FAMILY**		
*Juncus patens**	Elk blue California gray rush	URB	N
POACEAE (GRAMINEAE)	**GRASS FAMILY**		
Avena sp.	wild oats	CSS, NNG, EUC	I
Bouteloua gracilis (Kunth) Lag. Ex*	Blue grama grass	URB	N
Bromus diandrus Roth	ripgut grass	CSS, NNG	I
Bromus madritensis L. ssp. *rubens* (L.) Husn.	red brome	URB, NNG, EUC	I

ATTACHMENT 1 PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY			
Scientific Name	Common Name	Habitat	Origin
Cortaderia selloana (Schult. & Schult. f.) Asch. & Graebn.	pampas grass	CSS	I
Cynodon dactylon (L.) Pers.	Bermuda grass	URB	I
*Elymus condensatus**	Canyon Prince wild rye	URB	N
*Festuca mairei**	Atlas grass	URB	I
*Festuca rubra**	Red fescue	URB	N
*Festuca glauca**	Blue fescue	URB	I
*Miscanthus sinensis**	Japanese silver grass	URB	I
*Miscanthus transmorrisonensis**	Evergreen eulalia	URB	I
*Muhlenbergia capillaris**	Hairy awn muhly	URB	I
Muhlenbergia rigens (Benth.) Hitchc.*	deer grass	URB	N
Semiarundinaria sp.*	Makinoi	URB	I
Stipa [=*Nassella*] *lepida* Hitchc.*	foothill needle grass	URB	N
LILIACEAE	**LILY FAMILY**		
Lilium sp.*	Lily	URB	I
RESTIONACEAE	**RESTION FAMILY**		
*Chondropetalum elephantinum**	Large cape rush	URB	I
XANTHORROEACEAE	**GRASSTREE FAMILY**		
Phormium sp.*	New Zealand flax	URB	I
ANGIOSPERMS: DICOTS			
AIZOACEAE	**FIG-MARIGOLD FAMILY**		
Carpobrotus edulis (L.) N.E. Br.	freeway iceplant	URB	I
ANACARDIACEAE	**SUMAC OR CASHEW FAMILY**		
Malosma laurina Nutt. ex Abrams	laurel sumac	CSS, URB	N
Rhus aromatica [=*Rhus trilobata*] Aiton	skunk bush	CSS	N
Rhus integrifolia (Nutt.) Benth. & Hook. f. ex Rothr.	lemonade berry	CSS, EUC	N
Schinus molle L.	Peruvian pepper tree	EUC, CSS	I
APIACEAE (UMBELLIFERAE)	**CARROT FAMILY**		
Conium maculatum L.	common poison hemlock	URB	I
APOCYNACEAE	**DOGBANE FAMILY**		
*Carissa macrocarpa**	Natal plum	URB	I
ASTERACEAE	**SUNFLOWER FAMILY**		
Artemisia californica Less.	California sagebrush	CSS, URB, EUC	N
Baccharis pilularis DC.	chaparral broom, coyote brush	CSS, URB	N
*Baccharis pilularis**	Coyote brush 'Pigeon Point'	URB	N
Bahiopsis [=*Viguiera*] *parishii* (A. Gray) E.E. Schilling & Panero*	Parish's viguiera	URB	N

ATTACHMENT 1
PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY

Scientific Name	Common Name	Habitat	Origin
Carduus pycnocephalus L.	Italian thistle	CSS	I
Centaurea melitensis L.	tocalote, Maltese star-thistle	CSS, NNG	I
Deinandra [=*Hemizonia*] *fasciculata* (DC.) Greene	fascicled tarweed, golden tarplant	NNG	N
Erigeron [=*Conyza*] *canadensis* L.	horseweed	CSS, URB	N
Gnaphalium sp.*	everlasting	URB	I
Hazardia squarrosa (Hook. & Arn.) Greene	saw-toothed goldenbush	CSS	N
Heterotheca grandiflora Nutt.	telegraph weed	NNG	N
*Senecio mandraliscae**	Kleninia	URB	I
Sonchus asper (L.) Hill ssp. asper	prickly sow thistle	NNG, EUC	I
BIGNONIACEAE	**TRUMPET VINE FAMILY**		
*Distictis buccinatoria**	Red trumpet vine	URB	I
*Pyrostegia venusta**	Flame vine	URB	I
BRASSICACEAE (CRUCIFERAE)	**MUSTARD FAMILY**		
Brassica nigra (L.) W.D.J. Koch	black mustard	CSS, NNG, EUC	I
CRASSULACEAE	**STONECROP FAMILY**		
*Aeonium arboretum**	Purple aeonium	URB	I
Aeonium sp.*	Green aeonium	URB	I
CACTACEAE	**CACTUS FAMILY**		
Cylindropuntia [=*Opuntia*] *prolifera* (Engelm.) F.M. Knuth	coast cholla	CSS	N
*Echinocactus grunsonii**	Golden barrel cactus	URB	I
Opuntia littoralis (Engelm.) Cockerell.	coast prickly-pear, shore cactus	CSS	N
CAPRIFOLIACEAE	**HONEYSUCKLE FAMILY**		
Lonicera sp. *	honeysuckle	URB	I
CHENOPODIACEAE	**GOOSEFOOT FAMILY**		
Atriplex semibaccata R. Br.	Australian saltbush	URB	I
Salsola tragus L.	Russian thistle, tumbleweed	URB, CSS, EUC	I
CRASSULACEAE	**STONECROP FAMILY**		
Dudleya pulverulenta (Nutt.) Britton & Rose	chalk lettuce, chalk dudleya	CSS	N
EUPHORBIACEAE	**SPURGE FAMILY**		
Euphorbia misera Benth.	cliff spurge	EUC	N
FABACEAE (LEGUMINOSAE)	**LEGUME FAMILY**		
Acacia baileyana F. Muell.	Cootamundra wattle	EUC	I
*Acacia cultriformis**	knife-leaf wattle	URB	I
Acacia cyclops A. Cunn. ex G. Don	western coastal wattle	EUC	I

ATTACHMENT 1 PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY			
Scientific Name	Common Name	Habitat	Origin
Acmispon glaber (Vogel) Brouillet [=*Lotus scoparius*]	deerweed, California broom	URB, EUC	N
*Cassia leptophylla**	Gold medallion tree	URB	I
HAEMODORACEAE	**BLOODWORT FAMILY**		
Anigozanthos sp.*	Kangaroo paws	URB	I
LAMIACEAE	**MINT FAMILY**		
*Lavendula x intermedia**	Fat bud French lavender	URB	I
*Leonotis leonurus**	Lion's tail	URB	I
*Nepeta faassenii**	Silver sheen tawhihi	URB	I
*Rosamarinus officialis**	Blue spires rosemary	URB	I
*Salvia chamaedryoides**	Gernmander sage	URB	I
*Salvia clevelandii**	Cleveland sage	URB	N
Salvia mellifera Greene	black sage	CSS	N
LYTHRACEAE	**LOOSESTRIFE FAMILY**		
*Punica granatum**	pomegranate	URB	I
MALVACEAE	**MALLOW FAMILY**		
Malva parviflora L.	cheeseweed, little mallow	CSS	I
MYRTACEAE	**MYRTLE FAMILY**		
Eucalyptus camaldulensis Dehnh.*	red gum, river red gum	EUC	I
Melaleuca viminalis (Sol. ex Gaertn.) Bymes*	weeping bottlebrush	EUC	I
MYRSINACEAE	**MYRSINE FAMILY**		
Anagallis arvensis L.	scarlet pimpernel, poor-man's weatherglass	URB	I
NYCTAGINACEAE	**FOUR O'CLOCK FAMILY**		
*Bougainvillea frutescens**	bougainvillea	URB	I
OLEACEAE	**OLIVE FAMILY**		
Olea europaea L. *	olive	URB	I
OXALIDACEAE	**OXALIS FAMILY**		
Oxalis pes-caprae L.	Bermuda buttercup	NNG	I
PAPAVERACEAE	**POPPY FAMILY**		
Dendromecon rigida Benth.*	bush poppy	URB	N
Eschscholzia californica Cham.*	California poppy	URB	N
PLANTAGINACEAE	**PLANTAIN FAMILY**		
Plantago lanceolata L.	English plantain	URB	I

ATTACHMENT 1
PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY

Scientific Name	Common Name	Habitat	Origin
PLATANACEAE	**PLANE TREE OR SYCAMORE FAMILY**		
Platanus sp.*	sycamore	URB	I
PLUMBAGINACEAE	**PLUMBAGO FAMILY**		
Plumbago auriculata Lam.*	Cape plumbago	EUC	I
POLYGONACEAE	**BUCKWHEAT FAMILY**		
Eriogonum fasciculatum Benth. var. *fasciculatum*	coast California buckwheat	CSS	N
RANUNCULACEAE	**BUTTERCUP FAMILY**		
*Clematis x cartmanii**	White evergreen clematis	URB	I
RHAMNACEAE	**BUCKTHORN FAMILY**		
*Ceanothus griseus horizontalis**	Ceanothus 'Yankee Point'	URB	N
RUTACEAE	**RUE FAMILY**		
*Citrus lemon**	Lemon	URB	I
ROSACEAE	**ROSE FAMILY**		
Rosa sp.*	White shrub rose	URB	I
SAPINDACEAE	**SOAPBERRY FAMILY**		
*Dodonea viscosa**	Purple-leafed hop-bush	URB	I
SOLANACEAE	**NIGHTSHADE FAMILY**		
Nicotiana glauca Graham	tree tobacco	CSS	I
VITACEAE	**GRAPE FAMILY**		
Vitis vinifera L.*	cultivated grape, wine grape	URB	I

*Species introduced horticulturally

HABITATS
CSS = Coastal sage scrub
EUC = Eucalyptus woodland
NNG = Non-native grassland
URB = Urban/Developed

ORIGIN
N = Native to locality
I = Introduced species from outside locality

ATTACHMENT 1
PLANT SPECIES OBSERVED ON THE CAMPUS POINT PROPERTY

Scientific Name	Common Name	Habitat	Origin

Nomenclature from:

Brenzel, K. N.
2001 *Sunset Western Garden Book*. Sunset Publishing. Menlo Park, California.

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ATTACHMENT 2

Sensitive Plant Species Observed or with the Potential for Occurrence on the Campus Point Property

ATTACHMENT 2 SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY					
Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
BRYOPHYTES					
POTTIACEAE					
Texosporium sancti-jacobi woven-spored lichen	–/–	3	–	Crustose lichen; openings in chaparral.	This species has low potential to occur due to lack of suitable chaparral habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
ANGIOSPERMS: DICOTS					
APIACEAE **CARROT FAMILY**					
Eryngium aristulatum var. *parishii* San Diego button-celery	CE/FE	1B.1	NE, MSCP	Annual/perennial herb; vernal pools, mesic areas of coastal sage scrub and grasslands, blooms April–June; elevation less than 2,000 feet.	This species has low potential to occur due to lack of suitable vernal pool and mesic coastal sage scrub and grassland habitat.
ASTERACEAE **SUNFLOWER FAMILY**					
Ambrosia pumila San Diego ambrosia	–/FE	1B.1	NE, MSCP	Perennial herb (rhizomatous); chaparral, coastal sage scrub, valley and foothill grasslands, creek beds, vernal pools, often in disturbed areas; blooms May–Sept.; elevation less than 1,400 feet. Many occurrences extirpated in San Diego County.	This species has low potential to occur within the Diegan coastal sage scrub. Desiccated leaves would likely have been observed if present.

ATTACHMENT 2 SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY					
Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Artemisia palmeri San Diego sagewort	–/–	4.2	–	Perennial deciduous shrub; coastal sage scrub, chaparral, riparian, mesic, sandy areas; blooms May–Sept.; elevation less than 3,000 feet.	This species has low potential to occur within the Diegan coastal sage scrub as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Baccharis vanessae Encinitas baccharis [=Encinitas coyote brush]	CE/FT	1B.1	NE, MSCP	Perennial deciduous shrub; chaparral; maritime, sandstone; blooms Aug.–Nov.; elevation less than 2,500 feet. Known from fewer than 20 occurrences.	This species is not expected to occur due to lack of suitable chaparral habitat. Additionally, it is a conspicuous shrub species that would likely have been observed if present.
Chaenactis glabriuscula var. *orcuttiana* Orcutt's pincushion	–/–	1B.1	_	Annual herb; coastal bluff scrub, sandy, coastal dunes; blooms Jan.–Aug.; elevation less than 350 feet.	This species has low potential to occur within the Diegan coastal sage scrub. This species would likely have been in flower if present at the time of the survey; however, surveys were conducted within a drought year and suitable coastal sage scrub habitat with sandy soils are present within the survey area. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 2 SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY					
Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Corethrogyne [=*Lessingia*] *filaginifolia* var. *incana* San Diego sand aster	–/–	1B.1	–	Perennial herb; chaparral, coastal bluff scrub, coastal sage scrub; blooms June–Sept.; elevation less than 400 feet. Known in California from fewer than 10 occurrences.	This species has low potential to occur within the Diegan coastal sage scrub. This species would likely have been in flower if present at the time of the survey; however, surveys were conducted within a drought year and suitable coastal sage scrub habitat with sandy soils are present within the survey area.
Corethrogyne [=*Lessingia*] *filaginifolia* var. *linifolia* Del Mar Mesa sand aster	–/–	1B.1	MSCP	Perennial herb; coastal bluff scrub, openings in southern maritime chaparral and coastal sage scrub, sandy soil; blooms May–Sept.; elevation less than 500 feet.	This species has low potential to occur within the Diegan coastal sage scrub. This species would likely have been in flower if present at the time of the survey; however, surveys were conducted within a drought year and suitable coastal sage scrub habitat with sandy soils are present within the survey area. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Deinandra [=*Hemizonia*] *conjugens* Otay tarplant	CE/FT	1B.1	NE, MSCP	Annual herb; coastal sage scrub, valley and foothill grasslands, clay soils; blooms May–June, elevation less than 1,000 feet.	The project site is located outside of this species known range (University of California 2012). Therefore, it is not expected to occur.

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Heterotheca sessiliflora ssp. *sessiliflora* beach goldenaster	–/–	1B.1	_	Perennial herb; chaparral (coastal), coastal dunes, coastal scrub; blooms March–Dec; elevation less than 4,000 feet. Known from fewer than 20 extant occurrences.	This species has moderate potential to occur due to the presence of suitable coastal sage scrub habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Isocoma menziesii var. *decumbens* decumbent goldenbush	–/–	1B.2	–	Perennial shrub; chaparral, coastal sage scrub; sandy soils, often in disturbed areas; blooms April–November; elevation less than 500 feet.	This species has low potential to occur within the Diegan coastal sage scrub as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Iva hayesiana San Diego marsh-elder	–/–	2B.2	–	Perennial herb; marshes and swamps, playas, riparian areas; blooms April–Sept.; elevation below 1,700 feet.	This species is not expected to occur due to lack of suitable riparian or marsh habitat. Additionally, this species would likely have been in flower if present at the time of the survey. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Leptosyne [=*Coreopsis*] *maritima* sea-dahlia	–/–	2B.2	–	Perennial herb; sandstone cliffs; blooms March–May; elevation less than 500 feet.	This species is not expected to occur due to lack of suitable sandstone cliff habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 2 SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY					
Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
BORAGINACEAE BORAGE FAMILY					
Harpagonella palmeri Palmer's grapplinghook	–/–	4.2	–	Annual herb; chaparral, coastal sage scrub, valley and foothill grasslands; clay soils; blooms March–May; elevation less than 3,200 feet. Inconspicuous and easily overlooked.	This species has low potential to occur within the Diegan coastal sage scrub and non-native grassland habitat due to lack of suitable clay soils. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
BRASSICACEAE MUSTARD FAMILY					
Lepidium virginicum var. *robinsonii* Robinson's peppergrass	–/–	4.3	–	Annual herb; coastal sage scrub, chaparral; blooms Jan.–July; elevation less than 2,900 feet.	This species has moderate potential to occur due to the presence of suitable coastal sage scrub habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
CACTACEAE CACTUS FAMILY					
Bergerocactus emoryi golden-spined cereus	–/–	2B.2	–	Perennial stem succulent; closed-cone coniferous forest, chaparral, coastal sage scrub; sandy soils; blooms May–June; elevation less than 1,300 feet.	This species has low potential to occur within the Diegan coastal sage scrub as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Cylindropuntia californica var. *californica* [= *Opuntia parryi* var. *serpentina*] snake cholla	–/–	1B.1	NE, MSCP	Perennial stem succulent; chaparral, coastal sage scrub; blooms April–May; elevation 100–500 feet.	This species has low potential to occur within the Diegan coastal sage scrub as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Ferocactus viridescens San Diego barrel cactus	–/–	2B.1	MSCP	Perennial stem succulent; chaparral, coastal sage scrub, valley and foothill grasslands, vernal pools; blooms May–June; elevation less than 1,500 feet.	This species has low potential to occur within the Diegan coastal sage scrub and non-native grassland as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
CHENOPODIACEA GOOSEFOOT FAMILY					
Aphanisma blitoides aphanisma	–/–	1B.2	NE, MSCP	Annual herb; coastal bluff scrub, coastal sage scrub; sandy soils; blooms March–June; elevation less than 1,000 feet.	This species has moderate potential to occur due to the presence of suitable coastal sage scrub with sandy soils.
CRASSULACEAE STONECROP FAMILY					
Dudleya brevifolia [=*D. blochmaniae* ssp. *brevifolia*] short-leaved dudleya [short-leaved live-forever]	CE/–	1B.1	NE, MSCP	Perennial herb; southern maritime chaparral, coastal sage scrub on Torrey sandstone; blooms in April; elevation less than 1,000 feet. Known from fewer than five occurrences in the Del Mar and La Jolla areas of San Diego.	This species has low potential to occur due to lack of suitable Torrey sandstone soils.

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Dudleya variegata variegated dudleya	–/–	1B.2	NE, MSCP	Perennial herb; openings in chaparral, coastal sage scrub, grasslands, vernal pools; blooms May–June; elevation less than 1,900 feet.	This species is not expected to occur due to lack of soil crusts within the coastal sage scrub and lack of suitable openings within the non-native grassland.
FABACEAE LEGUME FAMILY					
Astragalus tener var. *titi* coastal dunes milkvetch	CE/FE	1B.1	NE, MSCP	Annual herb; coastal bluff scrub, coastal dunes, sandy soils, mesic coastal prairie; blooms March–May; elevation less than 200 feet. Known from fewer than ten occurrences.	This species has low potential to occur within the Diegan coastal sage scrub and non-native grassland as it is a conspicuous perennial species that would likely have been observed if present.
FAGACEAE OAK FAMILY					
Quercus dumosa Nuttall's scrub oak	–/–	1B.1	–	Perennial evergreen shrub; closed-cone coniferous forest, coastal chaparral, coastal sage scrub, sandy and clay loam soils; blooms Feb.–March; elevation less than 1,300 feet.	This species has low potential to occur within the Diegan coastal sage scrub as it is a conspicuous perennial species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
LAMIACEAE MINT FAMILY					
Acanthomintha ilicifolia San Diego thornmint	CE/FT	1B.1	NE, MSCP	Annual herb; chaparral, coastal sage scrub, and grasslands on friable or broken clay soils; blooms April–June; elevation less than 3,200 feet.	This species has low potential to occur due to the lack of suitable clay lens habitat.

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Pogogyne abramsii San Diego mesa mint	CE/FE	1B.1	NE, MSCP	Annual herb; vernal pools; blooms April–July; elevation 300–700 feet.	This species is not expected to occur due to lack of suitable vernal pool habitat.
Pogogyne nudiuscula Otay mesa mint	CE/FE	1B.1	NE, MSCP	Annual herb; vernal pools; blooms May–July; elevation 300–820 feet. Known from six occurrences in Otay Mesa.	This species is not expected to occur due to lack of suitable vernal pool habitat. Additionally, the project site is located outside of this species known range (University of California 2015).
POLEMONIACEAE PHLOX FAMILY					
Navarretia fossalis spreading navarretia [=prostrate navarretia]	–/FT	1B.1	NE, MSCP	Annual herb; vernal pools, marshes and swamps, chenopod scrub; blooms April–June; elevation 100–4,300 feet.	This species is not expected to occur due to lack of suitable vernal pool habitat.
POLYGONACEAE BUCKWHEAT FAMILY					
Chorizanthe polygonoides var. *longispina* long-spined spineflower	–/–	1B.2	–	Annual herb; clay soils; openings in chaparral, coastal sage scrub, near vernal pools and montane meadows, April–July; elevation 100–5,000 feet.	This species has low potential to occur due to the lack of suitable clay lens habitat.
RHAMNACEAE BUCKTHORN FAMILY					
Adolphia californica California adolphia	–/–	2B.1	–	Perennial deciduous shrub; Diegan coastal sage scrub and chaparral; clay soils; blooms Dec.–May; elevation 100–2,500 feet.	This species has low potential to occur as it is a conspicuous perennial species that would likely have been observed if present. However, suitable Diegan coastal sage scrub occurs within the project site and records of this species are known from within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 2 SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY					
Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
Ceanothus cyaneus Lakeside ceanothus	–/–	1B.2	MSCP	Perennial evergreen shrub; closed-cone coniferous forest, chaparral; blooms April–June; elevation 800–2,500 feet.	This species is not expected to occur due to lack of suitable chaparral habitat. Additionally, it is a conspicuous shrub species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Ceanothus verrucosus wart-stemmed ceanothus	–/–	2B.2	MSCP	Perennial evergreen shrub; chaparral; blooms Dec.–April; elevation less than 1,300 feet.	This species is not expected to occur due to lack of suitable chaparral habitat. Additionally, it is a conspicuous shrub species that would likely have been observed if present. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
ANGIOSPERMS: MONOCOTS					
AGAVACEAE AGAVE FAMILY					
Agave shawii var. *shawii* Shaw's agave	–/–	2B.1	NE, MSCP	Perennial leaf succulent; coastal bluff scrub, coastal sage scrub, maritime succulent scrub; blooms Sept.–May; elevation less than 400 feet.	This species is not expected to occur as it is a conspicuous perennial species that would likely have been observed if present.

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	State/Federal Status	CNPS List	City of San Diego	Habitat/Blooming Period	Comments
PINACEAE **PINE FAMILY**					
Pinus torreyana ssp. *torreyana* Torrey pine (native pop.)	–/–	1B.2	MSCP	Evergreen tree; closed-cone coniferous forest, chaparral, sandstone; elevation 250–525 feet.	Ornamental individuals of this species were observed within the project site. However, these individuals are not considered sensitive as they occur within landscaping and on a manufactured slope and do not occur as part of the native population of this species.
POACEAE **GRASS FAMILY**					
Orcuttia californica California Orcutt grass	CE/FE	1B.1	NE, MSCP	Annual herb; vernal pools; blooms April–August; elevation 50–2,200 feet.	This species is not expected to occur due to lack of suitable vernal pool habitat.
THEMIDACEAE **BRODIAEA FAMILY**					
Brodiaea orcuttii Orcutt's brodiaea	–/–	1B.1	MSCP	Perennial herb (bulbiferous); closed cone coniferous forest, chaparral, meadows and seeps, valley and foothill grassland, vernal pools, mesic, clay soil; blooms May–July; elevation less than 5,600 feet.	This species is not expected to occur due to the lack of suitable habitat. The non-native grassland within the project boundary lacks suitable mesic, clay soils, and mima mound topography. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 2
SENSITIVE PLANT SPECIES OBSERVED (†) OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

FEDERAL CANDIDATES AND LISTED PLANTS
FE = Federally listed endangered
FT = Federally listed threatened

STATE LISTED PLANTS
CE = State listed endangered

CALIFORNIA NATIVE PLANT SOCIETY RARE PLANT RANKING
1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.
2B = Species rare, threatened, or endangered in California but more common elsewhere. These species are eligible for state listing.
3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.
4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.
.1 = Species seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
.2 = Species fairly threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)
.3 = Species not very threatened in California (<20% of occurrences threatened; low degree and immediacy of threat or no current threats known

CITY OF SAN DIEGO
NE = Narrow endemic
MSCP = Multiple Species Conservation Program covered species

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ATTACHMENT 3

Wildlife Species Observed/Detected on the Campus Point Property

ATTACHMENT 3
WILDLIFE SPECIES OBSERVED/DETECTED ON THE CAMPUS POINT PROPERTY

Scientific Name	Common Name
INVERTEBRATES (Nomenclature from Opler and Wright 1999)	
NYMPHALIDAE	**BRUSH-FOOTED BUTTERFLIES**
Agraulis vanillae incarnata	gulf frittillary
REPTILES (Nomenclature from Crother 2012)	
IGUANIDAE	**IGUANID LIZARDS**
Sceloporus occidentalis	western fence lizard
BIRDS (Nomenclature from American Ornithologists' Union 2015 and Unitt 2004)	
ACCIPITRIDAE	**HAWKS, KITES, & EAGLES**
Buteo jamaicensis	red-tailed hawk
TROCHILIDAE	**HUMMINGBIRDS**
Calypte anna	Anna's hummingbird
CORVIDAE	**CROWS, JAYS, & MAGPIES**
Aphelocoma californica	western scrub-jay
Corvus brachyrhynchos hesperis	American crow
TIMALIIDAE	**BABBLERS**
Chamaea fasciata henshawi	wrentit
FRINGILLIDAE	**FINCHES**
Spinus [=*Carduelis*] *psaltria hesperophilus*	lesser goldfinch
EMBERIZIDAE	**EMBERIZIDS**
Melozone [=*Pipilo*] *crissalis*	California towhee
Pipilo maculatus	spotted towhee
MAMMALS (Nomenclature from Baker et al. 2003)	
LEPORIDAE	**RABBITS & HARES**
Sylvilagus audubonii	desert cottontail
SCIURIDAE	**SQUIRRELS & CHIPMUNKS**
Spermophilus beecheyi	California ground squirrel

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ATTACHMENT 4

Sensitive Wildlife Species Observed or with the Potential for Occurrence on the Campus Point Property

ATTACHMENT 4
SENSITIVE WILDLIFE SPECIES OCCURRING OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	Status	Habitat	Occurrence/Comments
INVERTEBRATES (Nomenclature from Eriksen and Belk 1999; Mattoni 1990; and Opler and Wright 1999)			
ANOSTRACA FAIRY SHRIMP			
San Diego fairy shrimp *Branchinecta sandiegonensis*	FE, MSCP, *	Vernal pools.	This species was not observed and not expected to occur on-site due to the absence of suitable vernal pool habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
REPTILES (Nomenclature from Crother 2008)			
TEIIDAE WHIPTAIL LIZARDS			
Coastal whiptail *Aspidoscelis tigris stejnegeri*	*	Coastal sage scrub, chaparral, woodlands, and streamsides where plants are sparsely Salt marshes, lagoons dominated by *Salicornia.* Resident distributed.	This species was not observed; however, there is a moderate potential for this species to occur within the Diegan coastal sage scrub on-site. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
BIRDS (Nomenclature from American Ornithologists' Union 2013 and Unitt 2004)			
EMBERIZIDAE EMBERIZIDS			
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	CSC, MSCP	Coastal sage scrub, chaparral, grassland. Resident.	This species was not observed; however, there is a high potential for this species to occur within the Diegan coastal sage scrub and non-native grassland on-site. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Belding's savannah sparrow *Passerculus sandwichensis beldingi*	SE, MSCP	Salt marshes, lagoons dominated by Salicornia. Resident	This species was not observed and not expected to occur on-site due to the absence of suitable marsh and lagoon habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 4 SENSITIVE WILDLIFE SPECIES OCCURRING OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY			
Species	Status	Habitat	Occurrence/Comments
RALLIDAE RAILS, GALLINULES, & COOTS			
California black rail *Laterallus jamaicensis coturniculus*	CFP, ST	Tidal marshes, grassy marshes. Resident populations extirpated.	This species was not observed and not expected to occur on-site due to the absence of suitable marsh habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
Light-footed clapper rail *Rallus longirostris levipes*	FE, SE, CFP, MSCP	Salt marshes supporting *Spartina foliosa.* Localized resident.	This species was not observed and not expected to occur on-site due to the absence of suitable marsh habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
ACCIPITRIDAE HAWKS, KITES, & EAGLES			
Cooper's hawk (nesting) *Accipiter cooperii*	WL, MSCP	Mature forest, open woodlands, wood edges, river groves. Parks and residential areas. Migrant and winter visitor.	This species was not observed; however, there is moderate potential for this species to occur due to the presence of suitable nesting within the eucalyptus woodland and foraging habitat within the non-native grassland and Diegan coastal sage scrub on-site.
CHARADRIIDAE LAPWINGS & PLOVERS			
Western snowy plover (coastal population) *Charadrius nivosus nivosus*	FT, CSC, MSCP	Sandy beaches, lagoon margins, tidal mud flats. Migrant and winter resident. Localized breeding.	This species was not observed and not expected to occur on-site due to the absence of suitable beach, lagoon, or mud flat habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
LARIDAE GULLS, TERNS, & SKIMMERS			
California least tern (nesting colony) *Sternula antillarum browni*	FE, SE, CFP, MSCP	Bays, estuaries, lagoons, shoreline. Resident. Localized breeding.	This species was not observed and not expected to occur on-site due to the absence of suitable bay, estuary, lagoon, and shoreline habitat. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

ATTACHMENT 4
SENSITIVE WILDLIFE SPECIES OCCURRING OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	Status	Habitat	Occurrence/Comments
TYRANNIDAE TYRANT FLYCATCHERS			
Southwestern willow flycatcher *Empidonax traillii extimus*	FE, SE, MSCP	Nesting restricted to willow thickets. Also occupies other woodlands. Rare spring and fall migrant, rare summer resident. Extremely localized breeding.	This species was not observed and not expected to occur on-site due to the absence of suitable willow riparian woodland habitat. This species has moderate potential to occur within suitable riparian habitat located approximately 50 feet outside the southeastern boundary of the project area.
VIREONIDAE VIREOS			
Least Bell's vireo (nesting) *Vireo bellii pusillus*	FE, SE, MSCP	Willow riparian woodlands. Summer resident.	This species was not observed and not expected to occur on-site due to the absence of suitable willow riparian woodland habitat. This species has high potential to occur within suitable riparian habitat located approximately 50 feet outside the southeastern boundary of the project area. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
SYLVIIDAE GNATCATCHERS			
Coastal California gnatcatcher *Polioptila californica californica*	FT, CSC, MSCP	Coastal sage scrub, maritime succulent scrub. Resident.	This species was not observed; however, there is a high potential for this species to occur within the Diegan coastal sage scrub on-site. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
MAMMALS (Nomenclature from Jones et al. 1997)			
CERVIDAE DEER			
Southern mule deer *Odocoileus hemionus fuliginata*	MSCP	Many habitats.	This species was not observed; however, there is moderate potential for this species to occur on-site due to the site's location within an urban canyon system and the presence of suitable native habitats.

ATTACHMENT 4
SENSITIVE WILDLIFE SPECIES OCCURRING OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

Species	Status	Habitat	Occurrence/Comments
VESPERTILIONIDAE VESPER BATS			
Spotted bat *Euderma maculatum*	CSC	Wide variety of habitats. Caves, crevices, trees. Audible echolocation signal.	This species was not observed and not expected to occur on-site due to the absence of suitable caves, cracks, or crevices for roosting. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).
MURIDAE OLD WORLD MICE & RATS (I)			
San Diego desert woodrat *Neotoma lepida intermedia*	CSC	Coastal sage scrub and chaparral.	This species was not observed; however, there is a high potential for this species to occur within the Diegan coastal sage scrub on-site. This species has been known to occur within a one-mile buffer of the survey area (State of California 2015).

STATUS CODES

Listed/Proposed

FE = Listed as endangered by the federal government
FT = Listed as threatened by the federal government
SE = Listed as endangered by the state of California
ST = Listed as threatened by the state of California
WL = California Department of Fish and Wildlife watch list species

Other

CFP = California fully protected species
CSC = California Department of Fish and Game species of special concern
MSCP = Multiple Species Conservation Program covered species
* = Taxa listed with an asterisk fall into one or more of the following categories:

- Taxa considered endangered or rare under Section 15380(b) of CEQA guidelines
- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range
- Population(s) in California that may be peripheral to the major portion of a taxon's range but which are threatened with extirpation within California
- Taxa closely associated with a habitat that is declining in California at an alarming rate (e.g., wetlands, riparian, old growth forests, desert aquatic systems, native grasslands)

ATTACHMENT 4
SENSITIVE WILDLIFE SPECIES OCCURRING OR WITH THE POTENTIAL FOR OCCURRENCE ON THE CAMPUS POINT PROPERTY

References Cited

American Ornithologists' Union
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APPENDIX E

Archaeological Resources Report

Archaeological Resources Report for the 10290 Campus Point Drive Addition of the Campus Point Project San Diego, California

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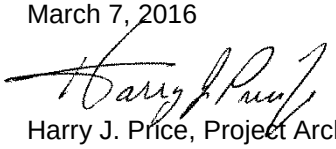


Harry J. Price, Project Archaeologist

ARCHAEOLOGICAL RESOURCE REPORT FORM

I. PROJECT DESCRIPTION AND LOCATION

The Campus Point project is located in the University Community Planning area of the City of San Diego, east of Interstate 5 and north of Genesee Avenue. The Atchison, Topeka, and Santa Fe Railroad, and Soledad Valley, are north and northeast of the project area (Figure 1). The project area is in the unsectioned Pueblo Lands of San Diego land grant of the U.S. Geological Survey (USGS) 7.5-minute topographic map, Del Mar quadrangle (Figure 2), and is presented on the City of San Diego 800-scale maps (Figure 3). This report addresses the potential for cultural resources on the 10290 Campus Point Drive addition of the Campus Point project. The addition is encompassed within the 16.52-acre parcel, Assessor's Parcel Number (APN) 343-230-1400.

The 16.5-acre addition currently includes the 10290 structure, a 267,934-square-foot scientific research building which is currently undergoing tenant improvements ("CP2"). This existing building has a utility structure associated with it. The utility structure is roofed but is not normally occupied (Figure 4).

A new scientific research structure would be constructed on the addition ("CP3"). The CP3 building would be 10 levels with a total of 315,000 square feet of scientific research space plus one 31,500-square-foot subterranean level. The project also proposes a 13,383-square-foot building east of CP3 which would house "AlexHaus," a brewery with a kitchen and restaurant as well as a retail component on the first floor. The second floor of the AlexHaus building would include a greenhouse, conference room, mechanical/storage space, and a clubhouse.

A new six-level parking structure would be constructed along the southern boundary of the addition which would accommodate a total of 1,500 parking stalls. Other proposed site improvements include a soccer field and a reconfiguration of the main "boulevard" which provides circulation through the southern portion of the project site.

II. SETTING

Natural Environment (Past and Present)

The 10290 Campus Point Drive addition is on the mesa top between Soledad Valley and Torrey Pines State Park. Prior to development, the area consisted of a gently rolling mesa top, with steep side canyons emptying into drainages on the east and west. Currently, the mesa top has been graded flat where the existing building and parking lots are located, while the steep canyons remain. Commercial development lies immediately to the south, to the northeast in Soledad Valley, and to the west across Interstate 5. Campus Point Drive fronts the eastern edge of the project. The western end of the project area is an undeveloped slope facing Interstate 5. The northern half of this slope is a fill slope created during the initial development of the property. This was a result of the construction of the existing parking lots and building.

Elevations in the survey area range from 120 feet above mean sea level at the bottom of the drainages to 340 feet above mean sea level on the mesa top where the existing parking lots and building are located. Los Peñasquitos Creek is located approximately 950 meters north, and an unnamed drainage through Soledad Valley is approximately 430 meters east.

Two soil types are mapped in the survey area: Chesterton fine sandy loam (CfC) and Altmont clay (AtF). These soils are described below (U.S. Department of Agriculture [USDA] 1973).

The Chesterton fine sandy loam series are moderately well drained with sandy clay subsoil, which developed from soft sandstone. These soils are located on coastal ridges with 5 to 9 percent slopes. The surface layer is brown, dark-brown, or reddish-yellow medium acidic fine

sandy loam with a subsoil of brown medium acidic to strongly acidic sandy clay mottled with red and grey (USDA 1973). The Almont clay series are well-drained clays that formed from weathered calcareous shale and are located on uplands. Slopes are 30 to 50 percent with runoff being rapid and a high erosional hazard. The top layer is neutral to moderately alkaline clay, followed by a moderately alkaline heavy clam loam, and underlain by soft calcareous shale (USDA 1973).

Vegetation within the project area consists of eucalyptus woodland, and non-native grassland, both found on the western slope. Eucalyptus woodland typically consists of dense stands of eucalyptus (*Eucalyptus* sp.) with a closed canopy. These trees are part of the horticultural landscaping planted as part of the existing project. In addition, landscaping plantings occur around the buildings, parking lots, and along the edge of the slope and include crystalline iceplant (*Mesembryanthemum crystallinum*), common oleander (*Nerium oleander*), and baby sun-rose (*Aptenia cordifolia*).

Ethnography/History

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e. A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993:iii-33).

The Archaic Period in coastal San Diego County is represented by the La Jollan Complex, a local manifestation of the widespread Millingstone Horizon. This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Elko series projectile points appeared by about 3,500 years ago. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains, beginning approximately 1,500 years ago, patterns began to emerge which suggest the ethnohistoric Kumeyaay. The Late Prehistoric Period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. Described by D. L. True (1970) based on an excavation in the Cuyamaca Rancho State Park, the Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brown Ware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic Yuman “bow pipes,” ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos, metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points.

Ethnohistory

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. This settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a and 1984b). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was utilized for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars, manos, metates, and pestles typically made of locally available, fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets using either coiled or twined construction. The Kumeyaay also made pottery, utilizing the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brown Ware but some were decorated (Meighan 1954; May 1976, 1978).

Spanish/Mexican/American Periods

The Spanish Period (1769–1821) represents a time of European exploration and settlement. Military and naval forces, along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). The mission system used forced Native American labor and introduced horses, cattle, other agricultural goods, and implements. Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish colonists (Cook 1976). One of the hallmarks of the Spanish colonial scheme was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made to meritorious or well-connected individuals.

In 1821, Mexico declared its independence from Spain. During the Mexican Period (1822–1848), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching.

The Mexican Period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican-American War (1846–1848; Rolle 1998). Just prior to the signing of the Treaty of Guadalupe Hidalgo, gold was discovered in the northern California Sierra-Nevada foothills, the news was published on March 15, 1848, and the California Gold Rush began. The great influx of Americans and Europeans eliminated many remaining vestiges of Native American culture.

The American homestead system encouraged settlement beyond the coastal plain into areas where Native Americans had retreated to avoid the worst of Spanish and Mexican influences (Carrico 1987; Cook 1976). A rural community cultural pattern existed in San Diego County from approximately 1870 to 1930. These communities were composed of an aggregate of people who lived on scattered farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986).

The project property was undeveloped until the late 1970s, when the project property was graded. The property remained vacant until the late 1990s when the current building and parking lots were constructed.

III. AREA OF POTENTIAL EFFECT (APE)

The area of potential effect (APE) encompasses the entirety of the previously developed portion of the parcel on the mesa top.

IV. STUDY METHODS

The archaeological resources survey for the 10290 Campus Point Drive addition included both an archival search and an on-site foot survey of the property. The record search conducted for the original portion of the Campus Pointe project was used for this report, as it was felt to be sufficiently up to date for a developed parcel. A Sacred Lands file search was requested from the Native American Heritage Commission (NAHC) on March 1, 2016.

The entire mesa top has been heavily impacted by mass grading and currently is covered by a building and blacktop parking areas (Photographs 1 and 2). Because of the lack of potential for cultural resources to be present in this area, it was not surveyed. It was also felt the potential for native soil to remain in planters was too low to make checking the planters useful. The western slope is approximately a 50 degree angle, and the potential for cultural resources to be present is extremely low (Photograph 3). However, because it is the only undeveloped portion of the project, the western slope was surveyed by a single transect down and up.

V. RESULTS OF STUDY

The record search for the original project was completed on February 26, 2013, and indicated that there have been approximately 94 archaeological investigations and 9 cultural resources within a one-half mile radius of the proposed project (Confidential Appendix). Eight prehistoric sites, one historic site (formerly the Atchison, Topeka, and Santa Fe Railroad), and one historic home have been recorded within the search radius. One previously recorded prehistoric cultural resource, CA-SDI-5613, is mapped approximately 300 meters north of the current project addition, and within the original project footprint. CA-SDI-5613 was first recorded in 1978 as midden soil with a shell and lithic scatter. Artifacts consisted of flakes, scrapers, and choppers. Plowing, grazing, and dirt roads were disturbances noted at the time (Bull and Hanna 1978). The survey report has the site mapped approximately 100 meters west and more on the knoll top, rather than on the upper portion of the slope where the SCIC has it mapped (Hanna 1978). Using this boundary, the site is located along and west of Campus Point Drive. This location indicates that the site has been impacted by previous construction of the existing building and parking lots, and is likely destroyed.

Testing and data recovery excavations were completed at CA-SDI-5613 Locus A in 1979 by RECON. A final report could not be located. Personnel involved in the project excavations indicate that the site was occupied during the Archaic Period based on the artifact types collected. Two burials were found during excavations: one partial and one almost complete. These burials were reburied in a wooden box smaller than one cubic meter in size within the 1978 project boundary. The reburial box is located at the bottom of a cut slope to the southwest of the current project where disturbance would not impact it, and has been covered by fill soil (Bull, pers. comm. 2013). Based on the notes, 54 post holes, 10 test units, 132 data recovery units, and 7 trenches were excavated. The artifacts in storage were examined and revealed that the site contained debitage, cores, flaked lithic artifacts, manos, metates, shellfish remains, and fire-affected rock. Additional work was completed at Locus B of CA-SDI-5613. ASM Affiliates conducted a preliminary constraints investigation in 1998 and a test and evaluation program in 1999 at CA-SDI-5613 Locus B. The test phase consisted of two 1x1-meter units and 16 shovel test pits. The evaluation phase consisted of eight additional 1x1-meter units. The results of the excavations indicated that the Archaic Period cultural deposit was on the mesa tops and upper

slopes of two knolls. The depth of the deposit was approximately 50 centimeters below the surface. Artifacts recovered included shellfish remains, debitage, cores, percussing tools, shell beads, ground stone tools, and vertebrate remains. The site was determined not eligible for the California Register of Historic Resources (CRHR) due to its lack of artifact variability, its relatively low artifact count, and its poor stratigraphic integrity (Schaefer et al. 2000).

A reply was received from the NAHC on March 3, 2016. The reply stated that the Sacred Lands File search was negative. The reply is included as an attachment.

The field survey was conducted on November 11, 2015 by RECON archaeologist Harry J. Price and Kumeyaay Native American monitor Gabe Kitchen, a representative of Red Tail Monitoring and Research Inc. Weather was clear and mild, with excellent visibility.

The large building on-site was constructed in the late 1990s and is not a potentially significant historical resource. It is currently being renovated.

Ground cover on the western slope consisted of non-native grasses that gave 30-40 percent ground visibility. As noted above, although the slope is really too steep for prehistoric use, this was the only area surveyed because the remainder of the property is covered by the building and parking lots. No cultural material was found during the survey.

VI. RECOMMENDATIONS

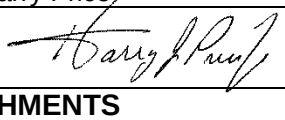
The archaeological resources investigation summarized herein satisfy the study and documentation requirements identified by City of San Diego Development Services staff, and are consistent with the goals and policies of the City of San Diego as published in the Land Development Manual. As such, efforts to identify and document historical resources in the APE for the proposed project reveal that the possibility of significant archaeological resources being present on the project area is considered low.

The March 2013 Historical Resources Survey of the original Campus Point property recommended archaeological and Native American monitoring during any ground-disturbing activities such as grading for the proposed project. This was because of the potential for encountering remnant pockets of CA-SDI-5613, located on the project property. Although CA-SDI-5613 is not mapped as extending onto the added parcel, RECON recommends archaeological and Native American monitoring during any ground-disturbing activities such as grading for the proposed project.

VII. SOURCES CONSULTED

	DATE
National Register of Historic Places ☑	Month and Year: July 2015
California Register of Historical Resources ☑	Month and Year: July 2015
City of San Diego Historical Resources Register ☑	Month and Year: July 2015
Archaeological/Historical Site Records: South Coastal Information Center ☑	Month and Year: February 2013
Other Sources Consulted: None	

VIII. CERTIFICATION

Preparer: Harry Price	Title: Project Archaeologist
Signature: 	Date: March 7, 2016

IX. ATTACHMENTS

Bibliography
Attached

National Archaeological Data Base Information
Attached

Maps (include all of the following maps.)

Figure 1. Project Location
Figure 2. USGS Quadrangle
Figure 3. City of San Diego 800' Map
Figure 4. Project Location on Aerial Photograph

Photographs

Photograph 1: Existing Building on-site Under Renovation.
Photograph 2: Typical Parking Lot Configuration
Photograph 3: View of Western Slope Looking North

Personnel Qualifications (Include resumes if not already on file with the City.)
Resumes are already on file with the City.

Native American Heritage Commission Response Letter

X. CONFIDENTIAL APPENDICES (Bound separately)

Record search results.
Record Search Cover Letter and Maps from record search results from South Coastal Information Center (Under separate cover).

New or updated historical resource records
None.

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NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

Author:	Harry J. Price
Consulting Firm:	RECON Environmental, Inc. 1927 Fifth Avenue San Diego, CA 92101-2358
Report Date:	March 7, 2016
Report Title:	Archaeological Resources Report for the 10290 Campus Point Drive Addition of the Campus Point Project, San Diego, California
Prepared for:	Gensler 225 Broadway, Suite 1600 San Diego, CA 92101
Contract Number:	RECON 5230.2A
USGS Quadrangle Map:	Del Mar Quadrangle
Acreage:	16.52 acres
Keywords:	Negative survey, Campus Point Drive, CA-SDI-5613

ABSTRACT

An archaeological resources survey was conducted on the proposed 10290 Campus Point Drive Addition of the Campus Point Project, in the city of San Diego, California. The survey included a record search at the South Coastal Information Center (SCIC). RECON archaeologist Harry Price completed the field investigation on November 11, 2015, accompanied by Gabe Kitchen, a Native American observer from Red Tail Monitoring and Research. The files at the SCIC showed no prehistoric site or historic sites recorded on the project area. One large prehistoric site, CA-SDI-5613, is recorded to the north of the project. The majority of the project area has been graded, filled, and leveled in the past for construction of a single large research facility and accompanying parking lots. A single undeveloped slope remains on the western end of the project. No prehistoric or historic-period archaeological resources were identified during the field survey. Although the possibility of significant historical resources being present in the project area is considered low, RECON recommends archaeological and Native American monitoring during any ground-disturbing activities such as grading for the proposed project.

Project Location

FIGURE 1

Regional Location

RECON

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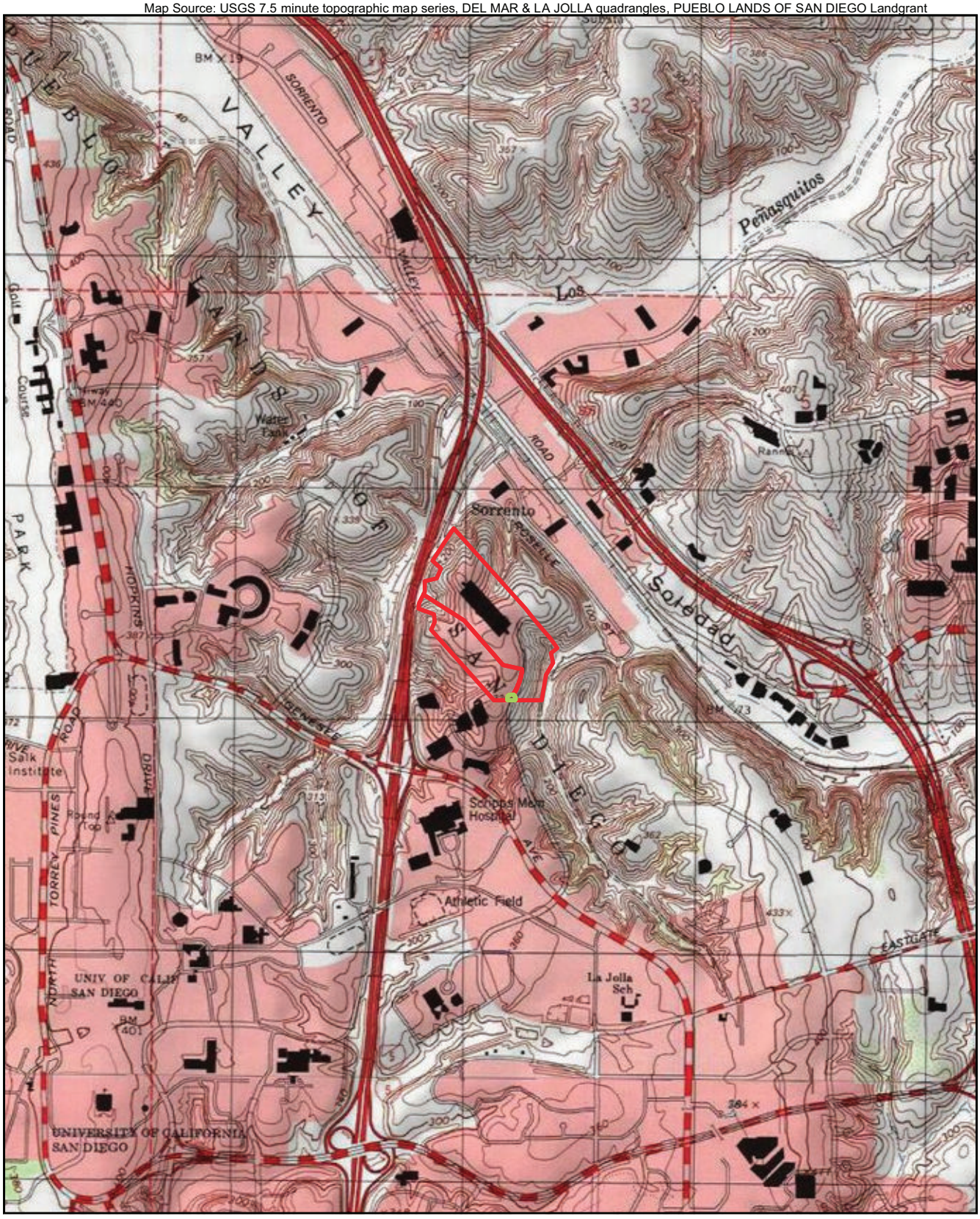
Map Source: USGS 7.5 minute topographic map series, DEL MAR & LA JOLLA quadrangles, PUEBLO LANDS OF SAN DIEGO Landgrant



Project Site

Off-site Improvement Area

FIGURE 2

Project Location on USGS Map

RECON

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Map Source: City of San Diego, Engineering and Development Department, City 800' Maps, Number 258-1689, 258-1701, 266-1689 & 266-1701

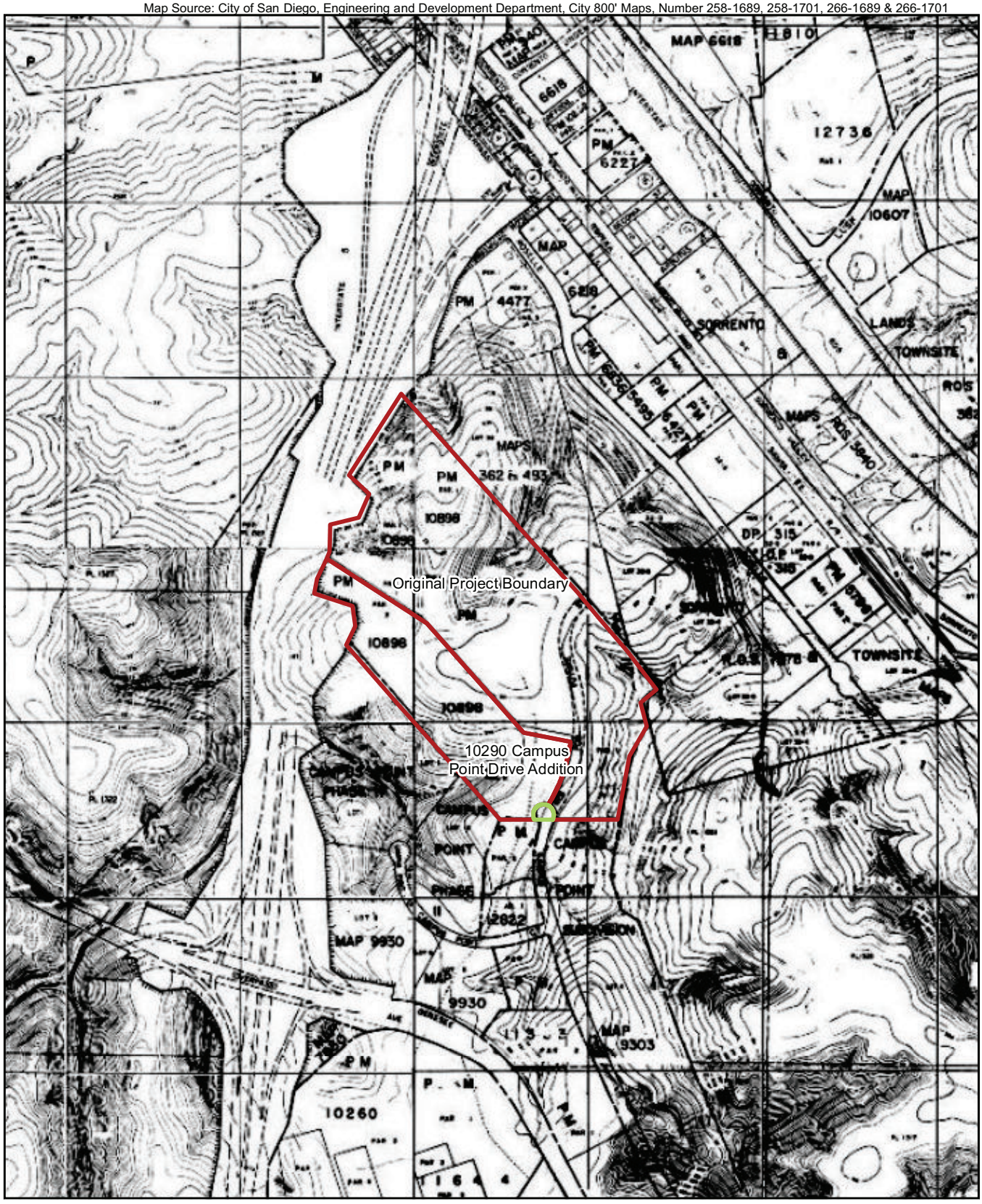

FIGURE 3

Project Location on City 800' Map

RECON

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Image Source: USDA FSA NAIP (flown June 2014)

0 Feet 400

Project Site

Off-site Improvement Area

Limits of Disturbance

FIGURE 4

Project Location on Aerial Photograph

RECON

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PHOTOGRAPH 1
Existing Building On-site Under Renovation

PHOTOGRAPH 2
Typical Parking Lot Configuration

PHOTOGRAPH 3
View of Western Slope Looking North

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

March 3, 2016

Harry Price
RECON Environmental

Sent via e-mail: hprice@reconenvironmental.com
Number of pages: 4

RE: Proposed 10290 Campus Point Drive Addition to the Campus Point Project, City of San Diego, Del Mar USGS Quadrangle, San Diego County, California

Dear Ms. Jones:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton
Associate Government Planning Analyst

Native American Heritage Commission
Tribal Consultation List
San Diego County
March 2, 2016

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This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed 10290 Campus Point Drive Addition to the Campus Point Project, San Diego County, California.

Native American Heritage Commission
Tribal Consultation List
San Diego County
March 2, 2016

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