



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: December 6, 2013

PUBLIC NOTICE OF A RECIRCULATION
DRAFT ENVIRONMENTAL IMPACT REPORT

SAP No.: 24000958

The City of San Diego Development Services Department has prepared a recirculated draft Environmental Impact Report (EIR) for the following project and is inviting your comments regarding the adequacy of the document. The draft EIR and associated technical appendices have been placed on the City of San Diego web-site at: <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>.

Your comments must be received by January 28, 2014, to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 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.

General Project Information:

- **Project Name:** HILLEL CENTER FOR JEWISH LIFE
- **Project No.** 212995 / **SCH No.** 2010101030
- **Community Plan Area:** La Jolla
- **Council District:** 1

Subject: SITE DEVELOPMENT PERMIT AND PUBLIC RIGHT-OF-WAY VACATION to allow the applicant to develop the Hillel Center for Jewish Life (HCJL) to provide religious programs for Jewish students at the University of California San Diego (UCSD), including meetings, one-on-one counseling, and administrative offices. Hillel currently uses a residential structure located at 8976 Cliffridge Avenue (Cliffridge property) to provide these religious programs. The vacant site is located at the southwest corner of the intersection of La Jolla Village Drive and La Jolla Scenic Way, which is just south of UCSD. Hillel has identified a need for additional space to improve services and provide a full range of religious programs in a centralized location for Jewish students at the UCSD campus (the project cannot be located on land owned by UCSD due to church and state separation issues). Hillel proposes to develop the HCJL in two phases to provide additional space for religious programs in three buildings around a central courtyard, referred to as the Phase 1/Phase 2 project throughout the Environmental Impact Report (EIR). Should the Phase 1/Phase 2 project not be approved by decision makers, an alternative to the project was also analyzed at full detail throughout the EIR. This alternative is referred to as the Existing with Improvements option. Under this alternative, the Cliffridge property that is currently being used by Hillel would be converted to permanent use. Both project proposals are described below.

Phase 1/Phase 2 project

Phase 1 would consist of the temporary use of the Cliffridge property as a space used for religious programs until the new HCJL facilities (Phase 2) are occupied. Additional temporary parking would be constructed, but no modifications would be required to the residential structure itself. Phase 2 would involve development of the 0.8-acre vacant parcel east of the Cliffridge property. The new facility would provide additional space for religious programs in three new buildings providing approximately 6,479 square feet of gross floor area (GFA) around a central outdoor courtyard. A surface parking lot would be constructed east of the courtyard and structures. Landscaping and pedestrian pathways would be provided throughout the permanent HCJL, including the existing cul-de-sac between the existing residential structure currently occupied by Hillel and the vacant parcel. Upon occupation of the new HCJL facilities, the temporary use of the Cliffridge property would expire and revert back to a single dwelling unit use. A right-of-way vacation for a portion of the La Jolla Scenic Drive North is being requested. Phase 1/Phase 2 would also dedicate a 0.05-acre area along the northern property frontage to the public ROW. In addition, a deviation for driveway curb cut requirements is being requested. The project has been designed to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

Existing with Improvements Option

An option is proposed in the event the Phase 1/Phase 2 project is not approved. Under this option, Hillel would not develop new facilities or provide landscaping as described above. Instead, Hillel would permanently use the Cliffridge property to provide for religious programs in the existing residential structure on a permanent basis. This would involve construction of permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code for this use. Modifications would be completed to the interior of the structure, parking would be provided at the rear of the property, and the existing architectural design would remain intact. Discretionary actions required to implement the Existing with Improvements Option include a SDP for development within the LJSPD. A deviation from the Maximum Paving and Hardscape in Residential Zones Requirement is also requested under the SDP to accommodate on-site parking.

The project site is bounded to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way and to the south by La Jolla Scenic Drive. The project site is within a Single Family Zone of the La Jolla Shores Planned District, Coastal Height Limit Overlay Zone, Campus Parking Impact Overlay Zone, and the La Jolla Community Planning Area. (Legal Description: Lot 67 of La Jolla Highlands Unit No. 3, in the City of San Diego, County of San Diego, Parcel Map No. 3528 and Portion of Lot 1299, Miscellaneous Map 36, Pueblo Lands, in the City of San Diego, County of San Diego). The site is not included on any Government Code listing of hazardous waste sites.

Applicant: Hillel of San Diego

Recommended Finding: The recirculated draft EIR concludes that the project would result in significant environmental impacts to the following areas: **BIOLOGICAL RESOURCES, NOISE, and PALEONTOLOGICAL RESOURCES.**

Availability in Alternative Format: To request this Notice, the recirculated draft EIR, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact E. Shearer-Nguyen at (619) 446-5369. The draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either the Compact Disk (CD), a hard-copy of the draft EIR, or the separately bound technical appendices, they can be purchased for an additional cost.

For information regarding public meetings/hearings on this project, contact John Fisher at (619) 446-5231. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on December 6, 2013.

Cathy Winterrowd
Interim Deputy Director
Development Services Department

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Advanced Planning
and Engineering
(619) 446-5460

ENVIRONMENTAL IMPACT REPORT

Project No. 212995
SCH No. 2010101030

SUBJECT: HILLEL CENTER FOR JEWISH LIFE: SITE DEVELOPMENT PERMIT AND PUBLIC RIGHT-OF-WAY VACATION to allow the applicant to develop the Hillel Center for Jewish Life (HCJL) to provide religious programs for Jewish students at the University of California San Diego (UCSD), including meetings, one-on-one counseling, and administrative offices. Hillel currently uses a residential structure located at 8976 Cliffridge Avenue (Cliffridge property) to provide these religious programs. The vacant site is located at the southwest corner of the intersection of La Jolla Village Drive and La Jolla Scenic Way, which is just south of UCSD. Hillel has identified a need for additional space to improve services and provide a full range of religious programs in a centralized location for Jewish students at the UCSD campus (the project cannot be located on land owned by UCSD due to church and state separation issues). Hillel proposes to develop the HCJL in two phases to provide additional space for religious programs in three buildings around a central courtyard, referred to as the Phase 1/Phase 2 project throughout the Environmental Impact Report (EIR). Should the Phase 1/Phase 2 project not be approved by decision makers, an alternative to the project was also analyzed at full detail throughout the EIR. This alternative is referred to as the Existing with Improvements option. Under this alternative, the Cliffridge property that is currently being used by Hillel would be converted to permanent use. Both project proposals are described below.

Phase 1/Phase 2 project

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structures. Landscaping and pedestrian pathways would be provided throughout the permanent HCJL, including the existing cul-de-sac between the existing residential structure currently occupied by Hillel and the vacant parcel. Upon occupation of the new HCJL facilities, the temporary use of the Cliffridge property would expire and revert back to a single dwelling unit use. A right-of-way vacation for a portion of the La Jolla Scenic Drive North is being requested. Phase 1/Phase 2 would also dedicate a 0.05-acre area along the northern property frontage to the public ROW. In addition, a deviation for driveway curb cut requirements is being requested. The project has been designed to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

Existing with Improvements Option

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The project site is bounded to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way and to the south by La Jolla Scenic Drive. The project site is within a Single Family Zone of the La Jolla Shores Planned District, Coastal Height Limit Overlay Zone, Campus Parking Impact Overlay Zone, and the La Jolla Community Planning Area. (Legal Description: Lot 67 of La Jolla Highlands Unit No. 3, in the City of San Diego, County of San Diego, Parcel Map No. 3528 and Portion of Lot 1299, Miscellaneous Map 36, Pueblo Lands, in the City of San Diego, County of San Diego). Applicant: Hillel of San Diego.

BACKGROUND INFORMATION

The City of San Diego, as the Lead Agency, identified the need to recirculate the original EIR from January 23, 2013 to March 11, 2013, because new information (historic structure documentation) was added after public review. The City has identified the need to recirculate the Draft EIR once again because new information has been added after the Draft EIR was recirculated. This information is related to cumulative projects in the vicinity, construction traffic analysis, an updated biological survey, and on-site noise generation. No new significant impacts were identified as part of the revisions to the Draft EIR. The City, as Lead Agency, concluded that the proposed project modification represented a substantial change in the project and determined that the EIR should be revised and recirculated for public review, pursuant to Section 15088.5 of the CEQA Guidelines.

CONCLUSIONS

This EIR analyzes the environmental impacts that would result from the Phase 1/Phase 2 project and Existing with Improvements Option. The analysis discusses the project's potential impacts to **Land Use, Transportation/ Circulation/Parking, Biological Resources, Geology and Soils, Energy Use and Conservation, Greenhouse Gases, Historical Resources, Noise, Paleontological Resources, Hydrology, Water Quality, and Visual Effects and Neighborhood Character.**

The evaluation of environmental issue areas in this EIR concludes that the Phase 1/Phase 2 project would result in significant and mitigable direct impacts associated with **Biological Resources (sensitive biological resources), Noise (traffic noise exposure), and Paleontological Resources (unknown subsurface resources).** The Existing with Improvements Option would result in significant and mitigable direct impacts associated with **Noise (traffic noise exposure).** Implementation of the proposed Mitigation Monitoring and Reporting Program would reduce these environmental effects to below a level of significance.

Neither the Phase 1/Phase 2 project nor the Existing with Improvements Option would result in significant unmitigated impacts.

SIGNIFICANT MITIGATED IMPACTS

Phase 1/Phase 2 project

Biological Resources (sensitive biological resources)

The Phase 1/Phase 2 project would potentially impact raptor and migratory bird nests. To ensure that no impacts to raptor nests or migratory birds would occur, raptor and migratory bird nesting mitigation (mitigation measure BIO-1) shall be implemented. If project grading is proposed during the raptor breeding season (February 1 – September 15), the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet of the development area. If active raptor or migratory bird nests are present, no grading or removal of habitat shall take place within 300 feet of an active raptor nest, and no active migratory bird nest shall be taken. Implementation of this proposed mitigation would reduce potential sensitive biological resources impacts to below a level of significance.

Noise (traffic noise)

Noise levels would exceed the City's adopted interior noise limit of 45 CNEL at the vacant site associated with Phase 1/Phase 2. This would be a significant direct noise impact. To mitigate this impact, the applicant shall submit an interior acoustical analysis showing the interior 45 A-weighted decibels [dB(A)] residential noise level is achieved through building design measures (e.g., permanent window closure) prior to issuance of building permits (see mitigation measures NOS-1 and NOS-2). Implementation of this proposed mitigation would reduce potential noise exposure impacts to below a level of significance.

Paleontological Resources (unknown subsurface resources)

The project has the potential to result in significant impacts to paleontological resources, as the site is underlain by very old paralic deposits (previously included in the Lindavista Formation) and the Scripps Formation. Grading into these formations with high and moderate sensitivity for paleontological resources could potentially destroy fossil remains. This would be a significant impact. To mitigate this impact, paleontological monitoring during any earthwork shall be completed (see mitigation measure PALEO-1). The program would require that a qualified paleontological monitor be present during construction activities. If paleontological resources are discovered, excavation would temporarily stop to allow the paleontologist to record and recover materials. Implementation of project mitigation would, therefore, mitigate potential impacts to a level below significance.

Existing with Improvements Option

Noise (traffic noise)

Noise levels would exceed the City's adopted interior noise limit of 45 CNEL at the Cliffridge property associated with the Existing with Improvements Option. This would be a significant, direct noise impact. To mitigate this impact, the applicant shall submit an interior acoustical analysis showing the interior 45 dB(A) residential noise level is achieved through building design measures (e.g., permanent window closure) prior to issuance of building permits (see mitigation measures NOS-3 and NOS-4).

Implementation of this proposed mitigation would reduce potential noise exposure impacts to below a level of significance.

ALTERNATIVES

No Project Alternative

Under the No Project Alternative, existing conditions on the Cliffridge property and vacant site would be retained. Unlike Phase 1/Phase 2 or Existing with Improvements Option, no new improvements would occur. Should the No Project Alternative be implemented, the Phase 1/Phase 2 significant, mitigated impacts associated with Biological Resources, Noise, and Paleontological Resources would not occur. In addition, the mitigated noise impacts associated with Existing with Improvements Option would not occur. While adoption of the No Project Alternative would maintain the existing Cliffridge property and avoid impacts associated with Phase 1/Phase 2 and Existing with Improvements Option (as described throughout Chapter 4.0), none of the project objectives would be attained. Furthermore, the No Project Alternative would not maximize use of land owned by the applicant or provide the enhanced pedestrian environment and inviting entrance to the community as compared to the Phase 1/Phase 2 project. The No Project Alternative would not maximize use of land owned by the applicant that would occur under the Existing with Improvements Option.

Reduced Project Footprint on Vacant Parcel Alternative

The intention of the Reduced Project Footprint on Vacant Parcel Alternative is to decrease the on-site development footprint in order to reduce significant biological, noise, and paleontological impacts associated with the Phase 1/Phase 2 project. Under this alternative, the development footprint for new construction would be reduced to approximately 1.34 acres (a 33 percent reduction). This alternative would be 6,099 square feet of GFA (the Cliffridge house is 1,792 square feet of GFA; on the vacant site, one building would be 2,494 square feet of GFA without the second floor, and the other would be 1,813 square feet of GFA). Compared to the Phase 1/Phase 2 project (6,479 square feet

of GFA), this would represent a reduction of 380 square feet. By reducing the development footprint, this alternative would accommodate fewer people, which would reduce the parking demand, thereby requiring less surface parking than the Phase 1/Phase 2 project. The reduction in parking needed under this alternative would increase the amount of open space on-site and landscaping.

This alternative involves a permanent change of use permit to convert the Cliffridge property to permanent office use for Hillel and ensure that the property meets all applicable code requirements for the intended use and occupancy. Modifications to the structure would be to the interior, and the existing architectural design would remain intact. The Reduced Project Alternative would construct two one-story buildings on the adjacent 0.8-acre parcel similar in design and building materials as the existing residences in the area. As with the Phase 1/Phase 2 project, the cul-de-sac would be vacated and landscaped with native trees and shrubs to screen the property from the sidewalk and La Jolla Village Drive. In addition, the courtyard/inner yard area would be increased over the project and landscaped with native and drought-tolerant trees, shrubs, and groundcover. Parking improvements would be constructed in conformance with the Municipal Code and permit conditions.

This alternative would be expected to result in related incremental reductions to impacts related to energy, global climate change, noise, paleontological resources, hydrology, water quality, and visual effects/neighborhood character. This alternative would not meet all the objectives identified for the project, nor would it provide adequate space for the multiple functions needed to support the religious growth of UCSD students. The current Phase 1/Phase 2 project, at 6,479 square feet of GFA, has already been reduced in size from earlier plans, which provided approximately 13,000 square feet of GFA. The Phase 1/Phase 2 design reflects the size that has been determined to be the minimum space needed to support Jewish students at a university the size of UCSD. Therefore, a reduced footprint would not meet a critical project objective to provide space for religious programs proposed by Hillel.

Compared to the Phase 1/Phase 2 project, the Reduced Project Alternative would incrementally reduce impacts related to energy, global climate change, noise, paleontological resources, hydrology, water quality, and visual effects/neighborhood character. Significant impacts identified for both the Phase 1/Phase 2 project and the Reduced Project Alternative would be mitigated to below a level of significance.

Site 675 Alternative

The intention of this alternative is to locate the proposed Hillel facilities on an alternate site—Site 675—the only vacant and available non-UCSD-owned site near the UCSD campus (the Phase 1/Phase 2 project cannot be located on land owned by UCSD due to church and state separation issues). The heavily sloping 13,400-square-foot property is

located at the intersection of La Jolla Village Drive and Gilman Drive, surrounded by UCSD-owned land.

The Site 675 Alternative would construct three buildings similar in design and scale as those of the project. In addition, the courtyard/inner yard area would be similar to the project and landscaped with native and drought-tolerant trees, shrubs, and groundcover. Under this alternative, similar to Phase 1/Phase 2, the existing residential structure at 8976 Cliffridge Avenue would be returned to its original use pending development of a permanent facility for Hillel.

This alternative would result in greater physical impacts to the environment when compared to the Phase 1/Phase 2 project and the Existing with Improvements Option, including to biological resources, and paleontological resources. The Site 675 Alternative would meet all of the project's objectives.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

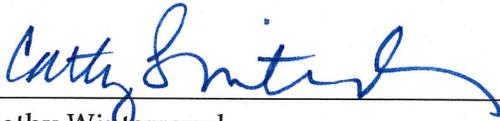
The Existing with Improvements Option is an alternative to the project that is being analyzed throughout the EIR, and would be considered the Environmentally Superior Alternative. The Existing with Improvements Option would incrementally reduce the Phase 1/Phase 2 less-than-significant impacts related to energy, global climate change, hydrology, water quality, and visual effects/neighborhood character. The Existing with Improvements Option would also reduce the Phase 1/Phase 2 significant and mitigated impacts associated with biological resources and paleontological resources. The Existing with Improvements Option would have the same significant and mitigated noise impact as Phase 1/Phase 2.

The Existing with Improvements Option would not meet all of the project's objectives. This alternative would not provide a consolidated location with enough space for programs and activities and offices for religious leaders; would not enhance pedestrian access, orientation, and walkability of the area surrounding the project site; would not enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces; and would not implement the sustainable development goals through the installation of sustainable design features and building practices.

RESULTS OF PUBLIC REVIEW

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

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



Cathy Winterrowd
Interim Deputy Director
Development Services Department

December 6, 2013
Date of Draft Report

Date of Final Report

Analyst: Shearer-Nguyen

PUBLIC REVIEW

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

FEDERAL

U.S. Fish and Wildlife Service (23)

STATE OF CALIFORNIA

California Department of Fish and Game, Don Chadwick (32)

Department of Toxic Substance Control (39)

California Regional Water Quality Control Board (44)

State Clearinghouse (46A) [15 CDs + 15 Executive Summaries]

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

Native American Heritage Commission (56)

CITY OF SAN DIEGO

Mayor's Office (91)

Councilmember Lightner, District 1 (MS 10A)

Councilmember Faulconer 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

EAS - Shearer

Transportation Development –Tanner/Gonsalves

Engineering – D Weston

Fire – R Carter

Planning Review – R Abalos

Landscape – B Church

Map Check – G Hopkins

PUD Wastewater/Water – K Mahmood

Geology – J Quinn

Long-Range Planning – L Henegar

DPM – J Fisher

Transportation Development (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

San Diego Fire – Rescue Department Logistics (80)

Library, Government Documents (81)

Central Library (81A)

La Jolla/Ridford Branch Library (81L)

Historical Resources Board (87)

Environmental Services Department (93A)

Facilities Financing (93B)

City Attorney's Office- (MS 93C)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS

Sierra Club (165)

San Diego Natural History Museum (166)

San Diego Audubon Society (167)

Mr. Jim Peugh (167A)

California Native Plant Society (170)

Endangered Habitats League (182A)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS - continued

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)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice and Site Plan Only] (225A-S)
La Jolla Village News (271)
La Jolla Shores Association (272)
La Jolla Town Council (273)
La Jolla Historical Society (274)
La Jolla Community Planning Association (275)
Milton Phegley, UCSD (277)
La Jolla Shores PDO Advisory Board (279)
La Jolla Light (280)
Patricia K. Miller (283)
Carmel Mountain Conservancy (284)
Robert Barto
Ross M. Starr, Ph.D.
Jim Fitzgerald
Nancy D. Marro
Patricia Granger
Joe LaCava
Tom Brady
Julie Hamilton
Maria Rothschild
Vaughn Woods
Dave Schwab, La Jolla Light Newspaper
Tim Lucas
Gale Spicher
Michael Costello
Leslie Lucas
Helen Boyden
Sally Miller
Michele Addington
Oliver W. Jones, M.D., President, Taxpayers for Responsible Land Use
Richard Attiyeh
Annette Villalobos

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS - continued

David Diamond
Jackie Diamond
Ted and Jonnie Frankel
Executive Asst. to Rabbi Jeff, Eilite
Laurette Verbinski
John A. Berol
Scott Noya
W. W. Finley
Rita T. O'Neil
Donald Wolochow, MD
Mary Mosson
Judy Shufro
Joan Rice
Joel Bengston
James Mittermiller
Nancy Anne Manno
Irene Kuster McCann
Sue Moore
Dave
Joe Bakston
James Friedman
Rincon Band of Luiseno Indians
Edward Oleata
Daniel T. Allen
M. and J. Chrispeels
Paula B. Jones
Louis Alpinieri
Jessica F. Attiyeh
Neha Bahadur
Jeffrey Broido
Andrea Dahlberg
Gail Forbes
Otila Gallegos
Jamy Krawiec
The Kusters
Larson-Kuster
Serafeim Masouredis
The McCanns
Mary Mosson
Walter H. Munk and Mary Coakley Munk
Charles Perrin
K. Rebeiz

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS - continued

Elaine Roberts (Tanaka)

F. Akif Tezcan, Ph.D.

Alexander Varon

Roger Wiggans

Preface to the Recirculated Draft EIR

This original Draft Environmental Impact Report (EIR) was circulated for public review beginning October 31, 2012, and ending December 17, 2012. The City of San Diego (City), as the Lead Agency, identified the need to recirculate the original EIR because new information was added after public review. The Draft EIR was recirculated for public review from January 23, 2013 to March 11, 2013.

The City, as the Lead Agency, has identified the need to recirculate the Draft EIR once again because new information has been added after the Draft EIR was recirculated. No new significant impacts were identified as part of the revisions to the Draft EIR. The City, as Lead Agency, concluded that the revisions to the Draft EIR represent a substantial change in information related to the project. Thus, the Draft EIR has been recirculated for public review for a second time, pursuant to Section 15088.5 of the CEQA Guidelines.

In order to ensure that the public has adequate opportunity to review these changes prior to public hearings, the City has committed to recirculating the Draft EIR for an additional 45-day public review period. The entire Draft EIR will be recirculated. Revisions have been made to the Draft EIR in regards to the new information, as detailed above.

Comments received during the initial public review period, the first recirculated public review period, and the second recirculated public review period will all be addressed as a part of the final EIR process. During this current, second recirculated Draft EIR public review period (December 6, 2013 – January 28, 2013), comments can be made on the entire Draft EIR, not just the sections that have been revised. However, since the City will respond to all comments on the previously recirculated Draft EIR, there is no need to reiterate comments previously submitted.

Section 15088.5(g) of the CEQA Guidelines requires a summary of the revisions made to the previously circulated Draft EIR. The following is a summary of the environmental analysis revisions completed.

Planned development projects within the vicinity of the project site have been added to Chapter 7, Cumulative Impacts. The traffic impact analysis and other environmental issues have been revised as applicable.

Additional information includes a construction traffic analysis, an updated biological survey, an updated analysis on the potential for on-site generated noise, and further clarification of the Phase 1/Phase 2 project (such as the size of the street vacation, street dedication, easements, and lot coverage).

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S.0 Executive Summary

S.1 Project Synopsis

This summary provides a brief synopsis of: (1) the Hillel Center for Jewish Life (HCJL) project; (2) the results of the environmental analysis contained within this Environmental Impact Report (EIR); (3) the alternatives to the project that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document; therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

The project applicant, Hillel, is organized as a 501(c)3 California nonprofit religious organization. Hillel currently uses a residential structure located at 8976 Cliffridge Avenue (Cliffridge property) to provide religious programs for Jewish students at the University of California San Diego (UCSD), including meetings, one-on-one counseling, and administrative offices.

Hillel has identified a need for additional space to improve services and provide a full range of religious programs in a centralized location for Jewish students at the UCSD campus (the project cannot be located on land owned by UCSD due to church and state separation issues). To meet this need, Hillel proposes to develop the HCJL in two phases to provide additional space for religious programs in three buildings around a central courtyard, referred to as the Phase 1/Phase 2 project throughout the EIR. Should the Phase 1/Phase 2 project not be approved by decision makers, an alternative to the project was also analyzed at full detail throughout the EIR. This alternative is referred to as the Existing with Improvements option. Under this alternative, Hillel would permanently use the Cliffridge property to provide for religious programs in the existing residential structure.

S.1.1 Project Location and Setting

The project site is located in the La Jolla Shores Planned District (LJSPD) of the La Jolla Community Plan area within the city of San Diego. The project site is located at the southwest corner of the intersection of La Jolla Village Drive and La Jolla Scenic Way, which is just south of UCSD. The project site includes two adjacent parcels: a 0.2-acre parcel (Assessor's Parcel Number [APN] 344-131-0100) at 8976 Cliffridge Avenue (Cliffridge property), and a 0.8-acre vacant parcel (APN 344-120-4300).

The project site is bordered to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way, and to the south by La Jolla Scenic Drive. Urban/developed land uses,

roads, and ornamental landscaping comprise the dominant land cover in the area surrounding the project site. The project site has been previously disturbed as a result of past grading activities and development. Existing residences are located to the south, directly adjacent to the project site along La Jolla Scenic Drive North and Cliffridge Avenue, and to the east, along the east side of La Jolla Scenic Way. The project site is designated as low-density residential in the La Jolla Community Plan. The project site is located along the northern boundary of the LJSPD. According to the LJSPD Ordinance, “churches, temples, or buildings of a permanent nature, used primarily for religious purposes” are permitted uses within residential zones (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]).

S.1.2 Project Objectives

The following are the primary objectives for the Phase 1/Phase 2 project.

- Fulfill the religious mission of the HCJL by providing a facility for learning, community-building, and spiritual counseling that nurtures the religious, spiritual, and intellectual growth of Jewish students at UCSD.
- Provide a permanent religious space in a centralized location for Jewish students at UCSD which, because of separation of church and state issues, cannot be built on the UCSD campus, but is located close to UCSD to serve students where they live and attend classes.
- Contribute to the longevity, stability, and financial feasibility of the local Hillel organization by providing a dedicated space for religious uses on a property owned and maintained by Hillel of San Diego (Hillel) for use by UCSD students.
- Provide a consolidated location with enough space for programs and activities and offices for religious leaders.
- Contribute to regional goals to reduce vehicle use and promote walkability by providing a facility within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus and transit connections.
- Enhance pedestrian access, orientation, and walkability of the area surrounding the project site.
- Enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces.

- Implement the sustainable development goals through the installation of sustainable design features and building practices that would achieve optimal water conservation, on-site renewable energy, natural daylighting and ventilation, and a reduction in vehicle use through enhanced bicycle and pedestrian facilities. Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy Leadership in Energy and Environmental Design criteria for 75 percent diversion (reuse, recycling) of construction and operational waste.

S.1.3 Project Description

The project applicant, Hillel, is organized as a 501(c)3 California nonprofit religious organization. Hillel of San Diego was incorporated in the State of California on July 1, 1992 “exclusively for religious purposes” under the Nonprofit Religious Corporation Law. As stated in its Articles of Incorporation, Hillel’s specific purpose “...is to provide for the religious needs of Jewish students on the university campuses in San Diego County.”

Hillel currently uses the Cliffridge property for religious programs (i.e., one-on-one counseling, meetings with students, and administrative offices). Hillel has identified a need for additional space to improve services and provide a full range of religious programs.

Phase 1/Phase 2: To meet the identified objectives and need, Hillel proposes a two-phase project consisting of temporary permitting and minor upgrades to existing facilities and development of a new permanent facility composed of three buildings. The combined phases comprise the project and are referred to as Phase 1/Phase 2 in the EIR. The two phases are described below:

Phase 1 would consist of the temporary use of the Cliffridge property as a space used for religious programs until the new HCJL facilities (Phase 2) are occupied. Additional temporary parking would be constructed, but no modifications would be required to the residential structure itself.

Phase 2 would involve development of the 0.8-acre vacant parcel east of the Cliffridge property. The new facility would provide additional space for religious programs in three new buildings around a central outdoor courtyard providing 6,479 square feet of gross floor area (GFA). This does not including the “phantom floor” of the HCJL center (two stories), which is not occupiable space. A surface parking lot would be constructed east of the courtyard and structures. Landscaping and pedestrian pathways would be provided throughout, including the existing cul-de-sac between the existing residential structure currently occupied by Hillel and the vacant parcel.

Phase 2 would also involve the vacation of an unimproved portion of the existing La Jolla Scenic Drive North, a public street right-of-way (ROW), which requires approval of a street ROW vacation and vacation of an improved substandard cul-de-sac, along the west end of the east-west trending La Jolla Scenic Drive North, approximately 100 feet west of Cliffridge Avenue (which trends north-south). The purpose of the street ROW vacation is to enhance the pedestrian environment through construction of sidewalks and landscaping features. Phase 1/Phase 2 would also dedicate a 0.05-acre area along the northern property frontage to the public ROW. Section 3.4 of this EIR provides a detailed summary of the development features of the Phase 1/Phase 2 project.

All operations could then be relocated to the new facility, and expanded religious programs could be accommodated. Upon occupation of the new facilities, the temporary use of the Cliffridge property would expire and revert back to a single dwelling unit use. The proposed building areas are outlined below in Table S-1.

**TABLE S-1
PHASE 1/PHASE 2 GROSS FLOOR AREA**

| | Proposed Gross Floor Area |
|---|------------------------------|
| HCJL Center (two stories) (including Phantom Floor*) | 4,287 sf |
| Library/Chapel | 984 sf |
| Professional Leadership Building | 1,813 sf |
| Total Gross Floor Area with Phantom Floor | 7,084 sf |
| Total Gross Floor Area without Phantom Floor | 6,479 sf |

sf = square feet

* Phantom floors are located within the space above or below actual floors within a building, and are measured separately above each actual floor or below the lowest actual floor for under floor area (SDMC §113.0234(b)(4)). They are not occupiable space, nor are they actual floor area.

Existing with Improvements Option: An option is proposed in the event the Phase 1/Phase 2 project is not approved. Under this option, Hillel would not develop new facilities or provide landscaping or an enhanced pedestrian environment as described above. Instead, Hillel would permanently use the Cliffridge property to provide for religious programs in the existing residential structure on a permanent basis. This would involve construction of permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code for this use. Modifications would be completed to the interior of the structure, but the existing architectural design would remain intact except for the parking improvements. This option is referred to as the “Existing with Improvements option” in the EIR.

To provide the greatest flexibility and disclosure, the Phase 1/Phase 2 project and the Existing with Improvements option are analyzed at an equal level of detail in this EIR. The components of the project are described in detail in Section 3.4, Project Features.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-2, located at the end of this chapter, summarizes the significant effects identified during the environmental analysis completed for Phase 1/Phase 2. Table S-2 also includes mitigation measures to reduce or avoid the environmental effects, with a conclusion as to whether the impact would be mitigated to below a level of significance. The mitigation measures listed in Table S-2 are also discussed within each relevant topical area.

Standard environmental mitigation measures are proposed during the grading and construction phase to reduce adverse environmental effects related to those activities. As further discussed in Chapter 4, Phase 1/Phase 2 could result in significant, direct, and/or cumulative environmental impacts related to biological resources, paleontology, and noise. Mitigation measures have been identified that would reduce all direct and cumulative impacts to below a level of significance. The Existing with Improvements option could result in a significant, direct environmental impact related to noise. Mitigation has been identified that would reduce this direct impact to below a level of significance. These environmental measures, in addition to further discussion of potential and anticipated environmental impacts, are detailed in Chapters 3 and 4, and further discussed in Chapters 5, 7, 8, and 9.

S.3 Areas of Controversy

In 2004, Hillel proposed the construction of an approximately 13,000-square-foot building (GFA) on the vacant 0.8-acre parcel located adjacent to the Cliffridge property and owned by Hillel. The original project included underground parking and a large community gathering space for Shabbat services and weekly Shabbat programs. The City Council approved a Mitigated Negative Declaration, Site Development Permit, Planned Development Permit, and Street Vacation for the construction of the Hillel Center in 2008. The Mitigated Negative Declaration was subsequently challenged and the Court of Appeal issued a ruling in 2009 requiring the City to prepare an EIR that would include analysis of potential impacts to traffic and parking, biological resources, and aesthetics and community character.

Several physical changes have been made to the project in response to environmental concerns and in response to nearby residents' concern about the mass and scale of the project and its contemplated uses. The project was redesigned and is now proposed with three buildings totaling 6,479 square feet of GFA. The religious programs proposed for the larger facility have been re-envisioned as smaller gatherings and more directed study groups. As the proposed development is about half of the original size, parking for a smaller facility would be accommodated by a surface parking lot.

The Notice of Preparation (NOP) for the project was circulated on October 8, 2010, for a 30-day public review and comment period, and a scoping meeting was held on October 27, 2010, at the La Jolla Branch Library, 7555 Draper Avenue. The City's NOP, associated responses, and comments made during the scoping meeting are included in Appendix A of this EIR.

Public comments received on the NOP and comments from the scoping meeting reflect controversy related to several environmental issues. Controversy associated with the project primarily focuses on the issues of zoning consistency, community character, traffic congestion and parking capacity, and nesting raptors.

S.4 Issues to be Resolved by the Decision-Making Body

Key issues to be resolved by the San Diego City Council are whether the project is consistent with City plans (General Plan and La Jolla Community Plan) and applicable regulations, including the Land Development Code and LJSPD Ordinance. The City Council will decide whether the impacts of the project have been adequately addressed and whether the significant impacts associated with the environmental issues of biology, noise, and paleontological resources would be fully mitigated to below a level of significance. The City Council must also determine whether any alternative meets the key objectives of the project while reducing its environmental impact

S.5 Project Alternatives

To fully evaluate the environmental effects of proposed projects, the California Environmental Quality Act (CEQA) mandates that alternatives to the project be analyzed. Section 15126.6 of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially

lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives.

As previously discussed, this EIR considers the Phase 1/Phase 2 project and the Existing with Improvements option at an equal level of detail, although the Existing with Improvements is an alternative to the project that is analyzed in full detail in case the decision makers do not approve the Phase 1/Phase 2 project. In addition, the alternatives identified in Chapter 9 are intended to further reduce or avoid significant environmental effects of the project. The EIR addresses alternatives considered but rejected, as well as the No Project Alternative, the Reduced Project Alternative, and alternate location known as the Site 675 Alternative. Each major issue area included in the impact analysis of this EIR has been given consideration in the alternatives analyses.

S.5.1 No Project Alternative

Under the No Project Alternative, existing conditions on the project site would be retained. Unlike the Phase 1/Phase 2 project, no new improvements would occur. As such, there would be no new impacts. However, the No Project Alternative would not meet major project objectives to provide a permanent religious space in a centralized location for Jewish students at UCSD; contribute to the longevity, stability, and financial feasibility of the local Hillel organization by providing a dedicated space for religious uses; provide a consolidated location with enough space for programs and activities and offices for religious leaders; enhance the pedestrian access, orientation, and walkability within the project site; or enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces. Furthermore, selection would not maximize use of land owned by the applicant or provide the enhanced pedestrian-environment and inviting entrance to the community as compared to the Phase 1/Phase 2 project.

S.5.2 Reduced Project Footprint on Vacant Parcel Alternative

The intention of the Reduced Project Footprint on Vacant Parcel Alternative is to decrease the on-site development footprint in order to reduce potential biological, noise, and paleontological impacts associated with the Phase 1/Phase 2 project. Under this alternative, the development footprint for new construction would be reduced to approximately 1.34 acres, and the number of new structures would be reduced from three to two (a 33 percent reduction). This alternative would be 6,099 square feet of GFA (the Cliffridge house is 1,792 square feet of GFA; on the vacant site, one building would be 2,494 square feet of GFA without the second floor, and the other would be 1,813 square feet of GFA). Compared to the Phase 1/Phase 2 project (6,479 square feet of GFA), this would represent a reduction of 380 square feet. By reducing the development

footprint, this alternative would accommodate fewer people, which would reduce the parking demand, thereby requiring less surface parking than the Phase 1/Phase 2 project. The reduction in parking needed under this alternative would increase the amount of open space on-site and landscaping.

This alternative involves a permanent change of use permit to convert the Cliffridge property to permanent office use for Hillel and ensure that the property meets all applicable code requirements for the intended use and occupancy. Modifications to the structure would be to the interior, and the existing architectural design would remain intact. The Reduced Project Alternative would construct two one-story buildings on the adjacent 0.8-acre parcel similar in design and building materials as the existing residences in the area. As with the Phase 1/Phase 2 project, the cul-de-sac would be vacated and landscaped with native trees and shrubs to screen the property from the sidewalk and La Jolla Village Drive. In addition, the courtyard/inner yard area would be increased over the project and landscaped with native and drought-tolerant trees, shrubs, and groundcover. Parking improvements would be constructed in conformance with the Municipal Code and permit conditions.

This alternative would be expected to result in related incremental reductions to impacts related to energy, global climate change, noise, paleontological resources, hydrology, water quality, and visual effects/neighborhood character.

This alternative would not meet all the objectives identified for the project, nor would it provide adequate space for the multiple functions needed to support the religious growth of UCSD students. The current Phase 1/Phase 2 project, at 6,479 square feet of GFA, has already been reduced in size from earlier plans, which provided approximately 13,000 square feet of GFA. The Phase 1/Phase 2 design reflects the size that has been determined to be the minimum space needed to support Jewish students at a university the size of UCSD. Therefore, a reduced footprint would not meet a critical project objective to provide space for religious programs proposed by Hillel.

Compared to the Phase 1/Phase 2 project, the Reduced Project Alternative would incrementally reduce impacts related to energy, global climate change, noise, paleontological resources, hydrology, water quality, and visual effects/neighborhood character. Significant impacts identified for both the Phase 1/Phase 2 project and the Reduced Project Alternative would be mitigated to below a level of significance.

S.5.3 Site 675 Alternative

The intention of this alternative is to locate the proposed Hillel facilities on an alternate site—Site 675—the only vacant and available non-UCSD-owned site near the UCSD campus (the Phase 1/Phase 2 project cannot be located on land owned by UCSD due to church and state separation issues). The heavily sloping 13,400-square-foot property is

located at the intersection of La Jolla Village Drive and Gilman Drive, surrounded by UCSD-owned land (see Figure 9-1).

The Site 675 Alternative would construct three buildings similar in design and scale as those of the project. In addition, the courtyard/inner yard area would be similar to the project and landscaped with native and drought-tolerant trees, shrubs, and groundcover. Under this alternative, similar to Phase 1/Phase 2, the existing residential structure at 8976 Cliffridge Avenue would be returned to its original use pending occupancy of a permanent facility for Hillel. The Site 675 Alternative would meet all of the project's objectives; however, this alternative would result in greater physical impacts to the environment when compared to the Phase 1/Phase 2 project, including to biological resources and paleontological resources.

S.5.4 Environmentally Superior Alternative

CEQA Guidelines (Section 15126.6(e)(2)) require that an environmentally superior alternative be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative which would result in the least adverse environmental impacts to the project site and surrounding area. The Existing with Improvements option is an alternative to the project that is being analyzed throughout the EIR, and would be considered the Environmentally Superior Alternative. The Existing with Improvements option would incrementally reduce the Phase 1/Phase 2 project's less-than-significant impacts related to energy, global climate change, hydrology, water quality, and visual effects/neighborhood character. The Existing with Improvements option would also reduce the Phase 1/Phase 2 project's significant and mitigated impacts associated with biological resources and paleontological resources. The Existing with Improvements option would have the same significant and mitigated noise impact as the Phase 1/Phase 2 project.

The Existing with Improvements option would not meet all of the project's objectives. This alternative would not provide a consolidated location with enough space for programs and activities or offices for religious leaders; would not enhance pedestrian access, orientation, and walkability of the area surrounding the project site; would not enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces; and would not implement the sustainable development goals through the installation of sustainable design features and building practices.

While Phase 1/Phase 2 would have incrementally greater impacts, these impacts would all be reduced to below a level of significant for the project. Both the Phase 1/Phase 2 project and Existing with Improvements option require mitigation to reduce impacts to a less than significant level.

**TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION**

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---|---|--|-------------------------------|
| PHASE 1/PHASE 2 | | | |
| NOISE | | | |
| <p>Would the project result in the exposure of people to current or future transportation noise levels, which exceed standards established in the General Plan or an adopted ALUCP?</p> | <p>Interior Noise – Exterior noise levels are projected to exceed 60 Community Noise Equivalent Level (CNEL); hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant.</p> | <p>NOS-1: At the time that building plans are available for the proposed buildings and prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels due to exterior sources will be at or below the 45 CNEL standard.</p> <p>Possible interior noise attenuation measures include using construction materials with greater noise reduction properties. The exterior to interior noise reduction provided by the building structure is partially a function of the sound transmission class (STC) values of the window, door, wall, and roof components used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less would be determined as a part of the required interior noise analysis. The applicant’s final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City of San Diego’s Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.</p> <p>NOS-2: The design for the proposed buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.</p> | <p>Less than Significant</p> |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---|---|---|-------------------------------|
| BIOLOGICAL RESOURCES | | | |
| Would the project result in a substantial adverse impact, either directly or indirectly through habitat modifications, on any species identified as a 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 (CDFG) or U.S. Fish and Wildlife Service? | Cooper's hawk (<i>Accipiter cooperii</i>) is a CDFG species of special concern that could potentially occur on or adjacent to the project site. Because clearing and construction activities associated with Phase 1/Phase 2 could be disruptive to raptors, including Cooper's hawk, and breeding or nesting birds, direct and indirect construction project impacts would be significant. | <p>BIO-1:</p> <p>To avoid any direct impacts to raptors and/or any native/migratory birds, 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 (precon) 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 precon survey to City Development Services Department 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 Development Services Department for review and approval and implemented to the satisfaction of the City. The City's Mitigation Monitoring Coordination Section or Resident Engineer (RE), 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. If nesting birds are not detected during the precon survey, no further mitigation is required.</p> | Less than Significant |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|--|---|---|-------------------------------|
| PALEONTOLOGICAL RESOURCES | | | |
| <p>Would the project require over 1,000 cubic yards of excavation at a depth of 10 feet or greater in a high resource potential geologic formation or require over 2,000 cubic yards of excavation at a depth of 10 feet or greater in a moderate resource potential geologic formation?</p> | <p>Because of both the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a significant impact to paleontological resources.</p> | <p>PALEO-1: The project shall follow the procedures outlined below as a condition of approval for Phase 1/Phase 2.</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <ol style="list-style-type: none"> 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD ED shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to ADD</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program. | <p>Less than Significant.</p> |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation | |
|---------------------|--|------------|-------------------------------|--|
| | <p style="text-align: center;">II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring. | | | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|----------------------------|---|-------------------------------|
| | | <ul style="list-style-type: none"> 2. Identify Areas to be Monitored <ul style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ul style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|---|------------|-------------------------------|
| | III. During Construction | | |
| | <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition, such as trenching activities, does not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. | | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|----------------------------|--|-------------------------------|
| | | <ol style="list-style-type: none"> 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|---|------------|-------------------------------|
| | IV. Night and/or Weekend Work | | |
| | <p>A. If night and/or weekend work is included in the contract:</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Preconstruction Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 8 A.M. on the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 A.M. on the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. <p>B. If night work becomes necessary during the course of construction:</p> <ol style="list-style-type: none"> 1. The CM shall notify the RE, or BI as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. | | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|----------------------------|--|-------------------------------|
| | | <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Preparation and Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum <p>The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|---------------------|----------------------------|---|-------------------------------|
| | | <ol style="list-style-type: none"> 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. | |
| | | <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate. | |
| | | <p>C. Curation of Fossil Remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. | |
| | | <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the Draft Monitoring Report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution. | |

TABLE S-2
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS FOR PHASE 1/PHASE 2
AND THE EXISTING WITH IMPROVEMENTS OPTION
(continued)

| Environmental Issue | Results of Impact Analysis | Mitigation | Impact Level After Mitigation |
|--|---|--|-------------------------------|
| EXISTING WITH IMPROVEMENTS OPTION | | | |
| Would the project result in the exposure of people to current or future transportation noise levels, which exceed standards established in the General Plan or an adopted ALUCP? | Interior Noise – Exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant. | <p>NOS-3: Prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels within the Cliffridge property due to exterior sources would be at or below the 45 CNEL standard. Possible interior noise attenuation measures include using windows and doors with greater noise reduction properties, installing insulation, or isolating plumbing components. The exterior to interior noise reduction provided by the building structure is partially a function of the STC values of the windows and doors used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less, which may range from STC 25 to STC 35 for window and door components, would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.</p> <p>NOS-4: The design for the buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.</p> | Less than Significant |

Recirculated Draft
Environmental Impact Report
for Hillel Center for Jewish Life
Project
Project Number 212995
SCH No. 2010101030

December 2013

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| G: Noise Technical Report |
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Acronyms

| | |
|-----------------|---|
| AB | Assembly Bill |
| ADA | Americans with Disabilities Act |
| ADD | Assistant Deputy Director |
| ADT | average daily trips |
| APN | Assessor's Parcel Number |
| ASBS | Area of Special Biological Significance |
| BAU | business as usual |
| BI | Building Inspector |
| BMP | best management practices |
| BMPS | Bicycle and Pedestrian Master Planning Study |
| CAFE | Corporate Average Fuel Economy |
| CALGreen | California Green Building Standards Code |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCAP | Climate Change Action Plan |
| CCP | Cities for Climate Protection |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CH ₄ | methane |
| CIP | Capital Improvements Project |
| CM | Construction Manager |
| CNDDB | California Natural Diversity Database |
| CNEL | community noise equivalent level |
| CNPS | California Native Plant Society |
| CO ₂ | carbon dioxide |
| CPA | Community Plan Amendment |
| CPAP | Climate Protection Action Plan |
| CPUC | California Public Utilities Commission |
| CRHR | California Register of Historic Resources |
| CSUN | California State University Northridge |
| CSVV | Consultant Site Visit Record |
| CTRI | Clinical and Technical Research Institute |
| cy | cubic yards |
| dB(A) | A-weighted average decibel level |
| DIF | Development Impacts Fee |
| DMA | Drainage Management Area |
| DOE | U.S. Department of Energy |
| DOT | U.S. Department of Transportation |
| DSD | Development Services Department |
| EAS | Environmental Analysis Section |
| ED | environmental designee |
| EIA | U.S. Energy Information Administration |
| EIR | environmental impact report |

Acronyms

| | |
|----------------------|---|
| EMS | Emergency Medical Services |
| EMT | emergency medical technician |
| EO | Executive Order |
| EPA | Environmental Protection Agency |
| ESL | Environmentally Sensitive Land |
| FESA | Federal Endangered Species Act |
| FHWA | Federal Highway Administration |
| GHG | greenhouse gas |
| GWP | global warming potential |
| HAS | Hydrologic Sub Area |
| HCJL | Hillel Center for Jewish Life |
| HCP | Habitat Conservation Plan |
| HRR | Historical Resources Regulations |
| HVAC | heating, ventilating, and air conditioning |
| ICLEI | International Council for Local Environmental Initiatives |
| I-5 | Interstate 5 |
| IMP | integrated management practice |
| ITP | Incidental Take Permit kWh kilowatts per hour |
| LCFS | Low Carbon Fuel Standard |
| LDC | Land Development Code |
| LEED | Leadership in Energy and Environmental Design |
| LID | low-impact design |
| LJSPD | La Jolla Shores Planned District |
| LLG | Linscott, Law & Greenspan, Engineers |
| LOS | level of service |
| LRDP | Long-Range Development Plan |
| LTRP | long-term resource plan |
| MBTA | Migratory Bird Treaty Act of 1918 |
| MHPA | Multi-Habitat Planning Area |
| MMC | Mitigation Monitoring Coordination |
| MMR | Mitigation Monitoring and Reporting |
| MMRP | Mitigation Monitoring and Reporting Program |
| MMTCO ₂ E | million metric tons of carbon dioxide equivalent |
| mph | miles per hour |
| MSCP | Multiple Species Conservation Program |
| MW | megawatt |
| MWh | megawatts per hour |
| N ₂ O | nitrous oxide |
| NCCP | Natural Community Conservation Plan |
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| OWSC | One-Way Stop Controlled (intersection) |
| PFFP | Public Facilities Financing Plan |
| PI | Principal Investigator |
| PM ₁₀ | particulate matter less than ten microns in diameter |
| PME | Paleontological Monitoring Exhibit |
| RE | Resident Engineer |
| ROW | right-of-way |
| RTP | Regional Transportation Plan |

| | |
|--------|---|
| RWQCB | Regional Water Quality Control Board |
| SANDAG | San Diego Association of Governments |
| SCIC | South Coast Information Center |
| SCST | Southern California Soil & Testing, Inc. |
| SDAPCD | San Diego Air Pollution Control District |
| SDG&E | San Diego Gas & Electric |
| SDP | site development permit |
| STC | sound transmission class |
| SUSMP | Standard Urban Storm Water Mitigation Plan |
| SWITRS | Statewide Integrated Traffic Records System |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRAC | Storm Water Requirements Applicability Checklist |
| SWRCB | State Water Resources Control Board |
| TIA | Traffic Impact Analysis |
| UCLA | University of California Los Angeles |
| UCSB | University of California Santa Barbara |
| UCSD | University of California San Diego |
| UNEP | United Nations Environment Program |
| UNFCCC | United Nations Framework Convention on Climate Change |
| USFWS | U.S. Fish and Wildlife Service |
| USGBC | U.S. Green Building Council |
| USGS | U.S. Geological Survey |
| UTC | University Town Center |
| V/C | volume to capacity |
| VMT | vehicle miles traveled |
| WMP | Waste Management Plan |

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1.0 Introduction

This Environmental Impact Report (EIR) for the University of California San Diego (UCSD) Hillel Center for Jewish Life Project (HCJL; project) has been prepared by the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.), and in accordance with the City's Environmental Impact Report Guidelines (2005) and Significance Determination Thresholds (2011).

The project site includes two parcels: a 0.2-acre parcel (Assessor's Parcel No. [APN] 344-131-0100) at 8976 Cliffridge Avenue (Cliffridge property), and a 0.8-acre vacant lot (APN 344-120-4300). The site is bounded to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way, and to the south by La Jolla Scenic Drive. Hillel of San Diego (Hillel) currently uses the Cliffridge property for administrative offices and one-on-one counseling and meetings with students, but requires additional space for religious programs. Permanent use of this facility would require on-site parking. In addition, Hillel requires additional space to provide a full range of religious programs.

The project applicant, Hillel, proposes to develop the project in two phases to provide additional space for religious programs in three buildings around a central courtyard. This is referred to throughout the EIR as the Phase 1/Phase 2 project. The Cliffridge property would provide temporary office space while the new facilities are being constructed. Upon occupancy of the HCJL, the temporary use of the Cliffridge property would cease and the property would revert to a single dwelling unit use.

As an alternative to the proposed Phase 1/Phase 2 project, the Cliffridge property would be converted to permanent use for Hillel under an option referred to as Existing with Improvements. The Existing with Improvements option is analyzed throughout this EIR. The Existing with Improvements option would involve converting this temporary space into a permanent use, which would require on-site parking. Both the Phase 1/Phase 2 project and Existing with Improvements option are being analyzed at an equal level of detail in this EIR.

Discretionary actions required to implement Phase 1/Phase 2 include the approval of a site development permit (SDP) for development within the La Jolla Shores Planned District (LJSPD) and a right-of-way (ROW) vacation to vacate a portion of the La Jolla Scenic Drive North. A deviation for driveway curb cut requirements is also requested under the SDP.

1.0 Introduction

Discretionary actions required to implement the Existing with Improvements option include a SDP for development within the LJSPD. A deviation from the Maximum Paving and Hardscape in Residential Zones Requirement is also requested under the SDP. A detailed project description and discussion of required discretionary actions is contained in Chapter 3, Project Description.

1.1 EIR Purpose and Intended Uses

1.1.1 EIR Purpose

The purpose of this EIR is to:

- Inform decision-makers and the general public of the potential environmental consequences that may result from the approval and implementation of the project; and to
- Identify mitigation measures and project alternatives that are available to avoid or reduce potential significant environmental impacts.

1.1.2 Intended Uses of the EIR

The EIR is informational in nature and is intended for use by City decision makers; other responsible, trustee, or interested agencies; and the general public in evaluating the potential environmental effects, mitigation measures, and alternatives of the project. This EIR provides detailed information about the potential significant adverse environmental impacts of the project. By recognizing the environmental impacts of the project, decision makers will have a better understanding of the physical environmental changes that would accompany the approval of the project. The EIR includes recommended mitigation measures which, when implemented, would substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

1.2 EIR Legal Authority

1.2.1 Lead Agency

The City is the Lead Agency for the project as identified pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for carrying out or approving the project. As Lead Agency, the City

Development Services Department, Environmental Analysis Section (EAS) conducted a preliminary review of the proposed development and determined that an EIR was required, and has thus caused this document to be prepared. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by responsible and trustee agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. Implementation of the project would require consultation with the following trustee agency, as described below.

San Diego Regional Water Quality Control Board (RWQCB): The RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) General Permit to address water quality requirements. The RWQCB would be responsible for issuing permits for the project.

1.3 EIR Review Process

The EIR review process occurs in two basic stages. The first stage is the Draft EIR, which offers the public the opportunity to comment on the document, while the second stage is the Final EIR, which provides the basis for approving the project.

1.3.1 Draft EIR

The Draft EIR is distributed for review to the public and interested and affected agencies for a review period for the purpose of providing comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated” (Section 15204, CEQA Guidelines). In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft EIR, a Notice of Completion is filed with the State Office of Planning and Research (State Clearinghouse), and a notice of availability of the Draft EIR is issued in a newspaper of general circulation in the area.

1.3.1.1 Availability and Review of the Draft EIR

The Draft EIR and all related technical studies are available for review during the public review period at the offices of the City of San Diego Development Services Department located on 1222 First Avenue, Fifth Floor, San Diego, California 92101. Copies of the Draft EIR are also available at the following public libraries:

- San Diego Public Library, Central Library, 820 E Street, San Diego, California 92101
- La Jolla Branch Library, 7555 Draper Avenue, San Diego, California 92037

This EIR is also available for review online at: <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>.

1.3.2 Final EIR

The City, as Lead Agency, will provide written responses to comments addressing the scope and adequacy of the Draft EIR per CEQA Guidelines Section 15088 and will consider all comments in making its decision whether to certify the Final EIR. The Final EIR will include responses to the comments received during public review and a Mitigation Monitoring and Reporting Program (MMRP).

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final EIR as being complete and in accordance with CEQA. The Final EIR will be available for public review at least 14 days before the public hearing in order to provide commenters the opportunity to review the written responses to their comment letters.

1.4 EIR Scope and Content

1.4.1 EIR Scope

The scope of analysis for this EIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) circulated October 8, 2010, and a scoping meeting held on October 27, 2010, at the La Jolla Branch Library, 7555 Draper Avenue. The City's NOP, associated responses, and comments made during the scoping meeting are included in Appendix A of this EIR.

Through these scoping activities, the Phase 1/Phase 2 project was determined to have the potential to result in the following significant environmental impacts:

- Land Use
- Transportation/Circulation/Parking
- Biological Resources
- Geologic Conditions
- Energy
- Greenhouse Gases
- Historical Resources
- Noise
- Paleontological Resources
- Hydrology
- Water Quality
- Visual Quality/
Neighborhood Character

1.4.2 Type of EIR

This EIR has been prepared as a Project EIR, as defined in Section 15161 of the CEQA Guidelines. In accordance with CEQA, this Project EIR examines the environmental impacts of a specific development project, the proposed project, and focuses on the physical changes in the environment that would result from the project, including all project phases of planning, construction, and operation.

1.4.3 EIR Content

The intent of this EIR is to determine whether implementation of the project would have a significant effect on the environment through analysis of the issues identified during the scoping process (see Section 1.4.1 above).

Pursuant to CEQA Guidelines Section 15126, all phases of the project are considered in this EIR when evaluating its potential impacts on the environment, including the planning, acquisition, development, and operation phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a “plan to ground” basis. The “plan to ground” analysis addresses the changes or impacts that would result from implementation of the project compared to existing ground conditions.

The analysis of cumulative impacts is presented under a separate discussion (Chapter 7.0). Effects Found Not to Be Significant (Chapter 8.0) presents a brief discussion of the environmental effects of the project that were evaluated as part of the initial scoping and review process and were found not to be potentially significant. The EIR also includes mandatory CEQA discussion areas (Chapters 5.0 and 6.0), which present a discussion of Significant Irreversible Environmental Changes and Growth Inducement, respectively, as well as a discussion of Project Alternatives (Chapter 9.0) which could avoid or reduce potentially significant environmental impacts associated with implementation of the project.

1.4.4 EIR Format

1.4.4.1 Organization

The format and order of contents of this EIR follow the direction of the City's Environmental Impact Report Guidelines (2005). A brief overview of the various sections of this EIR is provided below:

- **Executive Summary.** Provides a summary of the EIR, a brief description of the project, identification of areas of controversy, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and impact rating after mitigation. A summary of the analyzed project alternatives and comparison of the potential impacts of the alternatives with those of the project is also provided.
- **Chapter 1, Introduction.** Contains an overview of the legal authority, purpose, and intended uses of the project EIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.
- **Chapter 2, Environmental Setting.** Provides a description of the project's regional context, location, and existing physical characteristics and land use. Available public infrastructure and services, as well as relationship to relevant plans, is also provided in this chapter.
- **Chapter 3, Project Description.** Provides a detailed discussion of the project, including background, objectives, key features, and environmental design considerations. The discretionary actions required to implement Phase 1/Phase 2 or the Existing with Improvements option, and a chronicle of project changes, are also included.
- **Chapter 4, Environmental Analysis.** Provides a detailed evaluation of potential environmental impacts for several environmental and land use issues. In accordance with the City's EIR Guidelines, Chapter 4 begins with the issue of land use, followed by the remaining issues included in order of significance. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce any significant impacts. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is additionally provided.
- **Chapter 5, Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes.** Discusses the significant unavoidable impacts of the project. All significant direct project impacts can be reduced to below a level of significance through implementation of the recommended mitigation measures. This chapter also describes the potentially significant irreversible changes

that may be expected with development of the project and addresses the use of nonrenewable resources during its construction and operational life.

- **Chapter 6, Growth Inducement.** Evaluates the potential influence the project may have on economic or population growth within the project area as well as the region, either directly or indirectly.
- **Chapter 7, Cumulative Impacts.** Identifies the impact of the project in combination with other planned and future development in the region.
- **Chapter 8, Effects Found Not to Be Significant.** Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant, and briefly summarizes the basis for these determinations.
- **Chapter 9, Alternatives.** Provides a description of alternatives to the project, including a No Project Alternative, a Reduced Project Alternative, and an alternate location referred to as the Site 675 Alternative.
- **Chapter 10, Mitigation Monitoring and Reporting Program.** Documents all the mitigation measures identified in the EIR and required as part of the project.
- **Chapter 11, References Cited.** Lists all of the reference materials cited in the EIR.
- **Chapter 12, Individuals and Agencies Consulted.** Identifies all of the individuals and agencies contacted during preparation of the EIR.
- **Chapter 13, Certification Page.** Identifies all of the agencies, organizations, and individuals responsible for the preparation of the EIR.

1.4.4.2 Technical Appendixes

Technical Appendixes, used as a basis for much of the environmental analysis in the EIR, have been summarized in the EIR, and are printed under separate cover as part of the EIR. The Technical Appendixes are available for review at the City of San Diego Development Services Department, 1222 First Avenue, MS 501, San Diego, California 92101, or at various local library locations identified above in Section 1.3.1.1.

1.4.4.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this EIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this EIR, and their relationship to this EIR described. These documents are included in Chapter 11, References Cited, are hereby incorporated by reference, and are available for review at the City of San Diego Development Services Department, 1222 First Avenue, San Diego, California 92101.

2.0 Environmental Setting

2.1 Regional Setting

The project site is located within the city and county of San Diego in southern California (Figure 2-1). The City covers approximately 320 square miles in the southwestern portion of the County. As shown in Figure 2-1, portions of the City are immediately adjacent to the United States-Mexico border, while the project site and larger portion of the City is approximately 18 miles north of the United States-Mexico border. The Pacific Ocean forms the City's western limit, and the project site lies inland 0.7 mile.

The project site is located in the LJSPD of the La Jolla Community Plan area. The La Jolla Community Plan area encompasses approximately 5,700 acres and is generally bounded on the west by the Pacific Ocean and on the east by major roads, including North Torrey Pines Road/Gilman Drive/Interstate 5 (I-5). Adjacent communities include University to the north and west, Clairemont Mesa to the east, and Pacific Beach to the south. The project site is within one of several areas citywide that are subject to the regulations of the Parking Impact Overlay Zone, and is within the Coastal Height Limit Overlay Zone, discussed in Section 2.5 below.

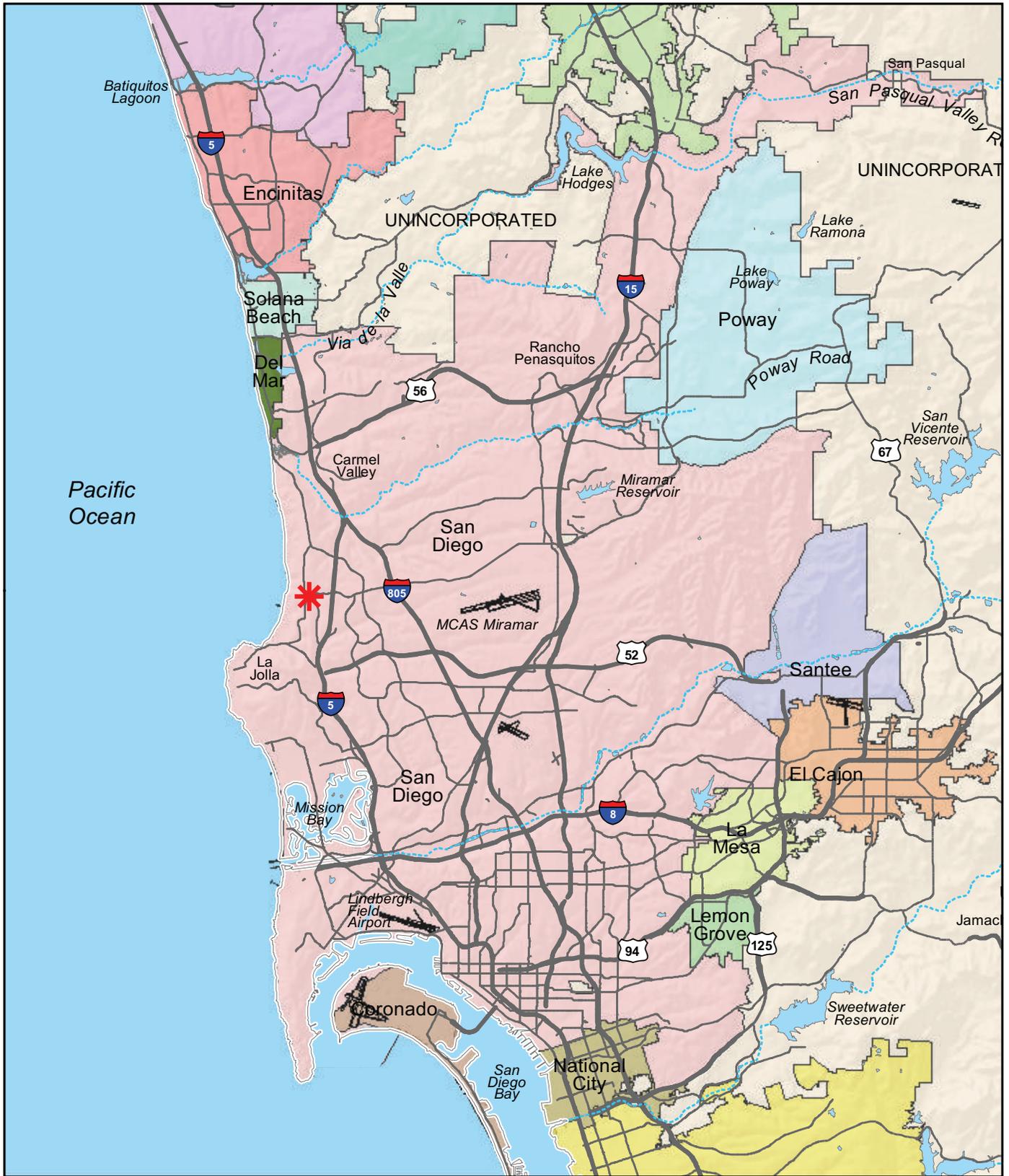
2.2 Project Location

The project site includes two adjacent parcels: a 0.2-acre parcel (APN 344-131-0100) at 8976 Cliffridge Avenue (Cliffridge property); and a 0.8-acre vacant lot (APN 344-120-4300). The project site is situated in Township 15 South, Range 4 West, of the San Bernardino Meridian of the United States Geologic Survey (USGS) 7.5-minute Series, La Jolla quadrangle (Figure 2-2).

The triangular-shaped site is located at the southwest corner of the intersection of La Jolla Village Drive and La Jolla Scenic Way (Figure 2-3). The UCSD campus, including Mandell Weiss and Potiker Theaters, the La Jolla Playhouse, and associated parking areas, are located to the north. Existing residences are located to the south, directly adjacent to the project site along La Jolla Scenic Drive North, and to the east, along the east side of La Jolla Scenic Way.

2.3 Existing Physical Characteristics

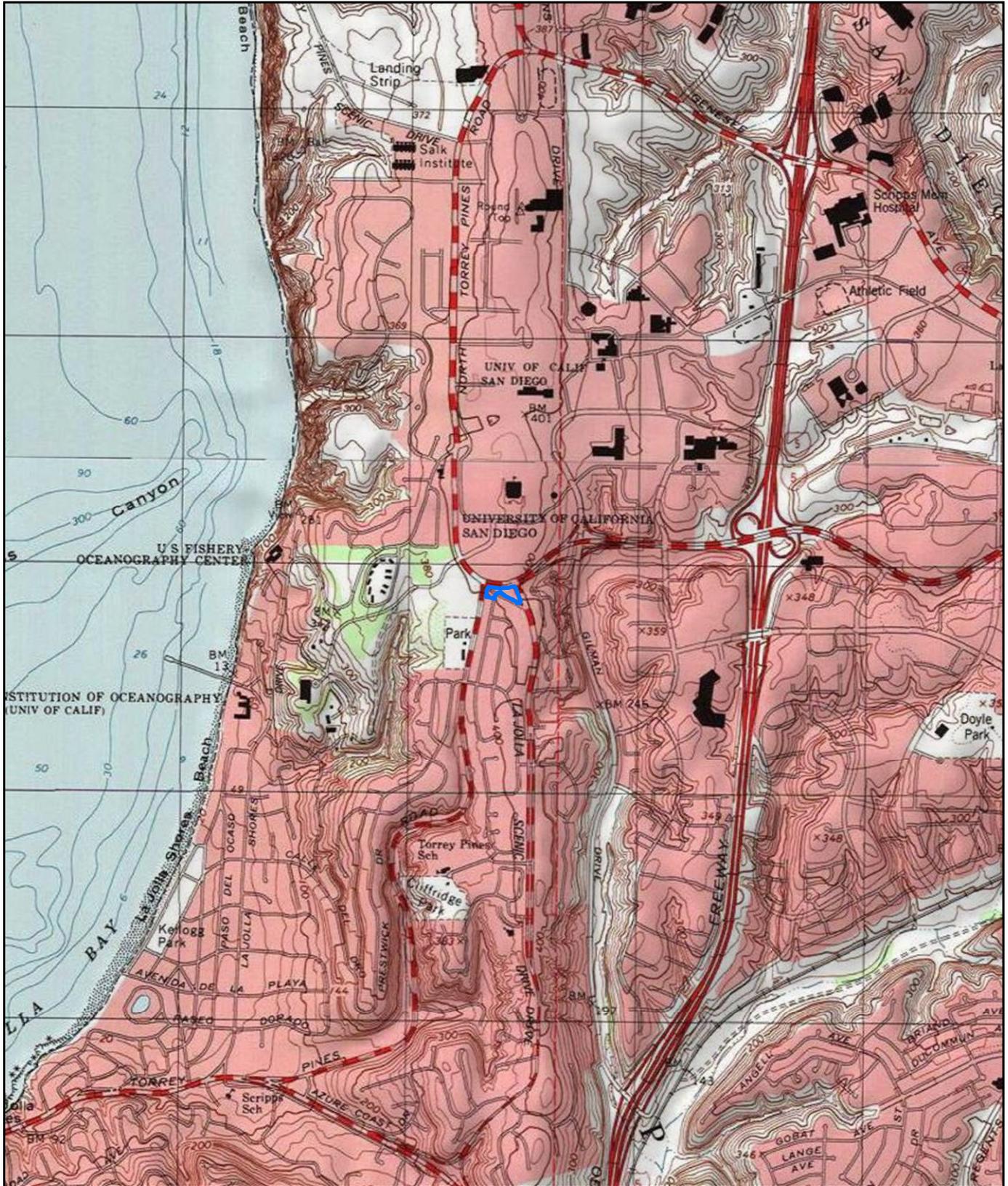
An overview of the existing physical setting of the project site is provided below. Additional detailed information is included in the existing conditions sections of each issue area in Chapter 4.



 Project Location

FIGURE 2-1

Regional Location



 Project Boundary



 Project Boundary

FIGURE 2-3

2.3.1 Landcover

The project site has been previously disturbed as a result of past grading activities and residential development. A single-family house and detached garage, referred to as the Cliffridge property, is situated on the southwest portion of the site. The property also contains a portion of La Jolla Scenic Drive North within the western corner of the site, and the sidewalk along the northern perimeter.

Urban/developed land uses interspersed with ornamental landscaping comprise the dominant landcover in the area surrounding the project site. Two Torrey pines (*Pinus* sp.) exist at the far west end of the undeveloped lot. A large palm (*Chamaerops humilis*) and a eucalyptus (*Eucalyptus* sp.) exist on the far eastern portion of the site. Due to the developed condition of the project site, it does not contain natural habitat and provides minimal wildlife foraging and sheltering opportunities. Raptors species such as the Cooper's hawk (*Accipiter cooperii*) have the potential to nest and forage in the large eucalyptus trees in and adjacent to the project area.

2.3.2 Topography

The relatively flat project site slopes gently to the south and is bounded by steep, cut slopes on the north and east. The project site ranges in elevation from a low of 392 feet and a high of 408 feet above mean sea level. There are no dominant or unique landforms on the project site.

2.3.3 Hydrology

The project site is within both the Scripps Hydrologic Sub Area (HSA) (906.30) and Miramar HSA (906.40) of the Los Peñasquitos Hydrologic Unit (HU 906.10 to 906.50). Major water bodies within this hydrologic unit include the Los Peñasquitos Creek, Los Peñasquitos Lagoon, Rose Creek, Tecolote Creek, Mission Bay, and Miramar Reservoir; however, no surface water bodies occur on-site. In addition, the project site lies outside the 500-year floodplain as defined by the Federal Emergency Management Agency's flood insurance rate map. Runoff from the project site sheet flows in a generally southerly direction into existing storm drain facilities.

2.3.4 Geology/Subsurface

The soil types within the immediate project vicinity are characterized as Chesterton series soils that consist of well-drained fine sandy loams with a sandy clay subsoil. In addition, minor amounts of fill associated with the public improvements exist along the site perimeter with some fill associated with the existing structure on the southwest portion of the project site.

2.0 Environmental Setting

The project site is located in the coastal plains portion of the Peninsular Ranges Province of California and is underlain by sediments of the Tertiary-age Scripps Formation and Quaternary-age Lindavista Formation. Very old paralic deposits, commonly identified as the Lindavista Formation, are anticipated to extend to depths of approximately 30 feet below the existing ground surface. The project site is not located on an active fault and is mapped on the City of San Diego Seismic Safety Study (2008) within geologic hazards category 52, which is considered a nominal- to low-risk hazard zone.

The project site is within Mineral Resource Zone Three (MRZ-3), as identified in the General Plan's Generalized Mineral Land Classification map. Lands classified as MRZ-3 are areas of undetermined mineral resource significance.

2.3.5 Climate/Air Quality

The project area experiences a Mediterranean-type climate and is characterized by cool summers, mild winters, occasional rainfall confined primarily to winter months, and fresh onshore breezes. Average seasonal temperatures range from the upper 70s in the summer with an average daily maximum of 65 degrees in the winter. An average of 10 inches of rainfall occurs annually between November and April. Less-than-average rainfall has occurred during the last five years.

The project site and surrounding area is located within the San Diego Air Basin, as defined by the California Air Resources Board (CARB) and San Diego Air Pollution Control District (SDAPCD). The San Diego Air Basin is classified by the SDAPCD as a "non-attainment area" because it does not meet federal and state air quality standards for ozone, and state standards for particulate matter less than ten microns in diameter (PM₁₀). Air pollutants transported into the basin from the adjacent South Coast Air Basin (encompassing Los Angeles and Orange County) substantially contribute to the non-attainment conditions in the San Diego Air Basin.

In response to the issue of global climate change and greenhouse gas (GHG) emissions, CARB performed statewide inventories in 1990 and 2004 for seven broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, industrial, residential, and transportation. The results indicated that in both years, transportation-related emissions contributed the most, followed by electricity generation and industrial emissions. From 1990 to 2004, transportation along with agriculture and electricity generation showed an increase in emissions. In 2006, the University of San Diego School of Law, Energy Policy Initiative Center prepared a local emissions inventory for the San Diego region that indicated transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

2.3.6 Historical Resources

The La Jolla area has been a rich source of cultural resources, both prehistoric and historic. However, much of the area has undergone development, resulting in the loss or retrieval of most surface and subsurface cultural resources. No significant historical resources were observed on the project site during a field survey and testing program, and the records searches conducted indicated that no previously recorded cultural resources are located within the project boundary.

2.3.7 Transportation/Circulation/Parking

La Jolla Village Drive, La Jolla Scenic Way, La Jolla Scenic Drive North, and Torrey Pines Road are the major roadways in the project vicinity. La Jolla Scenic Way provides primary local access to the project site from La Jolla Village Drive. Direct access into the project site is taken via La Jolla Scenic Drive North and Cliffridge Avenue. Roadways in the project area are further described in Section 4.2.1.1, Local Circulation System. On-street parking is available on La Jolla Scenic Drive North, La Jolla Scenic Way, and Cliffridge Avenue.

The project site is served by local bus, express bus transit, and a shuttle service. A bus stop is located on the south side of La Jolla Village Drive adjacent to the project site. Class II bicycle facilities are provided along La Jolla Village Drive and Torrey Pines Road; however, no bicycle facilities are provided along La Jolla Scenic Way or La Jolla Scenic Drive. Several sidewalks within the project area provide pedestrian access for the campus and surrounding areas. The intersections of La Jolla Village Drive at La Jolla Scenic Way and Torrey Pines Road provide controlled pedestrian crosswalks and are often utilized by UCSD patrons.

2.4 Public Infrastructure

The project site is served by existing or planned public facilities and services. If needed, to assist in funding community-wide public services and facilities, and as a means to mitigate new development's impact on infrastructure and public services, the City collects Development Impacts Fees (DIFs) from new development. DIFs collected at the time of building permit issuance are deposited in a special interest-bearing account used only for the identified facilities serving the community in which they are collected. As sufficient funds are collected, the City proceeds with construction programs. For some public services (e.g. parks, affordable housing), the City's Municipal Code allows payment of fees instead of the provision of target services or payment of DIFs. Such fees are similar to DIFs in that the moneys collected go toward provision of the targeted amenities. In addition, all development projects within the City are required to pay school fees in accordance with the requirements of the San Diego City Schools, and as mandated by state law, to accommodate the needs of public schools serving existing

2.0 Environmental Setting

and new development-generated students. New developments within the La Jolla Community Plan area would thus be required to pay DIFs in accordance with the La Jolla Public Facilities Financing Plan (PFFP), fees in accordance with the Municipal Code, and school fees in accordance with the requirements of San Diego City Schools.

Community-wide public utilities, such as water and sewer infrastructure, and solid waste disposal, are also funded through DIFs and managed through the City's Capital Improvements Projects (CIP) program. The City conducts bi-annual review of public services, facilities, and utilities implementation in conjunction with the budget/CIP review cycle. As part of this review process, the City assesses the need for new or expanded services and public facilities in order to provide appropriate service levels commensurate with population increase and new development. To ensure that development does not occur unless facilities and improvements are available to support that development, the CIP program and PFFP review cycle includes a defined public facilities phasing policy to appropriately schedule the timing and location of City improvements.

2.4.1 Fire, Emergency Medical, and Police Services

The following provides a discussion of the fire, emergency medical, and police protection services and facilities that are available to serve the project site and La Jolla community.

2.4.1.1 Fire Protection

Fire protection services to the project area are provided by the City's Fire-Rescue Department. The General Plan states that fire stations should be sited on lots that are at least three-quarters of an acre with room for expansion, within two to two-and-a-half miles apart, and be staffed and equipped to respond to calls within their established standards. The Fire-Rescue Department's staffing goal is one firefighter per 1,000 citizens. To ensure adequate fire protection response to fire calls, the City's Fire-Rescue Department adheres to established national standards which require initial response of fire suppression resources, four-person engine company within five minutes, and an effective fire force, 15 firefighters within nine minutes of a call; however average response times tend to fall somewhere in the middle.

Fire Station 9 provides primary fire protection and advanced life support services to the project site and surrounding area and is located approximately 1.7 miles south of the project site at 7870 Ardath Lane. This station houses Engine 9 and Medic 9; all the personnel are Firefighter/Paramedics. In 2010, Station 9 responded to a total of 1,276 calls with an average response time of 5 minutes 49 seconds (City of San Diego 2011).

Three additional fire stations (Fire Stations 35, 13, and 16) would serve the project site under first alarm conditions or when Station 9 is not available to respond to a fire or medical emergency.

- Fire Station 35 is located at 4285 Eastgate Mall and houses Battalion 5, Engine 35, Truck 35, Brush 35, Chem 35, and Utility 35.
- Fire Station 13 is located at 809 Nautilus Street and houses Engine 13.
- Fire Station 16 is located at 2110 Via Casa Alta and houses Engine 16.

2.4.1.2 Emergency Medical

Emergency medical services are provided to the project site and throughout the City through a public/private partnership between the City's Emergency Medical Services (EMS) and Rural Metro Corporation, which provides some personnel and some ambulances.

EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. There are four levels of calls. Level 1 is the most serious (i.e., heart attack, shortness of breath, etc.), and the closest fire engine and an advance life support ambulance respond to this type of call. The fire crew has to respond within eight minutes of being dispatched pursuant to City contract requirements, and the ambulance has to respond within 12 minutes. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advance life support ambulance responds to Level 2 calls; no fire station staff or equipment are deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call, either a basic or advance life support ambulance would respond.

A basic ambulance is staffed with two EMTs, whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (i.e., the patient could have driven themselves to a hospital), a basic ambulance would respond within 18 minutes of being dispatched. EMS is under contract to meet the 12- or 18-minute response times at least 90 percent of the time.

2.4.1.3 Police Protection

Police services are provided by the San Diego Police Department. The goal citywide is to maintain 1.67 officers per 1,000 population ratio. The current budgeted staffing ratio is 1.59 officers per 1,000 residents. The Police Department does not staff individual stations based on population ratios.

The Police Department currently uses a five-level priority dispatch system, which includes, in descending order: Priority E (Emergency), One, Two, Three, and Four calls. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units; the radio dispatcher has the discretion to raise or lower the call priority as necessary based on information received. Priority E and Priority One calls

2.0 Environmental Setting

involve serious crimes in progress or those with a potential for injury. The department's goal response times are seven minutes for emergency calls; 12 minutes for Priority One calls; 30 minutes for Priority Two calls; and ninety minutes for Priority Three and Four calls.

The project site is located within the boundaries of police Beat 124 of the San Diego Police Department, Northern Division Substation. The Northern Division Substation is located approximately 2.17 miles northeast of the project site. Additional resources (such as SWAT, canine units, etc.) respond to Northern Division, including the project site, as needed.

2.4.2 Public Utilities

The project site is a developed urban area and is currently being served by public water, sewer, and other utilities. The following provides a discussion of the existing available public utilities that serve the project site and La Jolla community.

2.4.2.1 Water

The City provides potable water service to the project area via existing 12-inch public waters main located within La Jolla Shores Scenic Drive North and the cul-de-sac. There are also existing 16-inch, 18-inch, and 30-inch water mains located within La Jolla Village Drive and North Torrey Pines Road.

2.4.2.2 Sewer

The Public Utilities Department (PUD) collects and treats wastewater generated on-site and in the surrounding community. Existing eight-inch public sewer mains located within La Jolla Scenic Drive North and Cliffridge Avenue convey wastewater through a series of systems and then finally to the City's Point Loma Wastewater Treatment Plant, located approximately 12 miles south of the project site. Here, the City's wastewater is treated then discharged into the Pacific Ocean via the Point Loma Ocean Outfall.

2.4.2.3 Stormwater

There are 18-inch storm drains and inlets in the southeastern portion of the site. Runoff from the project site generally flows in a southerly direction, and existing grades permit positive runoff from all areas of the site. Surface runoff from the majority of the project site enters the public drainage system at an existing inlet west of the intersection of La Jolla Scenic Way and La Jolla Scenic Drive North, which is connected to an 18-inch storm drain line and flows along La Jolla Village Drive. Runoff from the western portion of the project site enters the gutter line and flows along La Jolla Village Drive into the La Jolla Scenic Drive North cul-de-sac, where it enters into a ditch to be taken to the Torrey Pines Road gutter line.

2.4.2.4 Solid Waste

Solid waste generated on-site and in the project area is collected by private franchised haulers and taken to the City's Miramar Landfill, Sycamore Sanitary Landfill, or Otay Landfill. Current disposal tonnages at all City landfills are approaching capacity, and based on projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed landfill capacity within the next few years unless landfill expansions are approved.

The City has adopted several programs and policies to reduce solid waste generation within its borders in response to landfill constraints and the state's 1989 Integrated Waste Management Act, which mandated that all cities reduce waste disposed of in landfills by 50 percent. The Environmental Services Department developed the Source Reduction and Recycling Element to plan and manage the City's long-term disposal needs and achieve mandated waste reduction goals.

2.5 Planning Context

Development projects in the City are generally guided by the General Plan, and more specifically by applicable community and/or specific plans. In addition, various other local, regional, and state plans, programs, policies, and ordinances regulate development of land within the City. The following provides an overview of the planning context and focuses on the key planning and regulatory documents affecting development of the project. A detailed evaluation of the project's consistency with relevant plans and ordinances is additionally provided in Section 4.1, Land Use, of this EIR.

2.5.1 City General Plan

State law requires each city to adopt a general plan to guide its future development, and mandates that the plan be periodically updated to assure its continuing relevance and value (State Planning and Zoning Law, California Government Code, Section 65000 et seq.). State law also requires the inclusion of seven mandatory elements into the General Plan (land use, circulation, housing, conservation, noise, open space, and safety), but permits flexibility and the inclusion of optional elements to best meet the needs of a particular city.

A comprehensive update to the City's 1979 General Plan was adopted on March 10, 2008, to reflect the City of Villages strategy developed in the adopted 2002 Strategic Framework Element. The General Plan represents a strategy to implement mixed-use, village-style development, where uses are integrated in a manner that offers a variety of housing types, is pedestrian friendly, and provides efficient transit service and public facilities densities. This strategy encompasses smart growth principles by aiming to

2.0 Environmental Setting

preserve remaining open space and natural habitat and redirect development to areas with available urban amenities.

The City's General Plan includes 10 elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Housing. These elements contain citywide goals and policies to implement the City of Villages strategy and to direct the preparation of updated/amended community plans in order to promote the integration of housing, employment, civic, and transit opportunities. Individual community plans, in aggregate, make up the Land Use Element's community-specific recommendations, and are bound separately with varying dates of adoption.

2.5.2 La Jolla Community Plan

The La Jolla Community Plan and Local Coastal Program Land Use Plan (La Jolla Community Plan), updated in 2001 and last amended in 2004, contains community-specific development objectives and proposals within its six elements: Transportation System, Residential Land Use, Commercial Land Use Element, Community Facilities, Parks and Services, and Heritage Resources.

2.5.3 Land Use Designation

According to the General Plan, the project site is designated as primarily Residential, along with some Park, Open Space, and Recreation. The project site is designated as low density residential in the La Jolla Community Plan.

2.5.4 Land Development Code Regulations

Chapters 11 through 14 of the City's Municipal Code are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that dictate how land is to be developed within the city. The LDC contains citywide base zones that specify permitted land use, density, floor area ratio, and other development requirements for given zoning classifications; as well as overlay zones and supplemental regulations that provide additional development requirements. Some portions of the City are not subject to the citywide base zones, but are governed by specific planned district ordinances. Chapter 15 of the Municipal Code contains regulations pertaining to Planned Districts. Development of the project site is subject to the development regulations of the LJSPD, as well as two overlay zones: the Coastal Height Limit Overlay Zone and the Campus Parking Impact Overlay Zone.

2.5.4.1 La Jolla Shores Planned District Ordinance (LJSPD)

The northern portion of the La Jolla Community Plan area is identified in the LDC as the LJSPD. The LJSPD Ordinance is found in Chapter 15, Article 10, Divisions 1 through 4 of the Municipal Code (Section 1510.0101 et. seq.). The LJSPD Ordinance is intended to protect and enhance the residential character, natural terrain, and unique setting near the Pacific Coast through design, parking, landscaping, and other regulations. The project site is within the single-family zone in the LJSPD. According to the LJSPD Ordinance, “churches, temples, or buildings of a permanent nature, used primarily for religious purposes” are permitted uses within residential zones (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]).

2.5.4.2 La Jolla Shores Design Manual

The architectural criteria and design standards set forth in the La Jolla Shores Design Manual (adopted in 1974) are to be used in the evaluation of the appropriateness of any development within the LJSPD. To achieve the community goals for future development, originality and diversity in architecture are encouraged in the Manual. The theme “unity with variety” is a guiding principle. The Design Manual sets forth guidelines for general design, grading, landscaping, and several other components of development.

2.5.4.3 Coastal Height Limit Overlay Zone

The Coastal Height Limit Overlay Zone (LDC, Chapter 13: Zones, Article 2: Overlay Zones, Division 5: Coastal Height Limit Overlay Zone, Section 132.0501 et. seq.) provides supplemental regulations within designated coastal areas. The Coastal Height Limit Overlay Zone limits new buildings or additions to existing structures to a 30-foot height limit.

2.5.4.4 Parking Impact Overlay Zone

The project site is within one of several areas citywide that are subject to the regulations of the Parking Impact Overlay Zone (Municipal Code Section 132.0801 et. seq.). The off-street parking regulations are increased in designated areas of the City, including campus areas, due to the high parking demand.

2.5.5 Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles in southwestern San Diego County under the federal and state Endangered Species Acts and state Natural Communities Conservation Planning (NCCP) Act of 1991. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP Plan through Subarea Plans, which describe specific implementing mechanisms. The

2.0 Environmental Setting

MSCP Subarea Plan is a plan and process for the issuance of incidental take permits for listed species under Section 10(a)(1)(B) of the federal Endangered Species Act and section 2835 under the state Endangered Species Act. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth. The City's MSCP study area includes 206,124 acres within the City's jurisdiction. The City's Multi-Habitat Planning Area (MHPA) totals 56,831 acres, with 52,012 acres (90 percent) targeted for preservation.

2.5.5.1 Multi-Habitat Planning Area

The MHPA is a permanent preserve area that is managed for its biological resources. MHPA lands are those that have been included within the City's MSCP Subarea Plan for habitat conservation. These lands 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 to be a sensitive biological resource. The project site does not contain any MHPA lands. The closest MHPA lands are approximately 0.5 mile northwest of the site.

3.0 Project Description

Hillel currently uses the Cliffridge property to provide religious programs—including meetings, one-on-one counseling, and administrative offices—for Jewish students attending UCSD. Hillel has identified a need for additional space to improve services and provide a full range of religious programs in a centralized location for Jewish students at the UCSD campus (the project cannot be located on land owned by UCSD due to church and state separation issues). Hillel proposes to develop a permanent HCJL facility in two phases, referred to throughout this EIR as the Phase 1/Phase 2 project. Phase 1 would consist of the temporary use of the Cliffridge property as a space to provide for religious programs and construction of temporary parking. Phase 2 would consist of the construction of three individual buildings surrounded by an interior courtyard and a surface parking lot. Upon occupancy of Phase 2, the temporary use of the Cliffridge property would expire and revert back to a single dwelling unit use.

As an alternative to the proposed Phase 1/Phase 2 project, the Existing with Improvements option is analyzed throughout this DEIR. If the Phase 1/Phase 2 project is not approved, Hillel would permanently use the Cliffridge property to provide for religious programs for Jewish students at UCSD including meetings, one-on-one counseling, and administrative offices. Permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code would be required for the permanent use.

This EIR analyzes the project and the alternative at an equal level of detail: (i) the Phase 1/Phase 2 project for the temporary use of the Cliffridge property, temporary parking improvements, and construction of the facility for permanent use, and (ii) the Existing with Improvements option, which involves the permanent use of the Cliffridge property, permanent parking, and other improvements required to bring the Cliffridge property into compliance with the Municipal Code. The components of both options are described in greater detail in Section 3.4.

3.1 Project Objectives

Hillel would implement its religious mission to foster Jewish principles of spirituality, community building, and community service by providing a permanent religious learning and gathering space for Jewish students attending UCSD through the construction of the Phase 1/Phase 2 project. Hillel also aims to implement the broader regional and state principles of sustainable community design, consistent with objectives outlined in the La Jolla Community Plan and City General Plan.

The following objectives for Phase 1/Phase 2 thus fall into the two broad categories of objectives: serve the Hillel mission and serve broader regional and state goals for well-

3.0 Project Description

designed sustainable development. In accordance with CEQA Guidelines Section 15124, the following specific objectives for Phase 1/Phase 2 support the underlying purpose of the project and assist the lead agency in developing a reasonable range of alternatives to evaluate in this project EIR:

- Fulfill the religious mission of the HCJL by providing a facility for learning, community-building, and spiritual counseling that nurtures the religious, spiritual, and intellectual growth of Jewish students at UCSD.
- Provide a permanent religious space in a centralized location for Jewish students at UCSD which, because of separation of church and state issues, cannot be built on the UCSD campus but is located close to UCSD to serve students where they live and attend classes.
- Contribute to the longevity, stability, and financial feasibility of the local Hillel organization by providing a dedicated space for religious uses on a property owned and maintained by Hillel for use by UCSD students.
- Provide a consolidated location with enough space for programs and activities and offices for religious leaders.
- Contribute to regional goals to reduce vehicle use and promote walkability by providing a facility within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus and transit connections.
- Enhance the pedestrian access, orientation, and walkability of the area surrounding the project site.
- Enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces.
- Implement the sustainable development goals through the installation of sustainable design features and building practices that will achieve optimal water conservation, on-site renewable energy, natural daylighting and ventilation, and a reduction in vehicle use through enhanced bicycle and pedestrian facilities. Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy Leadership in Energy and Environmental Design (LEED) criteria for 75 percent diversion (reuse, recycling) of construction and operational waste.

3.2 Project Background

3.2.1 The Hillel Foundation for Jewish Campus Life

Founded in 1923, Hillel: The Foundation for Jewish Campus Life (Hillel International) is a global Jewish campus organization that provides services and resources for Jewish students. Their overarching mission is to “enrich the lives of Jewish undergraduate and graduate students so that they may enrich the Jewish people and the world.” The foundation is named for Rabbi Hillel, an important religious leader and scholar in Jewish history. Each campus or community Hillel organization is set up as a separate independent foundation and operates independently from Hillel International. Hillel International provides each local foundation with a litany of resources including staff and professional training, accreditation of local foundations, modest financial support, hosts conferences for students and staff, and administers the Birthright program. Each local foundation operates independently and autonomously but the local Hillel foundations and Hillel International form a partnership for sharing of innovative programs and functions to further the overall mission and goal of enriching the lives of Jewish undergraduate and graduate students.

Hillel was incorporated in the State of California on July 1, 1992, “exclusively for religious purposes” under the Nonprofit Religious Corporation Law. In its Articles of Incorporation, Hillel’s specific purpose “...is to provide for the religious needs of Jewish students on the university campuses in San Diego County.” Hillel of San Diego serves nine San Diego County campuses, approximately 5,000 Jewish students who attend colleges within San Diego County.

3.2.2 Purpose and Activities Overview

Hillel would pursue its mission by constructing a permanent space to facilitate the religious, spiritual, and intellectual growth of Jewish students at UCSD. By using the HCJL for a variety of religious programs such as meditation and prayer circles, programs relating to observance of Jewish holidays and festivals, study of Torah and traditional Jewish texts, programs relating to Israel as the Jewish homeland, and other Jewish religious, cultural, and social interactions, Hillel endeavors to build a strong sense of belonging and Jewish identity among UCSD students and to develop a culture infused by Jewish values.

Hillel’s programs, and the contemplated use of the HCJL, generally fall into five areas and are described below. All of these programs are considered essential to the Jewish religion and Jewish identity and living.

Jewish Spirituality. The HCJL would act as a center for Jewish spirituality, learning, and religious growth, and would house two sacred Torah scrolls. While large religious gatherings would be held at rented University facilities, smaller and more intimate ritual

3.0 Project Description

and religious gatherings and services such as daily services, memorial services, and meditation circles would be held at the proposed center. One of the Torah scrolls would be housed in the proposed library/chapel and would be used for the smaller religious gatherings. A rabbi and members of the professional staff would provide religious counseling and guidance to students on topics of spirituality, ethics, and the unique aspects of the daily lives that impact students.

Jewish Living and Learning. The HCJL would also be used to teach students how to lead services, for regular Torah and Talmud study classes and Hebrew reading classes, discussions on Jewish ethics and other contemporary issues, kosher cooking, sessions with a range of community rabbis and other Jewish scholars, Jewish book discussions, films, and other cultural activities. A Bar or Bat Mitzvah program for students who did not learn to read from the Torah as young teens would also be held at the Center.

Jewish Community Building. The student gathering spaces at the HCJL would be intimate and focused and would be used to plan events and to host discussions and small activities to connect Jewish students with each other and help build the Jewish community. The HCJL would be used to host a variety of programs to serve the spectrum of the UCSD Jewish student community.

Israel-Oriented Activities. Because Israel is considered the Jewish spiritual homeland, one of the HCJL's goals would be to strengthen students' connection to Israel through Israel-oriented activities. These activities would include speakers, discussions, modern Hebrew language instruction, and orientations and planning meetings for missions to Israel. Hillel is responsible for administering the Jewish "Birthright" program, which guarantees an almost free Israel experience to college age students. The HCJL would be used by staff and students to plan and organize these trips and activities.

Community Service. The Jewish tradition of "Tikkun Olan" (or Repairing the World) directs Jews to seek and pursue justice. In following this tradition, students regularly volunteer for a range of community organizations including the American Cancer Society, Rady's Children Hospital, the Red Cross, children's literacy groups, and the Hand Up Youth Food Pantry. In addition, they participate in alternative spring break programs through the American Jewish World Service's service learning programs focusing on global poverty, specifically in Central America. The HCJL would be used to organize these activities and to contextualize them within Jewish sources and traditions.

The HCJL is led by professional Jewish educators and several of its staff members have advanced training and/or education in Jewish studies and education. The HCJL benefits from the active participation and support of several community rabbis, who participate in and lead many of the programs, including weekly Torah and Talmud classes, classes on Jewish spirituality, and Jewish life. The HCJL would also provide offices and meeting spaces for staff to fulfill their religious mission.

3.3 Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. The lead agency would first be required to select either Phase 1/Phase 2 or the Existing with Improvements option. This EIR provides analysis and evaluation of all relevant environmental issues related to these discretionary actions associated with the project.

3.3.1 Phase 1/Phase 2

The Phase 1/Phase 2 project would require the following discretionary actions to be considered by the San Diego City Council (Decision Process 5) after a formal recommendation by the Planning Commission:

- SDP for Development within the LJSPD and a deviation requested from Driveway Curb Cut Requirements
- ROW vacation for a portion of La Jolla Scenic Drive North between Torrey Pines Road and La Jolla Scenic Way

3.3.1.1 Site Development Permit

A SDP is required for development within the LJSPD and a deviation from the driveway curb cut requirements. Processing of the SDP includes submittal of a SDP application and Draft Findings to document the necessity and justification for the requested actions/deviations, in accordance with Section 126.0504(a) and (m) of the Municipal Code. The Findings for all SDPs are required to demonstrate that a proposed development would not adversely affect the applicable land use plan, would not be detrimental to the public health, safety, and welfare, and would comply with the applicable regulations of the Land Development Code. The project's Supplemental Findings are therefore required to demonstrate that the project would materially assist in reducing impacts associated with fossil fuel energy use by utilizing alternative energy resources, self-generation, and other renewable technologies (e.g., photovoltaic) to generate electricity needed by the building and its occupants; would not be inconsistent with the purpose of the underlying zone; and that any proposed deviations would be appropriate for this location and would result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.

A deviation from the driveway curb cut requirements of the Municipal Code is proposed for Phase 1 only. Municipal Code Section 142.0560 (Development and Design Regulations for Parking Facilities) requires lots for non-residential uses greater than 50-feet in width provide a 24-foot-wide driveway curb cut (see Table 142-05L in Chapter 14, Article 2, Division 5: Parking Regulations). During Phase 1 (i.e., construction of Phase 2), the

3.0 Project Description

project applicant proposes a Temporary Parking Plan that would include a 12-foot-wide temporary curb cut. Upon occupancy of Phase 2, the Cliffridge property would return to residential use and the 12-foot-wide driveway would be adequate. Therefore, the project applicant is seeking a deviation to allow a 12-foot-wide curb cut in order to accommodate the uses on a temporary basis until such time that Phase 2 is occupied.

3.3.1.3 Street Right-of-Way Vacation

The Phase 1/Phase 2 project proposes to vacate an unimproved portion of the existing La Jolla Scenic Drive North, a public street ROW, which requires approval of a street ROW vacation and vacation of an improved substandard cul-de-sac, along the west end of the east-west trending La Jolla Scenic Drive North, approximately 100 feet west of Cliffridge Avenue (which trends north-south). As shown in Figure 3-1, Phase 1/Phase 2 proposes to vacate the cul-de-sac portion of La Jolla Scenic Drive North and reconfigure the street as a curve into Cliffridge Drive. The purpose of the street ROW vacation is to enhance the pedestrian environment through construction of sidewalks and landscaping features.

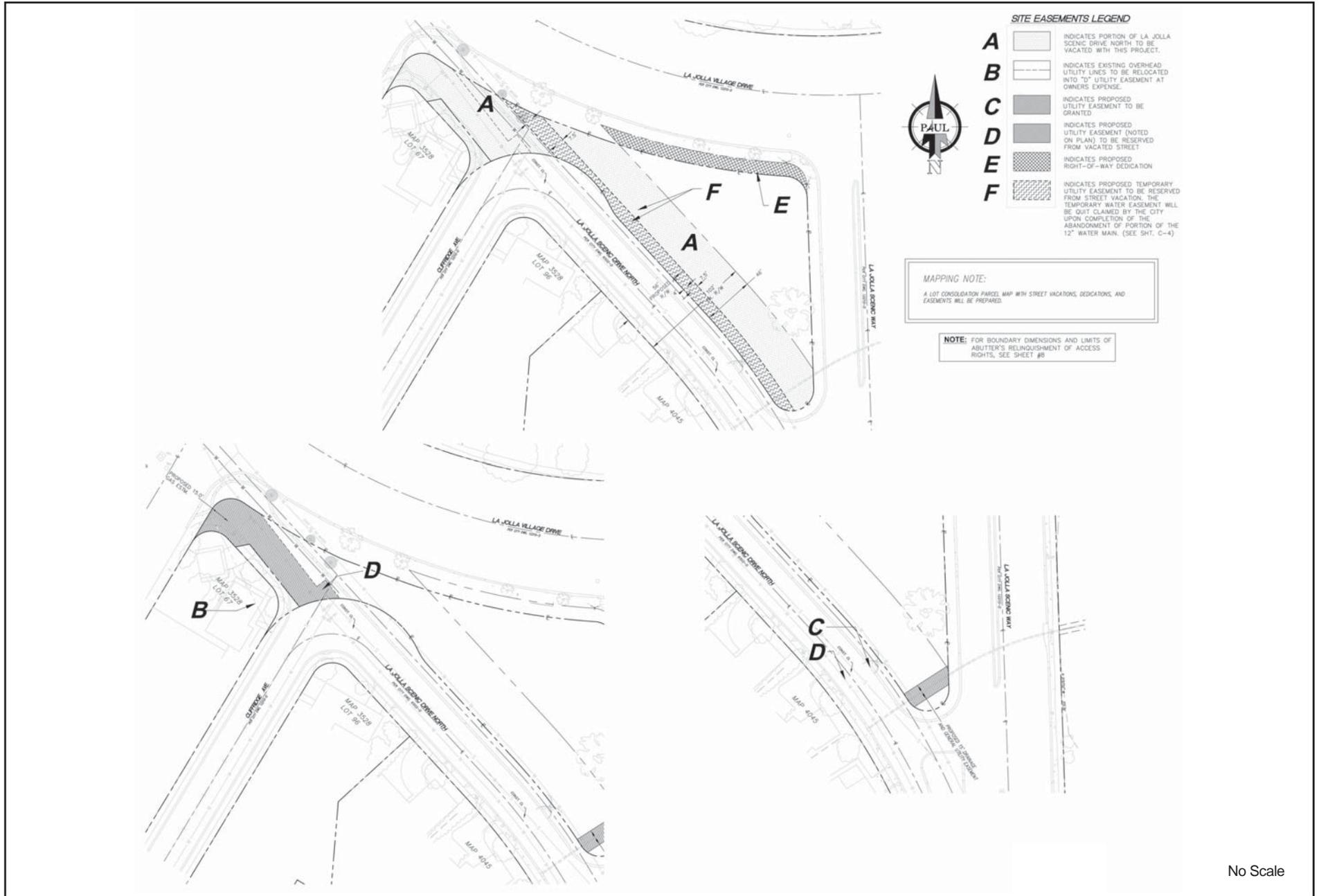
The northern edge of La Jolla Scenic Drive North and the southern edge of La Jolla Village Drive would accommodate a 22-foot parkway with a six-foot sidewalk on La Jolla Village Drive, and a 12-foot parkway with a six-foot sidewalk on La Jolla Scenic Drive to improve and enhance the pedestrian environment with a walkway and shade from proposed street trees. There is currently no sidewalk along the northern side of La Jolla Scenic Drive North. The cul-de-sac would be redesigned to provide a bikeway, pedestrian path, and a landscaped entryway into residential streets from the intersection of Torrey Pines and La Jolla Village Drive. The street ROW vacation, dedication, and other easements required are discussed further in Section 3.4.2.1i.

3.3.2 Existing with Improvements Option

The Existing with Improvements option would require the following discretionary actions to be considered by the San Diego City Council (Decision Process Five) after a formal recommendation by the Planning Commission:

- SDP for development within the LJSPD for proposed driveway and parking improvements and deviation from the Maximum Paving and Hardscape in Residential Zones Requirement.

A deviation is being requested from the Maximum Paving and Hardscape in Residential Zones requirement of the Parking Impact Overlay Zone. Per the Parking Impact Overlay Zone, paving and hardscape for vehicle use on lots less than 10,000 square feet in residential zones are required to be limited to off-street surface parking for a maximum of four vehicles. The Existing with Improvements option would require a deviation to provide six on-site parking spaces for Hillel employee use in order to provide religious



programs for students that would visit the Cliffridge property. This is proposed in order to alleviate an additional need for parking on nearby streets in the project area. Figure 3-2 shows the Existing with Improvements site plan.

3.4 Project Features

3.4.1 Development Summary

3.4.1.1 Phase 1/Phase 2

Phase 1/Phase 2 would consist of the construction of a permanent HCJL in two phases. The two phases are illustrated in Figure 3-3. Hillel is currently occupying the residential structure on the approximately 0.2-acre Cliffridge property. Phase 1 would consist of the continued, temporary operation of Hillel's religious administrative offices in this existing structure during construction of the permanent HCJL. The temporary use of the Cliffridge property would cease after occupancy of Phase 2, and the Cliffridge property would be returned to a single dwelling unit use.

Expanded operation would occur in Phase 2 with the completion of a permanent religious use facility. Phase 2 would involve development of a vacant, 0.8-acre parcel located to the north and east of the parcel containing the Cliffridge property. The site plan for Phase 2 is shown in Figure 3-4. Phase 2 would consist of the construction of three individual structures with a gross floor area (GFA) of 6,479 square feet, situated around a central outdoor courtyard. A surface parking lot with 27 spaces would be constructed to the east of the courtyard and structures. Phase 2 would also involve the landscaping of the cul-de-sac and the vacated ROW between the Cliffridge property currently occupied by Hillel and the vacant parcel.

Landscaping would be provided throughout the permanent HCJL and street yards of adjacent streets. No exterior modifications to the Cliffridge property would be necessary. Upon completion of Phase 2, Hillel would vacate the Cliffridge property and return it to its original use. The proposed building area summary for Phase 2 is outlined below in Table 3-1. The proposed parking summary for both Phase 1 and Phase 2 are summarized below in Table 3-2.

3.4.1.2 Existing with Improvements Option

If the Phase 1/Phase 2 project is not approved, the applicant seeks approval of the Existing with Improvements option. Under this option, the Cliffridge property would be converted to permanent use by Hillel to provide religious services and programs—including meetings, one-on-one counseling, and administrative offices—for Jewish students attending UCSD.



- ① Existing stop sign to remain.
- ② Existing sign to remain.
- ③ Existing concrete masonry wall.
- ④ Existing tree to remain.
- ⑤ Existing tree to be removed.
- ⑥ Existing patio to be removed.
- ⑦ Existing walkway.
- ⑧ Existing fence.
- ⑨ Exit door 13'-0" x 6'-8".
- ⑩ New permanent paving for surface parking lot.
- ⑪ New concrete driveway.
- ⑫ New curb cut.
- ⑬ Existing detached garage to be demolished.
- ⑭ Existing pedestrian curb ramp to remain.
- ⑮ Proposed pedestrian curb ramp.
- ⑯ Existing bus stop to remain.
- ⑰ Motorcycle parking space.
- ⑱ Bicycle rack.
- ⑲ Visibility Area Triangles per SDMC Sec. 113.0273, diagram 113-02RR for street intersections and driveways.

FIGURE 3-2
Existing with Improvements Site Plan

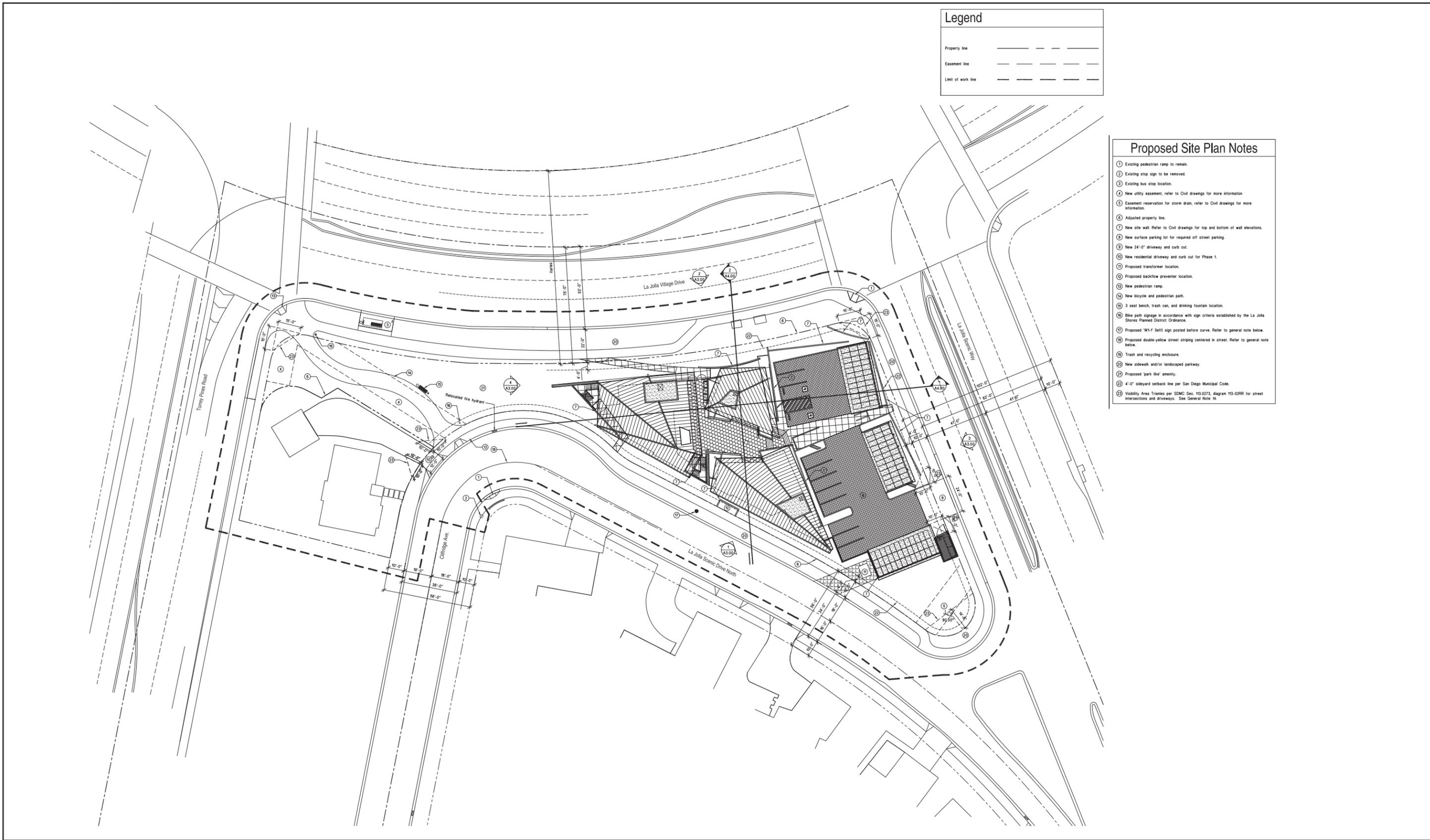


FIGURE 3-3
Phase 1/Phase 2 Boundaries

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| Legend | |
|--------------------|-----------|
| Property line | — — — — — |
| Easement line | - - - - - |
| Limit of work line | — — — — — |

- Proposed Site Plan Notes**
- ① Existing pedestrian ramp to remain.
 - ② Existing stop sign to be removed.
 - ③ Existing bus stop location.
 - ④ New utility easement, refer to Civil drawings for more information.
 - ⑤ Easement reservation for storm drain, refer to Civil drawings for more information.
 - ⑥ Adjusted property line.
 - ⑦ New site wall. Refer to Civil drawings for top and bottom of wall elevations.
 - ⑧ New surface parking lot for required off street parking.
 - ⑨ New 24'-0" driveway and curb cut.
 - ⑩ New residential driveway and curb cut for Phase 1.
 - ⑪ Proposed transformer location.
 - ⑫ Proposed backflow preventer location.
 - ⑬ New pedestrian ramp.
 - ⑭ New bicycle and pedestrian path.
 - ⑮ 3 seat bench, trash can, and drinking fountain location.
 - ⑯ Bike path signage in accordance with sign criteria established by the La Jolla Shores Planned District Ordinance.
 - ⑰ Proposed 'W-1' (left) sign posted before curve. Refer to general note below.
 - ⑱ Proposed double-yellow street striping centered in street. Refer to general note below.
 - ⑲ Trash and recycling enclosure.
 - ⑳ New sidewalk and/or landscaped parkway.
 - ㉑ Proposed 'park like' amenity.
 - ㉒ 4'-0" sideyard setback line per San Diego Municipal Code.
 - ㉓ Visibility Area Triangles per SDMC Sec. 113.0273, diagram 113-02RR for street intersections and driveways. See General Note 14.



**TABLE 3-1
PHASE 1/PHASE 2 GROSS FLOOR AREA**

| | Proposed Gross Floor Area |
|---|------------------------------|
| HCJL Center (including Phantom Floor*) | 4,287 sf |
| Library/Chapel | 984 sf |
| Professional Leadership Building | 1,813 sf |
| Total Gross Floor Area with Phantom Floor | 7,084 sf |
| Total Gross Floor Area without Phantom Floor | 6,479 sf |

sf = square feet

* Phantom floors are located within the space above or below actual floors within a building, and are measured separately above each actual floor or below the lowest actual floor for under floor area (SDMC §113.0234(b)(4)). They are not occupiable space.

**TABLE 3-2
PHASE 1/PHASE 2 PARKING AREA SUMMARY**

| | Proposed Parking Spaces |
|--------------------------------|---|
| Temporary Parking (Phase 1) | 5 Standard spaces 1 Van accessible space 2 Motorcycle spaces 4 Bicycle spaces |
| Permanent Parking (Phase 2) | 25 Standard spaces 1 Accessible space 1 Van accessible space 2 Motorcycle spaces 4 Bicycle spaces |

3.0 Project Description

This would involve bringing the Cliffridge property up to all applicable code requirements for the intended religious use and occupancy and would include demolishing the existing attached garage, patio, and a tree in order to construct a paved surface parking lot. The Existing with Improvements option would provide six standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac. This would also involve the construction of a new pedestrian curb ramp on Cliffridge Avenue, which would provide access to the existing walkway at the front (east) of the residential structure. Figure 3-2 shows the site plan for the Existing with Improvements option.

3.4.2 Proposed Uses

3.4.2.1 Phase 1/Phase 2

The residential structure on the Cliffridge property consists of three individual rooms, an open area, two restrooms, and a kitchen. Phase 1 would consist of continued use of the residential structure as a temporary administrative space for Hillel staff during the development of the permanent Phase 2 facility. The staff uses the facility to plan events and programs and to meet with students on a one-on-one basis for religious counseling and planning of student events (see Figure 3-4).

Phase 2 would consist of the construction of three individual structures around a central outdoor courtyard providing 6,479 square feet of GFA. This does not including the “phantom floor” of the HCJL center (two stories), which is not occupiable space. A new HCJL center, library/chapel, and professional leadership building would comprise the facility. The facility would also include a courtyard, parking, and open space/landscaped areas. Figure 3-5 shows the ground floor building plan for Phase 2. Figure 3-6 shows the second floor building plan for Phase 2.

a. Operations

Based upon Hillel’s historical programming and its future plans for the HCJL, religious activities would typically consist of small gatherings, primarily held during weekdays while UCSD is in session and consist of study groups, classes, lectures, meetings, Hillel professional staff activities, and periodic events. With its proximity to campus, the HCJL would also serve as a place for students to “drop in” and connect with fellow students and Hillel staff, eat, or study.

Hillel’s regular hours of operation would be between Monday through Friday, 9:00 A.M. to 10:00 P.M., but generally the facility would only be open during the evenings and on weekends if there is an activity planned at such times. Most activities would not occur during the typical A.M. and P.M. peak hours (i.e., 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.).

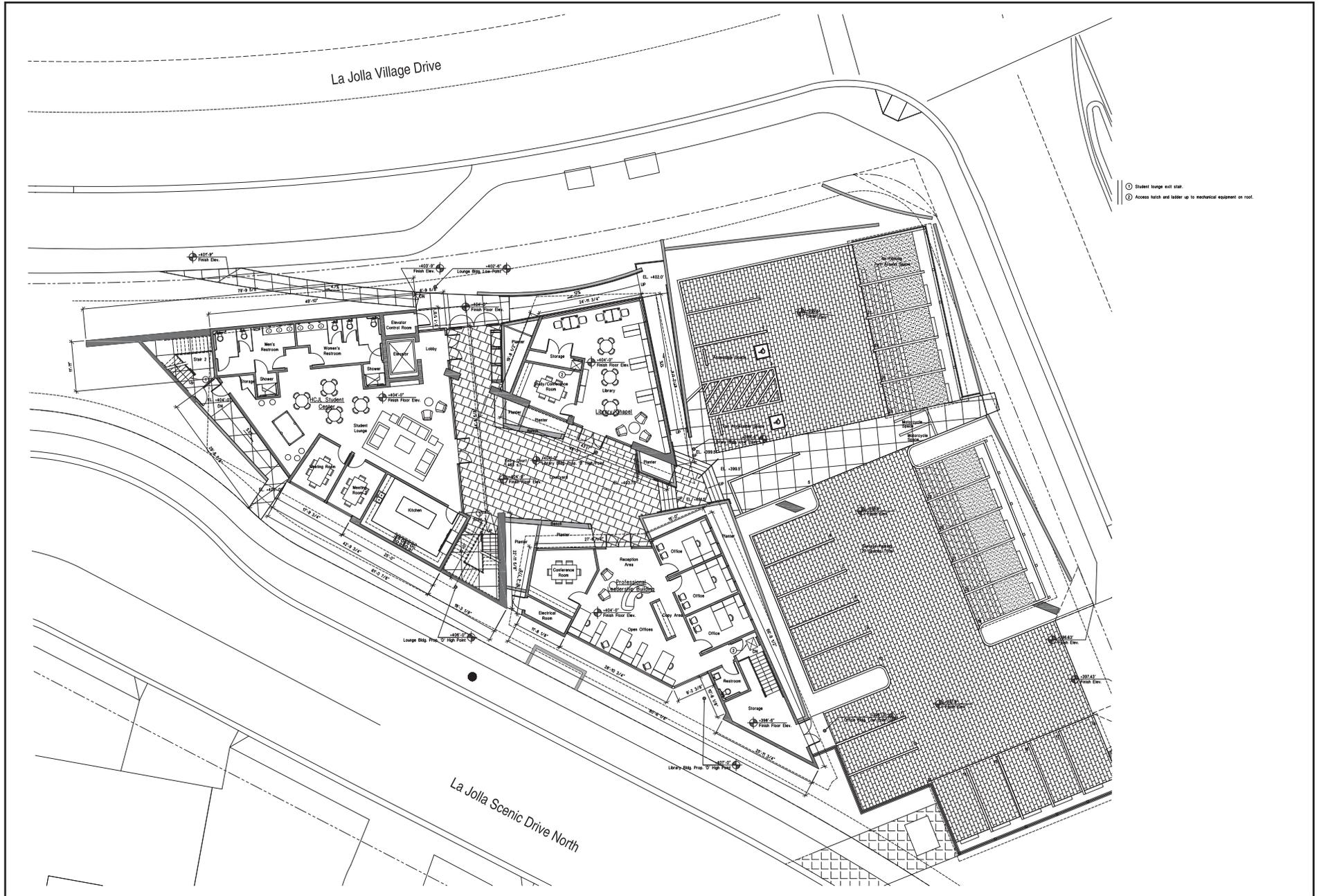


FIGURE 3-5

Phase 2 Ground Floor Building Plan

A typical week at the HCJL would consist of approximately 15 activities (3 activities per day or 150 planned activities per academic quarter). Regular weekly activities would likely consist of gatherings such as daily morning prayer services; mid-day study classes on Hebrew language, Torah, and Talmud; evening Jewish student leadership and Tritons for Israel meetings; as well as social gatherings.

Based upon UCSD Hillel's Winter 2010 quarter program log, the 133 activities that were held, which are activities that would be held at the future HCJL, were as follows:

- 92 activities had attendance of 10 or fewer,
- 8 activities had attendance of between 11–20 students,
- 15 activities had an attendance of between 21–30 students,
- 10 activities had attendance of between 31–40 students, and
- 8 activities had attendance of between 41–50 students.

Total daily “trips” to the HCJL is expected to be approximately 200, inclusive of Hillel staff. On rare occasion, such as the opening dedication ceremony or a “welcome back” barbeque, attendance at the HCJL could be greater than listed above, but would not be expected to exceed 100 persons at any one time. It is expected that up to seven full-time Hillel professionals would serve the HCJL.

Shabbat services, concerts, high-holiday services, distinguished speaker events, and other large gatherings would continue to be held on campus in rented facilities. Additional activities such as an ice-skating social or a Shabbat retreat would be held off campus and off-site from the HCJL.

b. HCJL

The HCJL would be a two-story building located on the western portion of the parcel. With the partial two-story design, the total GFA would be 3,682 square feet (not including the phantom floor of the second story, which is not occupiable space). On the first floor, the HCJL would include a lounge with lobby, a kitchen, two meeting rooms, men's and women's restrooms with showers, a storage area, and an elevator and elevator control room. The partial second floor would include activity space with a lobby, a board room, a storage room, an elevator, and two exterior balcony areas. The main entrance to the HCJL would be from the central courtyard (see Figure 3-5).

c. Library/Chapel

The library/chapel would have a GFA of 984 square feet. This one-story building would be located in the central portion of the parcel. The library/chapel would include: an open library space, a student conference room, and a storage room. The main entrance to the library/chapel would be from the central courtyard. This building would also house Hillel's Torah scrolls and texts on Jewish history, culture, and philosophy. The chapel would be used for Torah and Talmud study classes and for small services.

d. Professional Leadership Building

Professional leadership offices would have a GFA of 1,813 square feet. This one-story building would be located in the southern portion of the parcel. The administrative building would include: a reception area and lobby, three individual offices, an open office area, a copy area, a unisex restroom, a storage room, a conference room, and an electrical room. The main entrance to the administrative building would be from the central courtyard. The building would be used by Hillel professionals to plan activities, meet with students, and individual counseling of students.

e. Parking

Phase 1 would include a Temporary Parking Plan (Figure 3-7). The Temporary Parking Plan would provide parking for the existing temporary office use of the Cliffridge property. Six automobile parking spaces would be provided on-site through a combination of using the existing garage and providing new spaces in the vacated cul-de-sac. These parking spaces would be removed once construction of Phase 2 is completed. The six automobile parking spaces would include one van-accessible parking space. Two motorcycle spaces and four bicycle spaces would also be provided. The Temporary Parking Plan would also involve the construction of a temporary sidewalk connecting La Jolla Village Drive to La Jolla Scenic Drive North.

There are no specific parking regulations for the proposed use of Phase 2 in the City's Municipal Code (see §142.0530 – Tables 142-05E, 142-05F, and 142-05G); therefore, as determined in consultation with the City and in accordance with the traffic analysis industry's standard procedures, a use-specific parking study and analysis was completed for the HCJL. The study assembled data from UCSD campus student surveys, UCSD Hillel program logs, surveys on parking and uses of two comparable Hillel facilities at University of California, Santa Barbara (UCSB) and University of California, Los Angeles (UCLA), and information on other Hillel centers' parking supply (the detailed methodology used for the parking study is contained within Section 4.2 of this EIR). A total of 27 spaces are proposed for Phase 2, including one handicap accessible space and one van accessible space. In addition, two motorcycle and four bicycle spaces are proposed. Showers are also included in the design for Phase 2 in order to encourage cycling. The Phase 2 surface parking plan is shown in Figure 3-8.

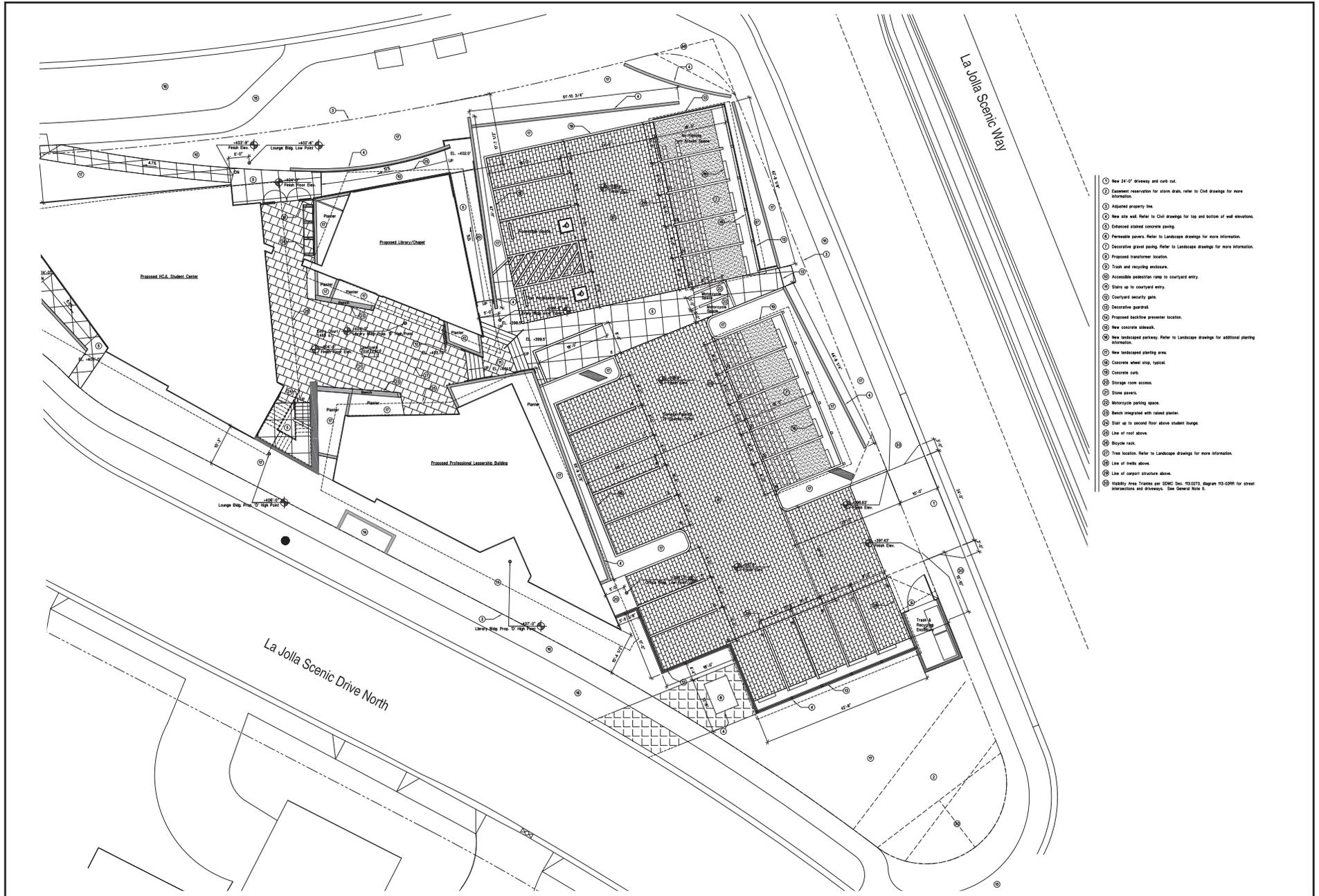


FIGURE 3-8

Phase 2 Courtyard and Surface Parking Plan

The parking lot/vehicular use area would be 5,701 square feet, consisting of 4,656 square feet of parking area and 1,045 square feet of landscaped area (native trees, shrubs, and groundcover). The parking area would consist of permeable pavers, decorative gravel, and concrete. Portions of the parking area (eastern and southern parking spaces) would also include a carport structure with solar photovoltaic panels on top. The partial retaining wall and landscaping combined with the solar canopy/carport would provide some visual screening of the parking and shielding of headlights at night.

f. Open Space/Landscaped Areas

For Phase 1, landscaping would consist primarily of the placement of native trees and shrubs on the northern portion of the parcel and the abandoned cul-de-sac area to screen the Cliffridge property from the sidewalk and La Jolla Village Drive. Landscaping would also include temporary bike path fencing (to be removed once Phase 2 is completed) and development of a new bus stop on La Jolla Village Drive. The Landscape Concept Plan for Phase 1 is shown in Figure 3-9.

For Phase 2, the landscape concept would use California native species and Torrey pines. The landscaping is intended to be drought-tolerant. Through a landscaped pedestrian pathway, the Phase 2 would enhance the corner of Torrey Pines Road and La Jolla Village Drive and provide an appealing entrance to La Jolla Shores community from the north. Landscaped open space areas would be located within the courtyard/inner yard and along either side of the bicycle/pedestrian path, the parking lot/vehicular use area, and parkways strips along La Jolla Village Drive and La Jolla Scenic Drive North. An overview of the Phase 2 landscape plan is shown in Figure 3-10 and its plant palette is provided in Figure 3-11. Approximately 10,000 square feet of landscaping is required; however, the project would provide nearly 20,000 square feet of landscaped open space.

The court yard/inner yard area would include both pavers or pavement and a planted area. The landscaped areas would be planted with native and drought-tolerant trees, shrubs, and groundcover. The outdoor courtyard features are designed to accommodate planters and some outdoor seating.

The northwestern portion of the site where the existing cul-de-sac is located would also be landscaped with native and drought-tolerant trees, shrubs, and groundcover to create a park-like amenity. A meandering bike path would be constructed in this area leading from La Jolla Scenic Drive North to Torrey Pines Road/La Jolla Village Drive. Either side of the proposed bicycle and pedestrian pathway would also be landscaped. A three-seat bench, trash receptacle, and drinking fountain would be located to the side of the bike path, and bike path signs would be installed at the north and south ends of the path, in accordance with the LJSPD signage guidelines.

3.0 Project Description

New landscaping would be provided around the perimeter of the vacant site, including the street yards along La Jolla Scenic Drive North, La Jolla Scenic Way, La Jolla Village Drive, and Torrey Pines Road. The total area within the street yard along La Jolla Scenic Drive North, La Jolla Scenic Way, La Jolla Village Drive, and Torrey Pines Road equals 25,644 square feet, and is proposed to contain a planting area of 14,987 square feet (of Torrey pines and other native trees and shrubs).

The landscaping for Phase 1/Phase 2 would be drought tolerant, needing no irrigation once established. However, to comply with City regulations and for fire safety, all planting areas would be irrigated with a permanent automatic irrigation system using drip irrigation or low-precipitation and precipitation-matched sprinkle heads that utilize sensors and/or timers. All sprinkler heads in the right-of-way or within two feet of the sidewalk would have excess flow valves in them and be on valves controlled from each adjacent lot.

g. Architectural Design

Phase 1/Phase 2 would reflect a contemporary style and has been designed to relate in scale and design to the adjacent single-family residential area along La Jolla Scenic Drive North through the siting of three individual structures, two one-story and one two-story, around an outdoor courtyard (see Figure 3-5). As shown in Figures 3-12a and 3-12b, Phase 1/Phase 2 has been designed with three individual structures and landscaping features to provide an enhanced pedestrian environment, while also reflecting the scale of the adjacent neighborhood. Renderings of Phase 2 are provided in Figures 3-13A, 3-13B, and 3-14. Figures 3-13A and 3-13B display the meandering pathways leading to and from the La Jolla Village Drive and La Jolla Scenic Drive North. Figure 3-14 provides a visual of the screening elements.

Lighting and Signage

All existing street lights along the existing frontage would be upgraded to meet current City requirements for wattage, luminaires, and spacing. Lighting design would comply with City requirements pertaining to the installation of energy-efficient lighting fixtures, timing devices, motion-activated lighting, and directional and shielded lighting to avoid unwanted light and glare effects and conserve energy. Street lights would complement the pedestrian scale of the street. To minimize light and glare trespass from the new buildings, all exterior lighting would be installed so that all site and building luminaires would maintain safe light levels while avoiding off-site lighting impacts. Site lighting would be minimized where possible, and technologies to reduce light pollution such as full cutoff luminaires, low-reflectance surfaces, and low-angle spotlights would be utilized. Two bike path signs designed in accordance with the LJSPD signage guidelines would be installed at the north and south ends of the proposed bike path in the far west corner of the vacant site. There would also be an entrance sign located on a retaining wall.

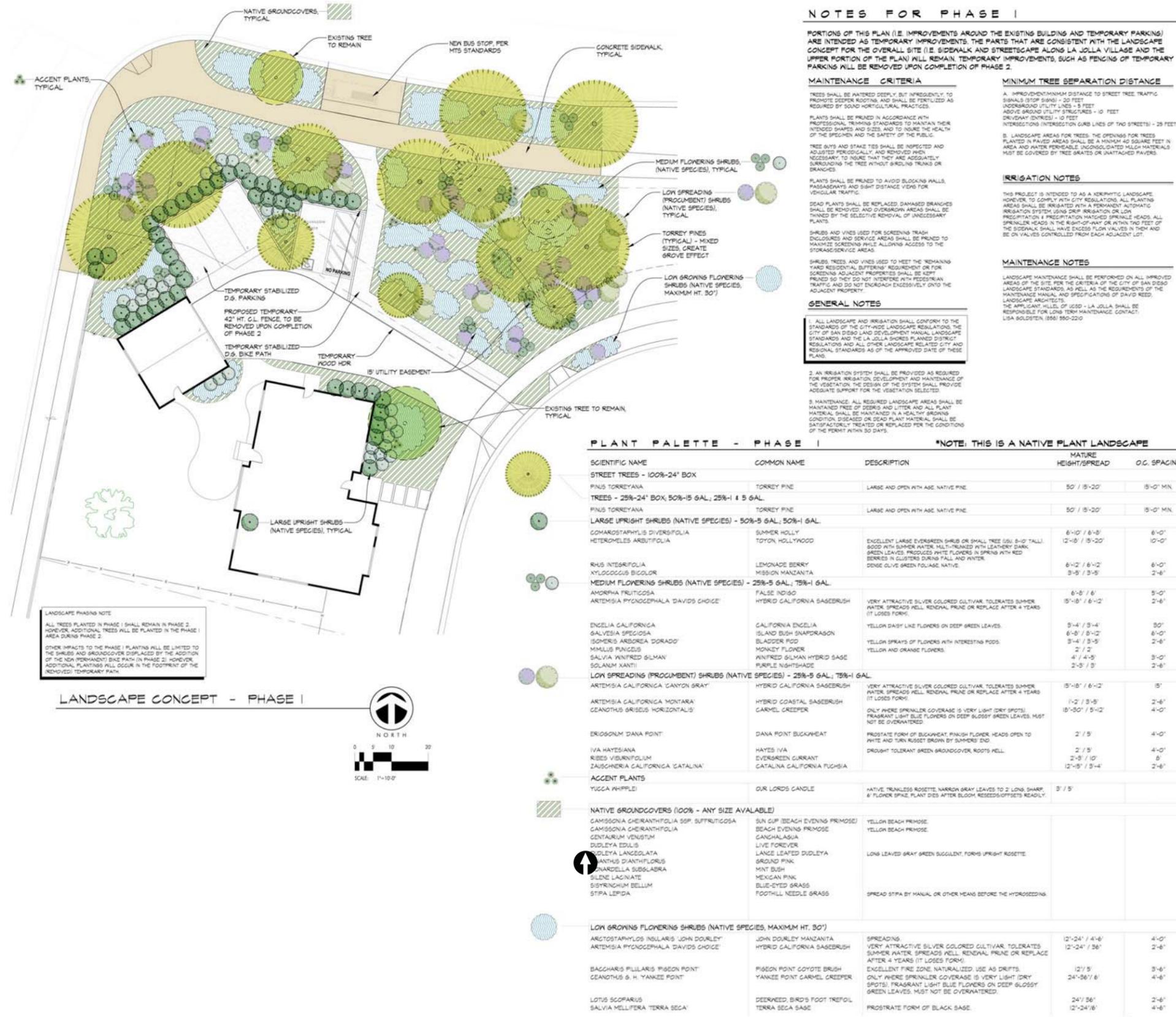


FIGURE 3-9
Phase 1 Temporary Landscape Concept Plan



LANDSCAPE CALCULATIONS

STREET YARD

TOTAL AREA = 25,644 SQ. FT.
 PLANTING AREA REQUIRED = 25,644 X 25% = 6,411 SQ. FT.
 PLANTING AREA PROVIDED = 14,931 SQ. FT.
 EXCEEDS REQUIREMENT BY 8,520 SQ. FT.

PLANT POINTS REQUIRED = 25,644 X .05 = 1,282 POINTS
 PLANT POINTS PROVIDED = 1,350 POINTS

- 1 EXISTING 8" CAL. TORREY PINE = 250 POINTS
- 1 EXISTING 6" CAL. TORREY PINE = 200 POINTS
- (8) 5 GAL. TREES * 5 PTS = 40 POINTS
- (7) 15 GAL. TREES * 10 PTS = 70 POINTS
- (17) 24" BOX TREES * 20 PTS = 340 POINTS
- (4) 36" BOX TREES * 50 PTS = 200 POINTS

1,350 POINTS
 EXCEEDS REQUIREMENT BY 81 POINTS

REMAINING YARD

TOTAL AREA = 646 SQ. FT.
 PLANTING AREA REQUIRED = 646 X 30% = 200 SQ. FT.
 PLANTING AREA PROVIDED = 323 SQ. FT.
 EXCEEDS REQUIREMENT BY 115 SQ. FT.

PLANT POINTS REQUIRED = 626 X .05 = 31 POINTS
 PLANT POINTS PROVIDED = 50 POINTS

- (1) 36" BOX TREES * 50 PTS = 50 POINTS

EXCEEDS REQUIREMENT BY 15 POINTS

VEHICULAR USE AREA IN THE STREET YARD

TOTAL AREA = 5,701 SQ. FT.
 PLANTING AREA REQUIRED = 5,701 X 5% = 285 SQ. FT.
 PLANTING AREA PROVIDED = 1,045 SQ. FT.
 EXCEEDS REQUIREMENT BY 760 SQ. FT.

PLANT POINTS REQUIRED = 5,701 X 0.05 = 285 POINTS
 PLANT POINTS PROVIDED = 344 POINTS

- (4) 36" BOX TREES * 50 PTS = 200 POINTS
- (1) 24" BOX TREES * 20 PTS = 20 POINTS
- (62) 5 GAL. SHRUBS * 2 PTS = 124 POINTS

344 POINTS
 EXCEEDS REQUIREMENT BY 59 POINTS

STREET TREE & PUBLIC R.O.W. REQUIREMENTS

STREET NAME

STREET FRONTAGE LA JOLLA SCENIC DR NORTH =
 TREES REQUIRED = 382 / 30 = 12.73 STREET TREES
 TREES PROVIDED = (12) 24" BOX TREES

STREET FRONTAGE LA JOLLA SCENIC WAY =
 TREES REQUIRED = 214 / 30 = 7.13 STREET TREES
 TREES PROVIDED = (7) 24" BOX TREES

STREET FRONTAGE LA JOLLA VILLAGE DR =
 TREES REQUIRED = 370 / 30 = 12.33 STREET TREES
 TREES PROVIDED = (12) 24" BOX TREES

STREET FRONTAGE TORREY PINES ROAD =
 TREES REQUIRED = 50 / 30 = 1.67 STREET TREES
 TREES PROVIDED = (1) 24" BOX TREES

CONCEPT - PHASE 2

THIS PASSIVE, NATIVE HABITAT GARDEN SET WITHIN A GROVE OF TORREY PINES, IS DEDICATED TO THOSE INDIVIDUALS WHO HELPED SAVE, FOSTER, STUDY, CELEBRATE AND OTHERWISE BEFRIEND THIS RARE SPECIES OF TREE THAT IS UNIQUE TO LA JOLLA.

MAINTENANCE CRITERIA

TREES SHALL BE WATERED DEEPLY BUT INFREQUENTLY TO PROMOTE DEEPER ROOTING, AND SHALL BE FERTILIZED AS REQUIRED BY SOUND HORTICULTURAL PRACTICES.

PLANTS SHALL BE PRUNED IN ACCORDANCE WITH PROFESSIONAL TRAINING STANDARDS TO MAINTAIN THEIR INTENDED SHAPES AND SIZES, AND TO INSURE THE HEALTH OF THE SPECIMEN AND THE SAFETY OF THE PUBLIC.

TREE GUYS AND STAKE TIES SHALL BE INSPECTED AND ADJUSTED PERIODICALLY, AND REMOVED WHEN NECESSARY TO INSURE THAT THEY ARE ADEQUATELY SURROUNDING THE TREE WITHOUT GIRDLING TRUNKS OR BRANCHES.

PLANTS SHALL BE PRUNED TO AVOID BLOCKING WALLS, PASSAGEWAYS AND SIGHT DISTANCE VIEWS FOR VEHICULAR TRAFFIC.

DEAD PLANTS SHALL BE REPLACED, DAMAGED BRANCHES SHALL BE REMOVED, AND OVERGROWN AREAS SHALL BE THINNED BY THE SELECTIVE REMOVAL OF UNNECESSARY PLANTS.

SHRUBS AND VINES USED FOR SCREENING TRASH ENCLOSURES AND SERVICE AREAS SHALL BE PRUNED TO MAXIMIZE SCREENING WHILE ALLOWING ACCESS TO THE STORAGE/SERVICE AREAS.

SHRUBS, TREES AND VINES USED TO MEET THE 'REMAINING YARD RESIDENTIAL BUFFERING' REQUIREMENT OR FOR SCREENING ADJACENT PROPERTIES SHALL BE KEPT PRUNED SO THEY DO NOT INTERFERE WITH PEDESTRIAN TRAFFIC AND DO NOT ENCRUSCH EXCESSIVELY ONTO THE ADJACENT PROPERTY.

GENERAL NOTES

ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS, THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL, LANDSCAPE STANDARDS AND THE LA JOLLA SHORES PLANNED DISTRICT REGULATIONS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS AS OF THE APPROVED DATE OF THESE PLANS.

2. AN IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION, DEVELOPMENT AND MAINTENANCE OF THE VEGETATION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED.

3. MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT WITHIN 90 DAYS.

IRRIGATION NOTES

THIS PROJECT IS INTENDED TO BE A XERISCAPIC LANDSCAPE. HOWEVER, TO COMPLY WITH CITY REGULATIONS, ALL PLANTING AREAS SHALL BE IRRIGATED WITH A PERMANENT AUTOMATIC IRRIGATION SYSTEM USING DRIP IRRIGATION OR LOW PRECIPITATION & PRECIPITATION MATCHED SPRINKLER HEADS. ALL SPRINKLER HEADS IN THE RIGHT-OF-WAY OR WITHIN TWO FEET OF THE SIDEWALK SHALL HAVE EXCESS FLOW VALVES IN TYPICAL AND BE ON VALVES CONTROLLED FROM EACH ADJACENT LOT.

MAINTENANCE NOTES

LANDSCAPE MAINTENANCE SHALL BE PERFORMED ON ALL IMPROVED AREAS OF THE SITE, PER THE CRITERIA OF THE CITY OF SAN DIEGO LANDSCAPE STANDARDS, AS WELL AS THE REQUIREMENTS OF THE MAINTENANCE MANUAL AND SPECIFICATIONS OF DAVID REED, LANDSCAPE ARCHITECTS. THE APPLICANT, HILLIER OF USCO - LA JOLLA SHALL BE RESPONSIBLE FOR LONG TERM MAINTENANCE. CONTACT: LISA GOLDSTEIN (858) 590-2210

MINIMUM TREE SEPARATION DISTANCE

A. IMPROVEMENT MINIMUM DISTANCE TO STREET TREE TRAFFIC SIGNALS (STOP SIGNS) - 20 FEET
 UNDERGROUND UTILITY LINES - 5 FEET
 ABOVE GROUND UTILITY STRUCTURES - 10 FEET
 DRIVEWAY (ENTRANCES) - 10 FEET
 INTERSECTIONS (INTERSECTION CURB LINES OF TWO STREETS) - 25 FEET

B. LANDSCAPE AREAS FOR TREES: THE OPENINGS FOR TREES PLANTED IN PAVED AREAS SHALL BE A MINIMUM 40 SQUARE FEET IN AREA AND WATER PERMEABLE, UNCONSOLIDATED MULCH MATERIALS MUST BE COVERED BY TREE GRATES OR UNATTACHED PAVERS.

PLANT PALETTE - PHASE 2

*NOTE: THIS IS A NATIVE PLANT LANDSCAPE

| SCIENTIFIC NAME | COMMON NAME | DESCRIPTION | MATURE HEIGHT/SPREAD | O.C. SPACING |
|--|-----------------------------|---|----------------------|--------------|
| STREET TREES - 100%-24" BOX | | | | |
| HETEROMELES ARBUTIFOLIA | TOYON, HOLLYWOOD | EXCELLENT LARGE EVERGREEN SHRUB OR SMALL TREE (USU. 8-10' TALL). GOOD WITH SUMMER WATER. MULTI-TRUNKED WITH LEATHERY DARK GREEN LEAVES. PRODUCES WHITE FLOWERS IN SPRING WITH RED BERRIES IN CLUSTERS DURING FALL AND WINTER. | 12'-18' / 15'-20' | 10'-0" |
| PINUS TORREYANA | TORREY PINE | LARGE AND OPEN WITH AGE. NATIVE PINE. | 50' / 15-20' | 15'-0" MIN. |
| TREES - 25%-24" BOX; 50%-15 GAL.; 25%-1 & 5 GAL. | | | | |
| HETEROMELES ARBUTIFOLIA | TOYON, HOLLYWOOD | SEE NOTES ABOVE | 12'-18' / 15'-20' | 10'-0" |
| PINUS TORREYANA | TORREY PINE | LARGE AND OPEN WITH AGE. NATIVE PINE. | 50' / 15-20' | 15'-0" MIN. |
| PLATANUS RACEMOSA | CALIFORNIA SYCAMORE | LARGE, DECIDUOUS TREE, WITH MEDIUM-FAST GROWTH | 30' / 20' | 15'-0" MIN. |
| QUERCUS AGRIFOLIA | COAST LIVE OAK | EVERGREEN SHINY FRICKLY LEAVES. GROWS ON HILLSIDES IN CALIFORNIA | 20-40' / 20-50' | 15'-0" MIN. |
| LARGE UPRIGHT SHRUBS (NATIVE SPECIES) - 50%-5 GAL.; 50%-1 GAL. | | | | |
| COMAROSTAPHYLIS DIVERSIFOLIA | SUMMER HOLLY | EXCELLENT LARGE EVERGREEN SHRUB OR SMALL TREE (USU. 8-10' TALL). GOOD WITH SUMMER WATER. MULTI-TRUNKED WITH LEATHERY DARK GREEN LEAVES. PRODUCES WHITE FLOWERS IN SPRING WITH RED BERRIES IN CLUSTERS DURING FALL AND WINTER. | 6'-10' / 6-8' | 6'-0" |
| HETEROMELES ARBUTIFOLIA | TOYON, HOLLYWOOD | SEE NOTES ABOVE | 12'-18' / 15'-20' | 10'-0" |
| RHUS INTEGRIFOLIA | LEMONADE BERRY | DENSE OLIVE GREEN FOLIAGE, NATIVE. | 6'-12' / 6'-12' | 6'-0" |
| XYLOCOCCUS BICOLOR | MISSION MANZANITA | | 3'-5' / 3'-5' | 2'-6" |
| MEDIUM FLOWERING SHRUBS (NATIVE SPECIES) - 25%-5 GAL.; 75%-1 GAL. | | | | |
| AMORPHA FRUITICOSA | FALSE INDIGO | VERY ATTRACTIVE SILVER COLORED CULTIVAR. TOLERATES SUMMER WATER. SPREADS WELL. RENEWAL PRUNE OR REPLACE AFTER 4 YEARS (IT LOSES FORM). | 6'-8' / 6' | 5'-0" |
| ARTEMISIA PYCNOCEPHALA 'DAVIDS CHOICE' | HYBRID CALIFORNIA SAGEBRUSH | VERY ATTRACTIVE SILVER COLORED CULTIVAR. TOLERATES SUMMER WATER. SPREADS WELL. RENEWAL PRUNE OR REPLACE AFTER 4 YEARS (IT LOSES FORM). | 15'-18' / 6'-12' | 15' |
| COREOPSIS MARITIMA | SEA DAHLIA | YELLOW DAISSY LIKE FLOWERS ON MUM-LIKE FOLIAGE | 2' / 3' | 1'-6" |
| ENCELIA CALIFORNICA | CALIFORNIA ENCELIA | YELLOW DAISSY LIKE FLOWERS ON DEEP GREEN LEAVES. | 3'-4' / 3'-4' | 30" |
| GALVESIA SPECIOSA | ISLAND BUSH SNAPDRAGON | YELLOW SPRAYS OF FLOWERS WITH INTERESTING PODS. | 6'-8' / 8'-12' | 6'-0" |
| ISOMERIS ARBOREA 'DORADO' | BLADDER POD | YELLOW AND ORANGE FLOWERS. | 3'-4' / 3'-5' | 2'-6" |
| MIMULUS PUNICEUS | MONKEY FLOWER | EVERGREEN SHRUB, NATIVE TO CALIFORNIA. LARGE BERRIES GREEN, THEN RED, THEN BLACK WHEN RIPE | 2' / 2' | 3'-0" |
| RHAMNUS EVE CASE' | EVE CASE CA. COFFEEBERRY | | 4-8/4-8' | 3'-6" |
| SALVIA WINIFRED GILMAN' | WINIFRED GILMAN HYBRID SAGE | | 4' / 4'-5' | 3'-0" |
| SOLANUM XANTHII | PURPLE NIGHTSHADE | | 2'-3' / 3' | 2'-6" |
| LOW SPREADING (PROCUMBENT) SHRUBS (NATIVE SPECIES) - 25%-5 GAL.; 75%-1 GAL. | | | | |
| ARTEMISIA CALIFORNICA 'CANYON GRAY' | HYBRID CALIFORNIA SAGEBRUSH | VERY ATTRACTIVE SILVER COLORED CULTIVAR. TOLERATES SUMMER WATER. SPREADS WELL. RENEWAL PRUNE OR REPLACE AFTER 4 YEARS (IT LOSES FORM). | 15'-18' / 6'-12' | 15' |
| ARTEMISIA CALIFORNICA 'MONTARA' | HYBRID COASTAL SAGEBRUSH | ONLY WHERE SPRINKLER COVERAGE IS VERY LIGHT (DRY SPOTS). FRAGRANT LIGHT BLUE FLOWERS ON DEEP GLOSSY GREEN LEAVES. MUST NOT BE OVERWATERED. | 1'-2' / 3'-5' | 2'-6" |
| CEANOTHUS GRISEUS 'HORIZONTALIS' | CARMEL CREEPER | | 18'-30" / 5'-12' | 4'-0" |
| ERIOGONUM 'DANA POINT' | DANA POINT BUCKWHEAT | PROSTATE FORM OF BUCKWHEAT. PINKISH FLOWER HEADS OPEN TO WHITE AND TURN RUSSET BROWN BY SUMMERS' END. | 2' / 5' | 4'-0" |
| IVA HAYESIANA | HAYES IVA | DROUGHT TOLERANT GREEN GROUNDCOVER. ROOTS WELL. | 2' / 5' | 4'-0" |
| RIBES VIBURNIFOLIUM | EVERGREEN CURRANT | | 2'-3' / 10' | 8' |
| ZAUSCHNERIA CALIFORNICA 'CATALINA' | CATALINA CALIFORNIA FUCHSIA | | 12'-15' / 3'-4' | 2'-6" |
| ACCENT PLANTS | | | | |
| YUCCA WHIPPLEI | OUR LORDS CANDLE | NATIVE, TRUNKLESS ROSETTE, NARROW GRAY LEAVES TO 2' LONG, SHARP, 6' FLOWER SPIKE. PLANT DIES AFTER BLOOM, RESEEDS/OFFSETS READILY. | 3' / 5' | |

| NATIVE GROUNDCOVERS (100% - ANY SIZE AVAILABLE) | | | |
|--|----------------------------------|--|--------------|
| ABROMA MARITIMA | COASTAL SAND VERBENA | PINK INFLORESCENCE ON HAIRY SUCULENT LIKE LEAVES. | |
| AMBOSSIA CHAMISSONIS | SILVER BURR | | |
| CAMISSONIA CHEIRANTHIFOLIA SSP. SUFFRUTICOSA | SUN CUP (BEACH EVENING PRIMROSE) | YELLOW BEACH PRIMROSE. | |
| CENTAURIUM VENUSTUM | GANCHALAGUA | | |
| DUDLEYA EDULIS | LIVE FOREVER | | |
| DUDLEYA LANCEOLATA | LANCE LEAFED DUDLEYA | LONG LEAVED GRAY GREEN SUCULENT, FORMS UPRIGHT ROSETTE. | |
| LINANTHUS DIANTHIFLORUS | GROUND PINK | | |
| MONARDELLA SUBGLABRA | MINT BUSH | | |
| SILENE LACINIATE | MEXICAN PINK | | |
| SISYRINCHIUM BELLUM | BLUE-EYED GRASS | | |
| STIPA LEPIDA | FOOTHILL NEEDLE GRASS | SPREAD STIPA BY MANUAL OR OTHER MEANS BEFORE THE HYDROSEEDING. PURPLISH FLOWERS WITH LONG BRISTLES, ALONG WITH LEAVES, TO GOLDEN YELLOW IN SUMMER. | |
| STIPA PULCHRA | PURPLE NEEDLE GRASS | | |
| LOW GROWING FLOWERING SHRUBS (NATIVE SPECIES, MAXIMUM HT. 30") | | | |
| ARGTOSTAPHYLOS INSULARIS 'JOHN DOURLEY' | JOHN DOURLEY MANZANITA | SPREADING, VERY ATTRACTIVE SILVER COLORED CULTIVAR. TOLERATES SUMMER WATER. SPREADS WELL. RENEWAL PRUNE OR REPLACE AFTER 4 YEARS (IT LOSES FORM). | 12'-24" / 4' |
| ARTEMISIA PYCNOCEPHALA 'DAVIDS CHOICE' | HYBRID CALIFORNIA SAGEBRUSH | | 12'-24" / 3' |
| BACCHARIS PILULARIS 'PIGEON POINT' | PIGEON POINT COYOTE BRUSH | EXCELLENT FIRE ZONE, NATURALIZED. USE AS DRIFTS. | 12' / 5' |
| CEANOTHUS G. H. 'YANKEE POINT' | YANKEE POINT CARMEL CREEPER | ONLY WHERE SPRINKLER COVERAGE IS VERY LIGHT (DRY SPOTS). FRAGRANT LIGHT BLUE FLOWERS ON DEEP GLOSSY GREEN LEAVES. MUST NOT BE OVERWATERED. | 24'-36" / 6' |
| LOTUS SCOPARIUS | DEERWEED, BIRD'S FOOT TREFOIL | PROSTRATE FORM OF BLACK SAGE | 24' / 36' |
| SAI VIA MFI IFFRA 'TERRA SFCA' | TERRA SFCA SAGE | | 12'-24" / 6' |



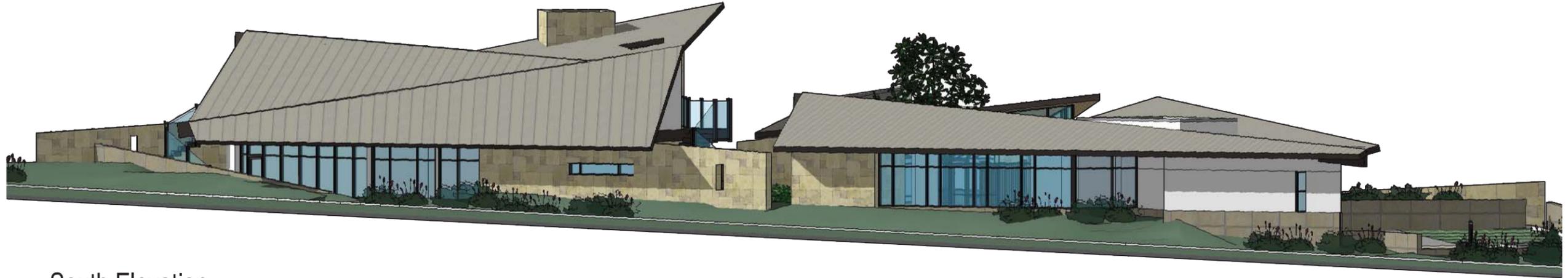
| | | | |
|--|------------------------|--------------------|---------------|
| | BUILDING COVERED AREA | 5,509 S.F. | (34.3%) |
| | PAVING/HARDSCAPE AREA | 12,521 S.F. | (13.8%) |
| | PLANTABLE AREA | 15,648 S.F. | (51.9%) |
| | TOTAL SITE AREA | 33,687 S.F. | (100%) |



East Elevation



West Elevation



South Elevation



North Elevation







Walls and Enclosures

Enclosures for trash and recycling bins, utility equipment, mechanical equipment, ducts, elevator enclosures, cooling towers, or mechanical ventilators would be contained within enclosed portions of the buildings or portions of the parking area and would be screened with walls and/or landscaping.

Retaining / screening walls and planting would be required and are shown in Figure 3-4. These would be located primarily along La Jolla Scenic Way (eastern portion of the property to screen the parking area) and La Jolla Village Drive (northern portion of property as berm and screening walls). The walls would be at least four feet in order to screen parking areas, but would not exceed a height of six feet. The total length of screening walls is 267 feet.

h. Demolition, Grading, and Construction

Figure 3-15 shows the conceptual grading plan. Phase 2 would entail selective demolition of portions of existing driveways and curbs in order to provide new access in accordance with current regulations. Grading would entail approximately 3,450 cubic yards of cut and 300 cubic yards of fill, necessitating the export of 3,150 cubic yards. Prior to grading operations, the general contractor would work with the City's Environmental Services Department to determine if another site in the vicinity could reuse the soil, or would haul the soil to an appropriate recycling facility. The westerly cul-de-sac portion of La Jolla Scenic Drive North would be abandoned, demolished, and reconstructed as a pedestrian pathway and curve into Cliffridge Drive. The existing driveway to the access to the Cliffridge property would be relocated from the abandoned cul-de-sac area to just north of the property on the new curve. All phases of the construction (including the demolition, mass and fine grading, trenching, paving, building, and architectural coating phases) would last 12–18 months.

The number of construction workers expected to be on-site during the proposed Phase 1/Phase 2 construction period would range between 5 and 20 workers per day. Construction activities are limited to 8-hour days, between the hours of 8:30 A.M. and 3:30 P.M., due to the fact that the City does not typically allow traffic control outside of these hours. However, specific construction activities may occasionally necessitate truck deliveries before 8:30 A.M. As detailed further in Section 4.2, construction traffic is temporary in nature. A construction traffic control plan would be prepared and approved by the City Traffic Control Section prior to construction activities. Construction workers would park off-site and be shuttled to the construction work site.

i. ROW Vacation, Street Dedication, and Infrastructure Easements

As detailed above in Section 3.3.1.3, Phase 1/Phase 2 proposes a ROW vacation, utility easement reservations/dedications, and a street dedication. Figure 3-16 shows the ROW vacation and utility easements. As shown in Figure 3-16, the total area of the ROW vacation along La Jolla Scenic Drive North would total 0.49 acre (21,278 square feet). Within this area, there would be four easements (three for utilities, one for water) that would be reserved from the ROW vacation, discussed in detail below. Phase 1/Phase 2 would also dedicate a 2,183-square-foot area along the northern property frontage along La Jolla Scenic Drive to the public ROW. Figure 3-17 shows the proposed ROW dedication along the northern perimeter of the project site. This area would include a new sidewalk constructed per City standards, native landscaping, and a new bus stop. Phase 1/Phase 2 proposes to narrow La Jolla Scenic Drive North by 2 feet to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. La Jolla Scenic Drive North currently measures 36 feet wide from curb to curb. As detailed in Section 4.2.5.1, the reduction of the roadway width to 34 feet from 36 feet would still be in accordance with City standards.

Utilities

New and existing electrical transformers and communications systems would be placed in underground vaults. Natural gas and water meters would be provided for the Phase 1/Phase 2 project. Within the ROW vacation, there would be two general utility easements to be reserved from the street vacation: The first easement would be for the existing overhead utility lines above the Cliffridge property, which would be undergrounded in the northwest portion of the ROW vacation and would total 3,540 square feet in area. The second easement would be for general utilities and drainage in the far southeast corner and would total 640 square feet in area. A third smaller easement for general utilities would be located just north of the second easement.

The existing overhead utility lines above the Cliffridge property would be relocated into an underground utility easement north of the property easement in Cliffridge Avenue. A second 15-foot-wide drainage and general utility easement is being requested for the far southeast corner near the parkway area of the corner of La Jolla Scenic Way and La Jolla Scenic Drive North.

Drainage

All drainage facilities necessary to capture and manage post-project runoff would be accommodated on-site within a private system designed in accordance with mandated Best Management Practices (BMPs). Project runoff water quality would be maintained through proposed features such as decomposed granite, concrete pavers, and other porous surfaces providing biofiltration that have been incorporated throughout the design, as well as a backflow preventer along La Jolla Scenic Drive North. As detailed

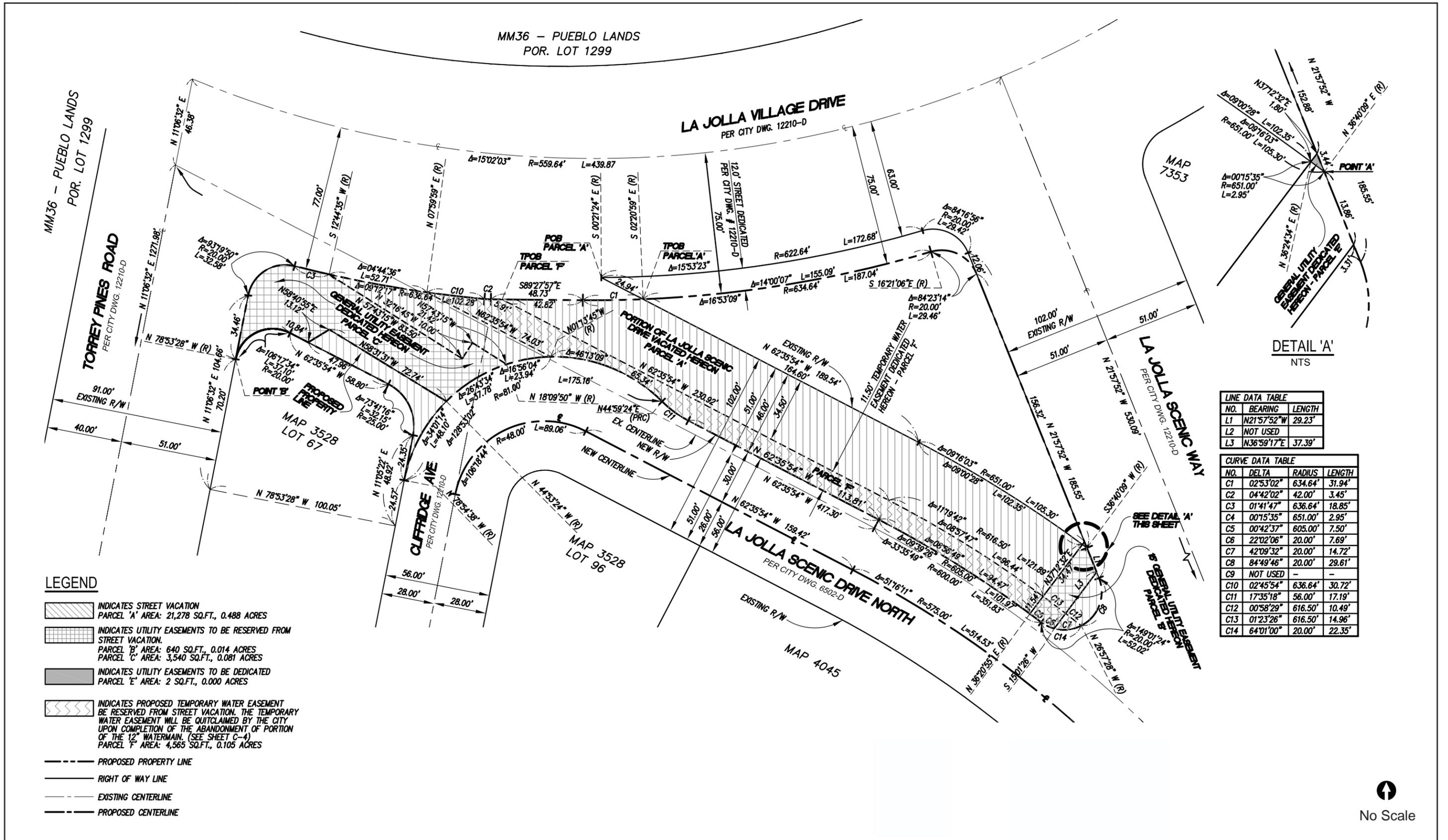


FIGURE 3-16

Street ROW Vacation and Utility, Drainage, and Water Easements for Phase 1/Phase 2

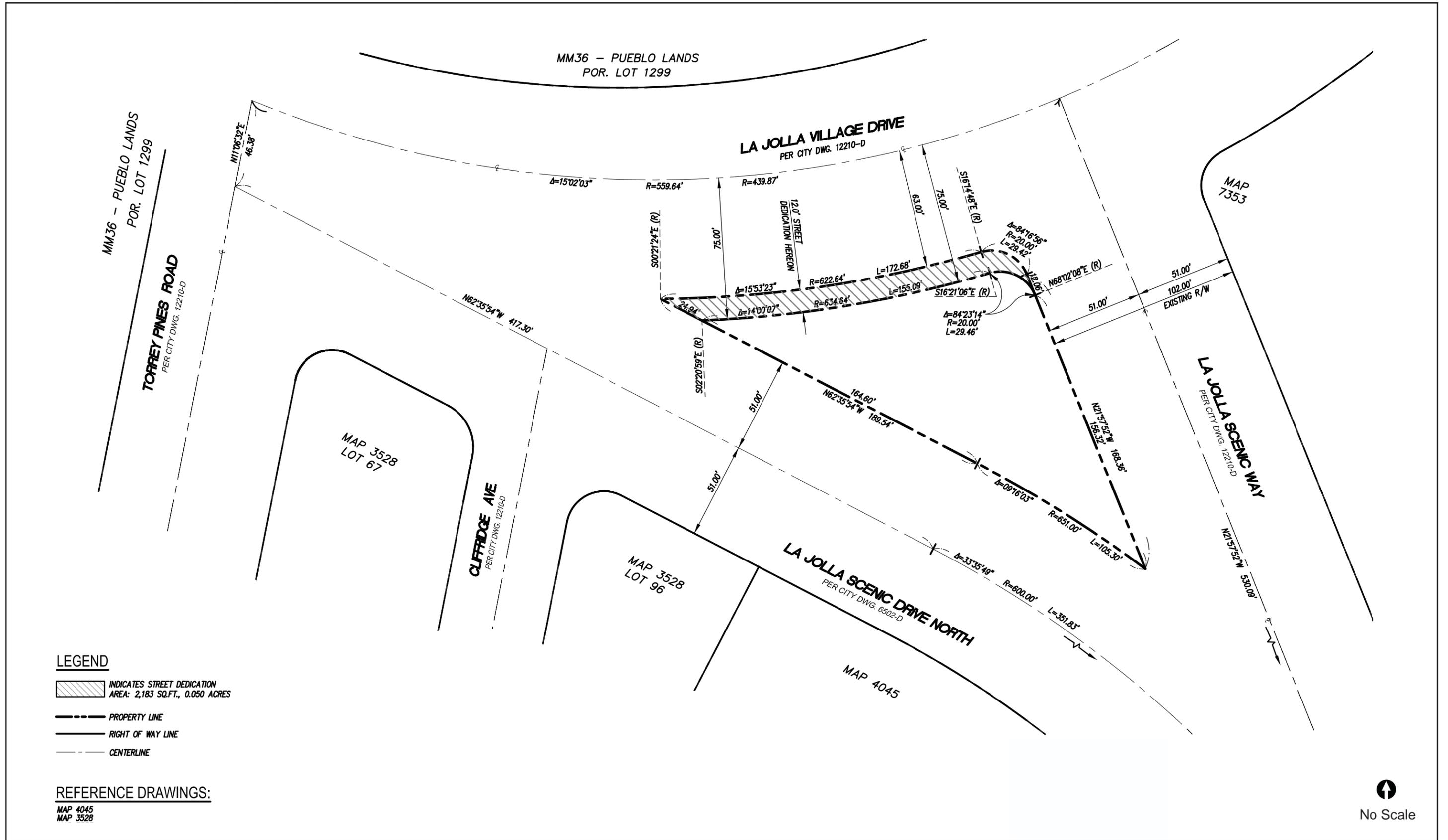


FIGURE 3-17
Street ROW Dedication for Phase 1/Phase 2

above, a 15-foot drainage easement is proposed in the far southeast corner of the vacant site.

Water

All water facilities necessary to provide water service (domestic, irrigation, and fire) to the project site already exist at sufficient capacity to adequately serve the Phase 1/Phase 2 project. All existing water easements and encumbrances would remain, with the exception of a portion of a water facilities easement to be vacated. An Encroachment Maintenance and Removal Agreement would be required and final disposition would be determined at time of final map. Private water lines would be constructed on-site in accordance with City standards to connect to the public water lines in La Jolla Scenic Drive North. In addition, a temporary water easement along La Jolla Scenic Drive North would be quit claimed by the City upon completion of the abandonment of a portion of the 12-inch water main. This is the fourth easement located within the ROW vacation.

Sewer

On-site sewer facilities would be constructed and would connect with existing public sewer facilities in La Jolla Scenic Drive North. No off-site sewer improvements would be necessary, as all sewer facilities necessary to provide service to the Phase 2 site exist at sufficient capacity to adequately serve the Phase 1/Phase 2 project.

j. Lot Coverage

The existing Phase 2 site area, without the proposed ROW vacation and dedication, is 15,350 square feet. The proposed Phase 2 site area, with the proposed ROW vacation and dedication, would total 33,541 square feet. After the subtraction of the 10,000-square-foot landscaped area, the Phase 2 site would total 23,541 square feet.

As discussed further in Section 4.1, Land Use, the maximum allowable lot coverage in the LJSPD is 60 percent. The proposed lot coverage for Phase 2, with the landscaped area, would be 15.8 percent (5,291 square feet divided by 33,541 square feet). The lot coverage without the landscaping would be 22.5 percent. The proposed floor area ratio (FAR), including the phantom floor of the HCJL, would total 0.21 FAR (7,084 square feet divided by 33,541 square feet).

3.4.2.2 Existing with Improvements Option

Should the SDP for Phase 1/Phase 2 not be approved, the Cliffridge property would be converted to permanent use by Hillel to provide religious services and programs to students. This would involve bringing the Cliffridge property up to all applicable code requirements for the intended use and occupancy. The continued use of the Cliffridge property would not result in any exterior modifications to the residential structure or

3.0 Project Description

changes to the existing architectural style. As discussed above, a paved parking lot would be constructed where the garage and patio are currently located. In addition, all facilities necessary to provide water, sewer, drainage service, and utilities to the existing property already exist at a sufficient capacity to serve the intended uses. No infrastructural improvements would be required.

a. Parking

The Existing with Improvements option would provide six standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac (see Figure 3-2). As previously detailed, the offices would be used for primarily religious purposes. Per the City's Municipal Code (Section 142.0530, Table 142-05F), for professional office uses, 3.3 parking spaces are required per 1,000 square feet of GFA. The existing Cliffridge property is 1,792 square feet of GFA, thus six parking spaces would be required. The two existing Americans with Disabilities Act (ADA)-compliant curb ramp at the intersection of Cliffridge Avenue and La Jolla Scenic Drive North would remain (see Figure 3-2). The existing driveway would be relocated and widened to 24 feet to allow for six parking spaces. The westerly cul-de-sac portion of La Jolla Scenic Drive North would remain. The existing stop sign on Cliffridge Avenue at La Jolla Scenic Drive North would also remain.

b. Demolition, Grading and Construction

Construction includes demolition of the existing patio and garage, laying a new parking lot, and enhancing the landscaping, and would last approximately three to six months total, and would require no more than five workers per day. In accordance with City regulations and permit conditions, workers would need to park at an off-site location and be shuttled into the site. One ornamental tree in the rear of the Cliffridge property near the existing retaining wall would also be removed to accommodate the parking lot. The driveway curb cut of the existing driveway would be widened and relocated to bring the Cliffridge property up to the applicable code requirements for the intended permanent use. This would involve minor demolition to the existing flare ends of the existing driveway curb cut, some minor fine grading, and then new curb construction. No other grading or construction actions would be required.

3.4.3 Access and Circulation

3.4.3.1 Phase 1/Phase 2

Phase 1 vehicular access to the Cliffridge property would be taken from a new driveway constructed at the curve of La Jolla Scenic Drive North and Cliffridge Avenue. Before the abandonment of the cul-de-sac and construction of this new driveway, access to the Cliffridge property would continue to be taken from the existing driveway on the cul-de-sac.

Phase 2 vehicular access to the vacant site would be taken from the new parking area entry at La Jolla Scenic Way. Here, a 24-foot-wide driveway and curb cut would be constructed. For adequate sight distance, 25 feet of curb would be painted red just north of the proposed driveway on La Jolla Scenic Way. Bicycles would be provided enhanced access to the Phase 2 site from the proposed bike path from Torrey Pines Road/La Jolla Village Drive.

For Phase 1/Phase 2, the westerly cul-de-sac portion of La Jolla Scenic Drive North would be abandoned and the street would be reconfigured as a curve into Cliffridge Drive. For Phase 2, the existing driveway from the cul-de-sac portion of La Jolla Scenic Drive North to the Cliffridge property would be relocated. This would allow for construction of sidewalks and landscaping features in place of the cul-de-sac. The existing stop sign on Cliffridge Avenue at La Jolla Scenic Drive North would be removed, and a new left/curve sign installed on La Jolla Scenic Drive North. Phase 1/Phase 2 proposes to narrow La Jolla Scenic Drive North by two feet to 34 feet in order to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. At 34 feet wide, La Jolla Scenic Drive North would still conform to City traffic standards and street design requirements. A strip along the property frontage of La Jolla Scenic Drive would be dedicated to the public right-of-way.

Pedestrian access to Phase 1/Phase 2 is planned via a non-contiguous sidewalk encompassing the facility. The primary walkway into the facility would be from a pedestrian path entry at La Jolla Village Drive. Pedestrians could also access the Phase 2 site along the bike path from Torrey Pines Road/La Jolla Village Drive, as well as the sidewalk along La Jolla Scenic Drive North. New pedestrian ramps (for accessibility) would be constructed at the north and south ends of the newly landscaped area north of the Cliffridge property. The existing pedestrian ramp at La Jolla Scenic Way and La Jolla Village Drive would remain, and a new sidewalk would be constructed extending south from this location along the west side of La Jolla Scenic Way. Once within the Phase 2 site, pedestrians access the central courtyard, which has entries to all buildings as well as the parking area.

3.4.3.2 Existing with Improvements

Vehicular access for the Existing with Improvements option would continue to be taken from the cul-de-sac along La Jolla Scenic Drive North. A new 24-foot-wide concrete driveway would replace the existing driveway. This driveway would lead to the new parking lot. Pedestrian access to the Cliffridge property would be taken from Cliffridge Avenue, where a new pedestrian ramp would be constructed (at the eastern portion of the property line) in front of the property. The other ADA-compliant curb ramp at the intersection of Cliffridge Avenue and La Jolla Scenic Drive North would remain. All sidewalks surrounding the Cliffridge property would remain.

3.5 Environmental Design for Phase 1/Phase 2

Phase 1/Phase 2 includes an enhanced environmental design to comply with the City's Sustainable Building policy (City Council Policy 900-14) and has also been designed to incorporate the U.S. Green Building Council (USGBC) LEED 2009 Rating System to achieve a development consistent with the USGBC requirements for LEED Silver certification.

The USGBC LEED provides a globally recognized green building rating system that is voluntary, consensus-based, market-driven, and based on accepted energy and environmental principles and performance criteria. Projects earning a specified minimum number of points receive a LEED Certified rating, while projects earning higher points can receive LEED Silver, LEED Gold, or LEED Platinum ratings, in ascending order.

To earn LEED certification, the design of the project must satisfy all prerequisites and a minimum number of points outlined in the applicable LEED rating system checklist. Phase 1/Phase 2 would use the LEED for New Construction & Major Renovations checklist and is seeking Silver-level approval. At the final design stage, the project applicant will submit an application to the USGBC for LEED certification seeking Silver-level approval that includes a completed checklist, supporting documentation, a project narrative, and detailed project drawings. The LEED application package will receive third-party validation of its environmental performance prior to LEED certification. Phase 1/Phase 2 would receive the official Silver-level LEED certification after construction, pending the approval of third-party inspection.

Phase 1/Phase 2 design features that are integrated with the basic design are anticipated to meet the City's Sustainable Building policy and LEED Silver certification criteria would serve to reduce or avoid potential environmental effects associated with vehicular transportation, energy and water consumption, materials consumption, particularly consumption of nonrenewable or slowly-renewing resources, indoor air quality, and heat islands. The following outlines the LEED and sustainable building design features that have been incorporated into the design of Phase 1/Phase 2.

a. Siting and Transportation

Phase 1/Phase 2 would be sited near mass transit and includes several pedestrian and bicycle amenities that would reduce pollution and other impacts associated with individual automobile use. Phase 1/Phase 2 would be located within less than one-quarter mile of one or more existing stops for Metropolitan Transit System (MTS) bus lines usable by the Center's students. One bus stop, the 30 route, is located immediately adjacent the property on La Jolla Village Drive just east of Torrey Pines Road. Other bus stops nearby are the 101 route, located at Revelle College Drive and North Torrey Pines Road, and the 150 route at Gilman Drive and Evening Way. Phase 1/Phase 2 would also

provide permanent bicycle parking facilities, an enhanced bicycle and pedestrian path, and priority parking for low-emitting and fuel-efficient vehicles.

b. Energy Efficiency

Phase 1/Phase 2 would optimize energy performance by exceeding the current building code/2008 Title 24 energy efficiency standards by 17.5 percent. It would accomplish this through improved heating, ventilating, and air conditioning (HVAC) systems and duct seals; enhanced ceiling, attic, and wall insulation; EnergyStar appliances; high-efficiency water heaters; energy-efficient three-coat stucco exteriors; energy-efficient lighting; and high-efficiency window glazing. These energy features would undergo independent third party inspection and diagnostics as part of the LEED verification and enhanced commissioning process. Commissioning would be conducted by a team approved by the USGBC and completed for the following energy-related systems, at a minimum:

- HVAC and refrigeration systems and associated controls.
- Lighting and daylighting controls.
- Domestic hot water systems.

Phase 1/Phase 2 would also include on-site renewable energy in the form of solar photovoltaic panels on top of the carport structures in the surface parking lot. These panels would supply 30 to 50 percent of the on-site energy demand, thus substantially reducing the demand for carbon-based energy.

c. Water Conservation

In compliance with the recent California Green Building Standards Code (CALGreen) mandates for water conservation and the City's sustainable landscaping requirements, Phase 1/Phase 2 is designed to use less water than the current statewide average. By featuring advanced plumbing systems, such as parallel hot water piping or hot water recirculation systems, and fixtures such as ultra-low flow toilets, water-saving showerheads and kitchen faucets, and high-efficiency dish washers, Phase 1/Phase 2 has been designed to achieve a 20 percent reduction in potable water use. In accordance with CALGreen, this reduction would be demonstrated by verifying each plumbing fixture and fitting meets the 20 percent reduced flow rate or by calculating a 20 percent reduction in the building water use baseline.

In addition to these indoor water use conservation features, Phase 1/Phase 2 would use drought-tolerant landscaping to minimize water use, and would incorporate water-efficient weather-based irrigation controllers, multi-programmable irrigation clocks, and a high-efficiency drip irrigation system or low-precipitation and precipitation-matched sprinkle heads. All sprinkler heads in the right-of-way or within two feet of the sidewalk

3.0 Project Description

would have excess flow valves in them and be on valves controlled from each adjacent lot.

d. Materials Use and Waste Reduction

In accordance with state and local laws, Phase 1/Phase 2 would divert at least 50 percent of on-site construction waste and ongoing operational waste from landfills through reuse and recycling. To achieve LEED Silver certification, Phase 1/Phase 2 has been designed to exceed this minimum and achieve a 75 percent reduction.

Phase 1/Phase 2 would divert demolition and construction waste from disposal in landfills by redirecting reusable and recyclable materials to appropriate facilities or charitable recipients. In compliance with LEED certification criteria and state and City policies, Phase 1/Phase 2 would achieve a 75 percent waste reduction.

To further minimize waste, Phase 1/Phase 2 would incorporate recycled materials for flooring and certified sustainable wood products and other recycled or rapidly renewable building materials (e.g., products made from quick-growing plants, like bamboo) where possible. This would reduce environmental impacts resulting from extraction and processing of virgin building materials. This practice would also increase demand for recycled-content building products and support the sustainable building economy.

Phase 1/Phase 2 would also, where possible, reduce additional environmental costs associated with transportation of distant building materials by using materials that have been extracted, harvested, or manufactured within the southern California region.

To minimize waste during the operational phase, Phase 1/Phase 2 would comply with the City Recycling Ordinance and include areas for storage and collection of recyclables and yard waste in conformance with applicable City regulations. In these areas, non-hazardous materials would be stored or collected for recycling, including paper, corrugated cardboard, glass, plastics, and metals.

e. Pollutant Control and Heat Island Reduction

To maximize shade and reduce heat island effects (thermal gradient differences between developed and undeveloped areas), the landscape plan includes strategic location of deciduous trees and other vegetation. Impervious surfaces, including paved parking areas, would also be minimized and pervious pavers used instead where practical. No chlorofluorocarbons-based refrigerants would be used, and interior finishes, adhesives, sealants, paints and coatings, and carpet systems would be low in volatile organic compounds and meet the testing and product requirements of one or more nationally recognized green product labeling programs. Compliance with these requirements of CALGreen would be verified at plan check, and LEED would be verified through documentation. Based on the energy-efficiency strategy, annual CO₂ emissions

avoided are over 12,000 pounds per year base case without including the effect of the photovoltaic panels. The array of photovoltaic panels would reduce carbon emissions well beyond 12,000 pounds per year.

3.6 History of Project Changes

3.6.1 Previous Project History

In 1999, at the request of Hillel, the City issued a request for proposals for potential sale of the 0.8-acre vacant site historically referred to as Site 653. In 2000, Hillel responded to the request and was awarded exclusive negotiating rights to purchase the site after a public hearing. Site 653 was also evaluated for potential incorporation into the City's Park and Recreation Department's open space inventory in November 2000. As detailed in a City memo from the Director of the Park and Recreation Department (McLatchy 2000), the parcel did not meet the City's definition as an open space parcel, as it is "completely surrounded by streets and has no physical connection to existing open space, is of an insignificant size, and has no habitat value."

Since the adoption of the La Jolla Community Plan in 2001, Site 653 has been designated for residential use, with "churches, temples, or buildings of a permanent nature, used primarily for religious purposes" (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]) allowable in the residential zone according to the LJSPD Ordinance. In 2003, Hillel established its present location at 8976 Cliffridge Avenue—when the Cliffridge property was acquired by a private nonprofit foundation that supported Hillel. The property was renovated and provided to Hillel on a rent-free basis. Operations at this location allowed Hillel to pursue its religious purposes and mission while development of a permanent space was considered.

The HCJL was originally proposed in 2004 and included construction of an approximately 13,000-square-foot building to establish a permanent location for UCSD Hillel activities. This project also included underground parking and a large community gathering space for Shabbat services and weekly Shabbat programs. Site 653, along with the vacated ROW, was sold by the City to Hillel in 2006 pursuant to City Council Resolution R-301433. The City Council approved a Mitigated Negative Declaration, SDP, Planned Development Permit, and Street Vacation for the construction of the larger Hillel Center in 2008. The Mitigated Negative Declaration was subsequently challenged by project opponents, and the Court of Appeal issued a ruling in 2009 that overturned the project approvals and required the City to prepare an EIR that would include analysis of potential impacts to traffic and parking, biological resources, and aesthetics and community character. The project opponents also challenged the sale and the transfer of the property to Hillel, which were upheld by the Court of Appeals.

3.6.2 Phase 1/Phase 2 Project Changes

Several physical changes have been made to Phase 1/Phase 2 in response to environmental concerns raised during the City's review in association with the prior project. The majority of the environmental concerns raised had to do with aesthetics, parking, and public nuisances such as light/glare and noise. In response to nearby residents' concern about the mass and scale of the project and its contemplated uses, the HCJL was redesigned, as now proposed with three buildings totaling 6,479 square feet of GFA (not including the phantom floor). The religious programs proposed for the larger facility have been re-envisioned as smaller gatherings and more directed study groups. As the HCJL is about half the size and does not include a large gathering space, parking for a smaller facility would now be accommodated by a surface parking lot.

Specific Phase 1/Phase 2 project changes or redesigns resulting from the review include:

- By designing three smaller, individual structures (two one-story buildings and one partial two-story building), Phase 1/Phase 2 would more closely relate in scale to the adjacent single-family residences along La Jolla Scenic Drive North and Cliffridge Avenue.
- In accordance with the current redesign and lower parking demand, the Phase 1/Phase 2 project currently proposes a surface parking lot that can accommodate the required 27 parking spaces.
- The most recent design of the Phase 1/Phase 2 parking lot responded to community concerns regarding height and aesthetics by grading the parking lot four to six feet lower than the courtyard and building pad level to help soften the perceived height of the site at the corner of La Jolla Village Drive.
- Moving the Phase 1/Phase 2 building area away from the corner of La Jolla Village Drive and La Jolla Scenic Way to better address the height differences between the sidewalk and the existing pad elevation of the site.
- The currently proposed Phase 1/Phase 2 parking lot and street yard would provide a spatial buffer along La Jolla Scenic Way to the attached single-family residential development across the street.
- Proposed new landscaping and partial height walls in the vehicular use area visually screen the Phase 1/Phase 2 parking lot from neighbors.
- The Phase 1/Phase 2 parking lot has been designed to reduce neighbors' concerns of headlights exiting the project at night because the parking lot would no longer have ramps up to the street level.

- Redesign of the Phase 1/Phase 2 project such that it no longer includes an underground parking garage or a curb cut deviation.
- Phase 1/Phase 2 has been designed to meet the standards required to obtain a LEED Silver rating. Phase 1/Phase 2 would include on-site photovoltaic features and an increased emphasis on sustainable building design, materials, and techniques.

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4.0 Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City through preliminary project review and in response to the NOP and public scoping meeting as potentially significant.

- 4.1 Land Use
- 4.2 Transportation/Circulation/Parking
- 4.3 Biological Resources
- 4.4 Geologic Conditions
- 4.5 Energy
- 4.6 Greenhouse Gases
- 4.7 Historical Resources
- 4.8 Noise
- 4.9 Paleontological Resources
- 4.10 Hydrology
- 4.11 Water Quality
- 4.12 Visual Effects and Neighborhood Character

Each issue analysis section is formatted to include a summary of existing conditions, the criteria for the determination of impact significance, evaluation of potential project impacts, a list of required mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation.

All potential direct and indirect impacts in Chapter 4 are evaluated in relation to applicable City, state, and federal standards, as reflected in the City's 2011 Significance Determination Thresholds. The Significance Determination Thresholds include goals and standards for each environmental issue that are largely in accord with the General Plan. Where the General Plan includes updated standards, those are additionally considered in the impact evaluation in Chapter 4.

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4.1 Land Use

This section addresses the consistency of the project with the development regulations of the LDC and with the goals and policies contained in applicable land use plans. The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in the creation of secondary physical environmental impacts considered significant under CEQA.

4.1.1 Existing Conditions

4.1.1.1 Existing Land Use Plans and Development Regulations

The project site contains the Cliffridge property that currently serves as the Hillel office. The remainder of the site is currently vacant. The project site is surrounded by residential and institutional uses. La Jolla Village Drive, a major roadway, and the UCSD campus are situated to the north; La Jolla Scenic Drive North and a single-family residential neighborhood are to the south. To the east lies La Jolla Scenic Way. Further east are attached single-family residences.

The Planning Context of the Environmental Setting, Section 2.5 of this EIR, describes the land use plans and development regulations that apply to development of the project. The following provides a brief recount or expansion of the planning context's discussion of selected plans and development regulations, including the City General Plan, La Jolla Community Plan, and pertinent LDC regulations.

a. General Plan

The **Land Use and Community Planning Element** (Land Use Element) provides policies to implement the City of Villages strategy within the context of San Diego's community planning program. The element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies as needed. The Land Use Element establishes a structure for the diversity of each community and includes policy direction to govern the preparation of community plans. The element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, balanced communities, equitable development, and environmental justice.

The General Plan Land Use Element identifies the project site in the General Plan's Land Use and Street System Map (contained in the Land Use Element, Figure LU-2) as Residential. The area of the cul-de-sac is designated as Roads/Freeways/Transportation

and the northeast corner of the project site (0.17 acre) is designated as Park, Open Space and Recreation. The Residential general land use category encompasses single-family and multi-family residential uses; however, the immediate residential area of La Jolla Shores to the south and east is single-family. With the exception of the La Jolla Athletic Area (Allen Field) to the west which is designated as Park, Open Space, and Recreation, the project site is surrounded to the north and west by large areas of Institutional and Public and Semi-Public Facilities which are made up by USCD and the Scripps Institute of Oceanography.

The **Mobility Element** contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, streets, and transit, the element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system. The Mobility Element contains goals and policies related to walkable communities as a way to promote a safe and comfortable pedestrian environment and a pedestrian-friendly street, site, and building design. For example, Mobility Element policy ME-A.2 aims to “design and implement safe pedestrian routes,” and policy ME-A.7 calls for improved walkability through pedestrian-oriented design.

Urban Design Element policies call for development that respects the City’s natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego’s natural environment that work to preserve open space systems and target new growth into compact villages. Specific policies related to architecture, landscaping, and design are discussed further in Section 4.12.1.3, Applicable Design Regulations, of this EIR.

The intent of the **Economic Prosperity Element** is to create an environment that fosters creativity and allows San Diego to better compete in the regional, national, and global economic setting. This element links economic prosperity goals with land use distribution and employment land use policies. The element also expands the traditional focus of a general plan to include economic development policies that have a less direct effect on land use. These include policies aimed at supporting existing and new businesses that reflect the changing nature of industry, creating the types of jobs most beneficial to the local economy, and preparing the City’s workforce to compete for these jobs in the global marketplace.

The **Public Facilities, Services, and Safety Element** is directed at providing adequate public facilities through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to transportation and park and recreation facilities and services.

The goals and policies of the **Recreation Element** have been developed to take advantage of the City's natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs. The Recreation Element contains policies to address the challenge of meeting the public's park and recreational needs; the inequitable distribution of parks citywide, especially acute in the older, urbanized communities; and to work toward achieving a sustainable, accessible, and diverse park and recreation system. The Recreation Element also addresses alternative methods, or "equivalencies," to achieve citywide equity where constraints may make meeting City guidelines for public parks infeasible, or to satisfy community-specific needs and demands.

The **Conservation Element** contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The Conservation Element contains specific policies on climate change and sustainable development. Policies CE-A.5 through CE-A.12 address the reduction of the City's overall carbon dioxide footprint through measures such as sustainable building techniques, reuse of building materials, and sustainable landscape design and maintenance.

The **Historic Preservation Element** guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources.

The **Noise Element** provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the city from an excessive noise environment.

The separately adopted **2005–2010 Housing Element** is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.

b. La Jolla Community Plan

The community plan includes objectives and proposals to ensure quality site design consistent with the General Plan and appropriate to the community. Community plans provide the level of information that is needed in order to review and assess proposed public and private development projects. However, community plans are policy documents that do not contain regulatory requirements. Regulatory requirements are addressed below under the LDC and LJSPD Ordinance.

The La Jolla community borders the Pacific Ocean and values the relationship with the ocean's coastline and other natural elements such as hillsides and canyons.

Development of the project site is subject to the proposals and recommendations of the underlying residential land use designation of the La Jolla Community Plan which was adopted in 2001 and most recently amended in 2004. In addition to a coastal program, the La Jolla Community Plan contains the following six elements, some of which are briefly described in the ensuing paragraphs.

According to the Planning Context for the La Jolla Community Plan, approximately 99 percent of the land designated for development has been built upon. With this in mind, the La Jolla Community Plan area is intended to guide the growth and development of the planning area. Each of the plan elements contains goals focused on protecting environmentally sensitive areas, enhancing public access and public amenities, and maintaining the residential character and important landmarks.

Coastal areas, hillsides, and canyons are precious natural resources identified in this community. Therefore, the first goal of the **Natural Resources and Open Space System Element** is to protect these natural amenities, including public views and access. In addition, this element recognizes the importance of environmentally sensitive areas and linkages. This element provides an inventory of open space areas, including dedicated open space/park, designated open space/park, and private open space. The project site is not identified as open space according to this inventory, nor is the project site designated as environmentally sensitive, MHPA, or as a public viewshed/corridor.

The La Jolla Community Plan expresses the need to ease traffic congestion by improving the existing circulation system. This issue is carried over into the goals and policies for the **Transportation System Element**. In addition, the element promotes the efficiency of public transit by addressing bicycling and safe pedestrian routes as alternate modes of transportation. Finally, the third area of this element seeks to address the availability of public parking. The Transportation System Element contains proposals to enhance the local circulation system and to reduce dependence on the automobile through provision of efficient alternative methods of mobility.

The **Residential Land Use Element** contains recommendations related to community character, hillside development, development near coastal bluffs, geologically unstable risk areas, balanced communities, visual resources and public access, and energy efficiency. As La Jolla is primarily residential, maintaining this character and protecting natural amenities limits the extent of future development. In addition, the element indicates a sensitivity to the bulk and scale of infill development. The project site is within an area recommended for low density use (5-9 dwelling units per net residential acre).

The **Commercial Land Use Element** proposes goals to guide the commercial development of the La Jolla community, including the commercial core known as the La Jolla Village. The element provides designations for a variety of commercial uses and specific recommendations for Bird Rock, Nautilus Street and La Jolla Boulevard, Pearl

Street, Avenida de la Playa, Village Area, Girard Avenue and Silverado Street, and Fay Avenue and Silverado Street.

The **Community Facilities, Parks and Services Element** addresses schools, libraries, public parks, and community services. The goals of this element include: providing adequate facilities, maximizing the use of public amenities and services, and considering design and environmentally sensitive areas in the development of new facilities. Policies are identified for each type of facility.

The goal of the **Heritage Resources Element** is to “preserve the heritage of La Jolla by identifying structures or natural features within the community that are important local landmarks or that hold community-wide significance and by designating them as historic sites.” Heritage resources include archaeological sites, historical sites, cultural landscapes/uses, and paleontological resources. Policies in this element are included to protect significant sites, maintain a survey of historic and architectural sites, encourage adaptive reuse that preserves structural integrity and value of historic structures, and preserve sensitive paleontological resources.

c. Land Development Code Regulations

According to General Plan Land Use Element goals, zones and development regulations are needed to better implement community plans. Chapters 11 through 15 of the City’s Municipal Code are referred to as the LDC, as they contain the City’s planning, zoning, subdivision, and building regulations that dictate how land is to be developed within the city. The LDC is discussed at length in Section 2.5.4 of this EIR. To summarize, the LDC contains citywide base zones that specify permitted land use, density, and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements. Some portions of the City are not governed by the citywide zones and regulations, rather those areas are subject to planned district ordinances. The subject property lies within the LJSPD.

Development of the project site is subject to the development regulations of applicable overlay zones, the Coastal Height Limit Overlay Zone and the Parking Impact Overlay Zone, as well as the LJSPD Ordinance.

The Coastal Height Limit Overlay Zone limits new buildings or additions to existing structures to 30 feet. The entire project area is also within the Parking Impact Overlay Zone due to the project’s proximity to the UCSD campus. The Parking Impact Overlay Zone provides supplemental parking regulations for areas in order to increase parking in areas with parking demand.

The project site is located along the northern boundary of the LJSPD. The LJSPD Ordinance is excerpted below (Municipal Code Section 1510.0101).

- (a) The public health, safety, and welfare require that property in La Jolla Shores shall be protected from impairment in value and that the distinctive residential character and the open seascape orientation of the La Jolla Shores Area shall be retained and enhanced.

- (b) The development of land in La Jolla Shores should be controlled so as to protect and enhance the area's unique ocean-oriented setting, architectural character and natural terrain and enable the area to maintain its distinctive identity as part of one of the outstanding residential areas of the Pacific Coast. The proper development of La Jolla Shores is in keeping with the objectives and proposals of the Progress Guide and General Plan for the City of San Diego, of the La Jolla Community Plan, and of the La Jolla Shores Precise Plan.

According to the LJSPD Ordinance, “churches, temples, or buildings of a permanent nature, used primarily for religious purposes” are permitted uses within residential zones (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]). In addition to the Single-Family Zone Development Regulations, the LJSPD includes landscaping and parking regulations which are further discussed in Section 4.12.1.3, Applicable Design Regulations.

The City Manager administers and ensures compliance with the regulations and procedures contained within the LJSPD in the manner prescribed herein for both public and private developments. The City Manager also recommends to the Planning Commission any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan, and to adopt rules of procedure to supplement those contained within the LJSPD Ordinance.

For development projects within the LJSPD area, a LJSPD Permit, which is processed as a SDP, is required before the construction or major remodeling of any new building or structure, or the demolition of any existing building. A LJSPD Permit is not required for interior modification, repairs, or minor remodeling, or any minor exterior repairs or alterations.

The La Jolla Shores Advisory Board reviews LJSPD Permit applications and makes a recommendation on whether the building, structure, or improvements for which the permit was applied does or does not conform to the LJSPD regulations. Applications for improvements that are determined to be minor in scope may be approved or denied directly, without receiving recommendations or comments from the La Jolla Shores Advisory Board. When CEQA requires that an EIR be prepared in conjunction with an application within the LJSPD, the Advisory Board shall review this report before

submitting its recommendation. The Advisory Board shall utilize architectural criteria and design standards adopted by the City Council in evaluating the appropriateness of any development for which a permit is applied under the LJSPD ordinance.

There are seven members of the La Jolla Shores Advisory Board. As stated in the LJSPD Ordinance, Advisory Board members “are persons who are specifically qualified by reason of interest, training or experience in art, architecture, land development, landscape architecture, planning, urban design, or other relevant business or profession to judge the effects of a proposed development upon the desirability, property values, and development of surrounding areas. At least one member of the seven-member Advisory Board must be a registered architect in the State of California. The Advisory Board shall use architectural criteria and design standards adopted by the City in evaluating the appropriateness of any development for which a permit is applied under the LJSPD Ordinance.”

d. La Jolla Shores Design Manual

The architectural criteria and design standards are set forth in the La Jolla Shores Design Manual (adopted in 1974) and are to be used in the evaluation of the appropriateness of any development within the LJSPD. The Design Manual includes General Design Guidelines (including grading, lighting, landscaping, and off-street parking), as well as Residential and Visitor Area Guidelines (including building heights and lot coverage, the house, and street environment). A detailed discussion of these regulations is contained within Section 4.12, Visual Effects and Neighborhood Character.

4.1.2 Significance Determination Thresholds

Based on the City’s 2011 Significance Determination Thresholds, impacts related to land use would be significant if the project would:

- Require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment;
- Result in a conflict with the environmental goals, objectives, or recommendations of the General Plan or the Community Plan in which it is located; and/or
- Result in land uses that are not compatible with existing or planned surrounding land uses.

4.1.3 Issue 1: Deviation or Variance

Would the project require a deviation or variance, which would in turn result in a physical impact on the environment?

4.1.3.1 Impacts

a. Phase 1/Phase 2

The following discussion evaluates the deviation from applicable development regulations of the LDC and LJSPD ordinance, which regulates design and permitted uses within the northern portion of the La Jolla Community Plan area.

Phase 1/Phase 2 is requesting a street vacation and SDP. As described in Chapter 3, Project Description, a ROW vacation is required to vacate a portion of the public right-of-way for La Jolla Scenic Drive North, including the cul-de-sac. The purpose of the right-of-way vacation is to enhance the pedestrian environment through construction of sidewalks and landscaping features.

The SDP is required for development according to the LJSPD and for deviations specific to the site. As part of this process, the project applicant has completed a Request for Deviations Form detailing the requested deviation from the regulations and why the deviation is needed. Phase 1/Phase 2 would require a deviation from the requirements of the development regulations regarding temporary curb cuts during Phase 1.

Deviation from Driveway Curb Cut Requirements

Based on the Phase 1/Phase 2 design, Municipal Code Section 142.0560 (Development and Design Regulations for Parking Facilities) requires a 24-foot-wide driveway curb cut for the temporary Phase 1 site. During Phase 1 (e.g., during construction of Phase 2), the project applicant proposes a Temporary Parking Plan that includes a 12-foot-wide temporary curb cut. The temporary use of the Cliffridge property will cease after occupancy of Phase 2, the Cliffridge property would return to residential use, and the 12-foot drive would be adequate. Therefore, the project would require a deviation to allow a 12-foot-wide curb cut in order to accommodate the non-residential uses on a temporary basis until such time that occupancy of Phase 2 occurs.

The deviation from Driveway Curb Cut Requirements is requested in order to bring the project into better scale with the residential character of the neighborhood. As stated in the City's Significance Determination Thresholds regarding land use, project inconsistency with a plan or regulation does not by itself constitute a significant environmental impact. The plan/regulation inconsistency would have to result in or relate to a significant environmental impact in order to be considered significant pursuant to the City's guidelines and CEQA. By allowing a temporary reduced width for the driveway

access during construction of Phase 2 facilities, the proposed deviation from the development regulations would not create secondary environmental effects.

The proposed deviation is temporary and would not result in secondary environmental effects, such as traffic safety impacts. The parking area with the 12-foot-wide curb cut would be used by the Hillel staff members. There would not be a significant amount of inbound or outbound traffic from the parking lot during this phase of the project (i.e., approximately 12–16 trips out of the parking area per day). Thus, due to its temporary nature, this deviation would not result in significant direct or secondary environmental effects. Therefore, impacts would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would require a SDP for development in accordance with the LJSPD. As part of this process, the project applicant requires a deviation from the Maximum Paving and Hardscape in Residential Zones requirement.

Deviation from the Maximum Paving and Hardscape in Residential Zones Requirement

The project site is located within the Campus Parking Impact Overlay Zone.

Per Section 131.0447(c) of the Municipal Code, “Maximum Paving and Hardscape in Residential Zones”:

In order to maintain the character of the RS zone, paving and *hardscape* for vehicular use on *lots* less than 10,000 square feet, shall be further limited to off-street, surface parking for a maximum of four vehicles. Additional paving and *hardscape* shall be permitted for non-vehicular use or where necessary to provide vehicular access to garage parking.

The Cliffridge property’s lot is less than 10,000 square feet, and would be limited to paving and hardscape for a maximum of six vehicle spaces (one handicap accessible) and two motorcycle spaces. As previously detailed in Chapter 3, the offices would be used for primarily religious purposes. Per the City’s Municipal Code (Section 142.0530, Table 142-05F), for professional office uses, 3.3 parking spaces are required per 1,000 square feet of gross floor area. The existing Cliffridge house is 1,792 square feet (GFA); thus, six parking spaces would be required. Therefore, a deviation would be required to allow paving and hardscape to provide six parking spaces on-site.

The permanent parking plan for the Existing with Improvements option is designed to accommodate parking along the western edge of the site, facing Torrey Pines Road, and screened by the existing wall on the perimeter of the site. One of the six spaces would be van accessible and would include a marked walkway to the offices. The additional

parking paving would be provided as part of the driveway redesign that would locate a longer driveway from the existing garage location at the back of the lot along the north side of the residential structure out to Cliffridge Avenue. The proposed design would provide landscaping features to sufficiently screen the hardscape areas.

The intent of these regulations is to maintain the character of the residential (RS) zone. The Cliffridge property is the last residence towards the northwestern edge of the single-family subdivision, bordered by Torrey Pines Road, La Jolla Scenic Drive North, Cliffridge Avenue, and a single-family residence to the south. The Cliffridge property is not in a highly visible area (i.e., in the middle of the neighborhood surrounded by other residences). The parking area would be shielded from view along Torrey Pines Road by existing walls and from the adjacent single-family residence by landscaping. Vehicles entering the lot would do so from the cul-de-sac west of Cliffridge Avenue. Thus, the deviation of allowing an extra two cars to park in the paved area would not significantly alter the character of this residential area.

Furthermore, as evaluated throughout Chapter 4 of this EIR, this parking area would not trigger significant direct or secondary physical impacts. For example, as discussed in Section 4.10.3.1, this parking area would be in a location where the garage and deck were once located, and thus would not result in hydrological impacts related to the increase of impervious surfaces. The proposed deviation would alleviate a need for parking on nearby streets while also creating a design that is compatible with the adjacent residential scale and setting. Therefore, impacts associated with this deviation would be less than significant.

4.1.3.2 Significance of Impacts

a. Phase 1/Phase 2

The proposed deviation would not result in direct or secondary physical environmental effects. Impacts would be less than significant.

b. Existing with Improvements Option

The proposed deviation would not result in direct or secondary physical environmental effects. Impacts would be less than significant.

4.1.3.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.1.4 Issue 2: Land Use Compatibility

Would the project result in a conflict with the environmental goals, objectives, and recommendations of the General Plan or the Community Plan in which it is located; or would the project result in land uses that are not compatible with existing or planned surrounding land uses?

4.1.4.1 Impacts

a. Phase 1/Phase 2

General Plan and La Jolla Community Plan

Phase 1/Phase 2 involves the development of a vacant site located adjacent to a bus stop. The site plan and orientation seek to promote walkability and enhance the pedestrian access. These objectives would be accomplished through pedestrian and bicycle paths. Phase 1/Phase 2 would also incorporate sustainable design features and building practices which would further the citywide goals and objectives related to sustainability.

As discussed above, the La Jolla Community Plan emphasizes overarching goals to protect natural areas, enhance public access to coastal areas, and maintain the residential character and important landmarks. As outlined in the LJSPD regulations (Municipal Code Section 1510.0101 et. seq.), the intent of the ordinance is to protect and enhance the character of La Jolla Shores, including natural terrain.

The vacant site associated with Phase 2 is not located on an environmentally sensitive area, coast/shoreline, or steep hillside. Therefore, elements of the community plan and LJSPD ordinance most relevant to Phase 2 are related to the residential character of the project area.

The vacant site is located within an area currently designated for residential use by the La Jolla Community Plan and is on a parcel that is designated for low-density residential use, 5-9 dwelling units per acre. The LJSPD provides additional guidance on permitted uses within this zone and lists churches, temples, or buildings of a permanent nature, used primarily for religious purposes as permitted uses within the single-family zone. The Phase 1/Phase 2 project's relation to the LJSPD Ordinance is discussed in detail in the next section.

The vacant site is not designated as open space requiring the protection, access, and preservation of public view identified in the Natural Resources and Open Space System Element. However, the project would provide additional landscaping and open space areas with pedestrian pathways that would provide a community amenity and inviting entrance for the La Jolla Shores neighborhood.

Phase 1/Phase 2 would include modifications to the local circulation system to improve the pedestrian environment and connectivity and provision of bicycle storage that would be consistent with the La Jolla Community Plan Transportation System Element, City of San Diego General Plan Mobility Element, and Bicycle Master Plan. Wide sidewalks, landscaped strips, and sitting areas would be placed where pedestrian activity is high and walkways would be sharply delineated from traffic areas. Canopied trees would be located adjacent to the curb, between the street and sidewalk. Phase 1/Phase 2 would provide safe routes between and through the interior of development, which is separated from vehicular traffic. The project would incorporate handicapped access into design.

In addition, the La Jolla Community Plan recommends and encourages energy efficient building design/orientation as well as appliances and technology. Phase 1/Phase 2 is proposing solar panels, and this component would implement the Community Plan recommendation. In addition, given certain design features incorporated Phase 1/Phase 2 (such as the sustainability features, which serve to reduce energy and water consumption), demand on public facilities and services such as energy, water, and solid waste disposal would be minimized to the maximum extent feasible.

Through the enhanced pedestrian environment, sustainable building features, and attention to architectural design and scale, Phase 1/Phase 2 would implement the applicable goals and objectives of the General Plan and La Jolla Community Plan. Because Phase 1/Phase 2 would not conflict with the environmental goals, objectives, and recommendations in the General Plan or the La Jolla Community Plan, no impacts would result. Phase 1/Phase 2 would also be consistent with the applicable policies and recommendations regarding scale and bulk for development in and adjacent to residential neighborhoods. These issues are discussed further in other sections of this EIR, particularly in Chapter 3, Project Description, and Section 4.12, Visual Effects and Neighborhood Character.

La Jolla Shores Planned District Ordinance

Base Zone – Permitted Uses

Section 1510.0302 of the LJSPD, the Permitted Use Regulations, state:

The intent of these regulations is to preserve and enhance the environmental quality of La Jolla Shores Area as a place to live. A variety of housing types including single and multiple family units, motels and

hotels supported by the necessary public facilities should be encouraged. The development of the businesses necessary to serve the residents and visitors to the area will be permitted in a compact and centrally located commercial area. Large high-rise buildings, out of scale with other structures within the community as well as automobile drive-in and drive-through establishments will be prohibited.

LJSPD regulations provide additional information on permitted or allowable uses. Specifically, Municipal Code Section 1510.0303(e) addresses Single-Family Zone–Permitted Uses, listing “churches, temples, or buildings of a permanent nature, used primarily for religious purposes” as a permitted use. Phase 1/Phase 2 would provide staff offices and a larger meeting space for religious programs related to Jewish holidays and festivals, the study of Jewish texts, as well as other functions that Hillel considers essential to Jewish religion, identity, and living. Therefore, Phase 1/Phase 2 would be consistent with the zoning of the LJSPD Ordinance.

Base Zone - Development Regulations

With the requested deviation described above under Section 4.1.3, Phase 1/Phase 2 would comply with all other applicable Municipal Code and development regulations. Development within La Jolla Shores must comply with requirements for density and coverage maximums, 30-foot height maximums, setbacks, and landscaping (see Municipal Code Section 1510.0304 – Single Family Zone-Development Regulations).

Density: As detailed in Municipal Code Section 1510.0304(a), “in the following Single-Family Zone...no lot or parcel shall be developed or occupied by more dwelling units than the average dwelling unit density (units per acre) of the developed SF Zone within 300 feet of the subject lot or parcel.” The Phase 1/Phase 2 project does not propose any dwelling units, and thus would be consistent with this requirement.

Siting of Buildings: Figure 4.1-1 shows the setbacks of Phase 1/Phase 2 as compared to surrounding structures. As detailed in Municipal Code Section 1510.0304(b)(1), “Buildings with openings (i.e., doors and/or windows) facing the side property line shall be constructed not closer than four feet from said property line.” As shown on Figure 4.1-1, the four-foot side yard setback would be adhered to at the northern frontage of the site.

The project site is not adjacent to a public park, and thus would comply with Municipal Code Section 1510.0304(b)(3). As detailed in Municipal Code Section 1510.0304(b)(4), “building and structure setbacks shall be in general conformity with those in the vicinity.” As shown in Figure 4.1-1, the approximate 10-foot setback from La Jolla Scenic Drive North would generally conform to other neighboring building setbacks, which average approximately 9 feet.

Maximum Height: As detailed in Municipal Code Section 1510.0304(c), “No building or structure shall be erected, constructed, altered, moved, or enlarged to a greater height than 30 feet.” Phase 2 building heights would range from 18 to 28 feet, and thus would be less than the 30-foot maximum.

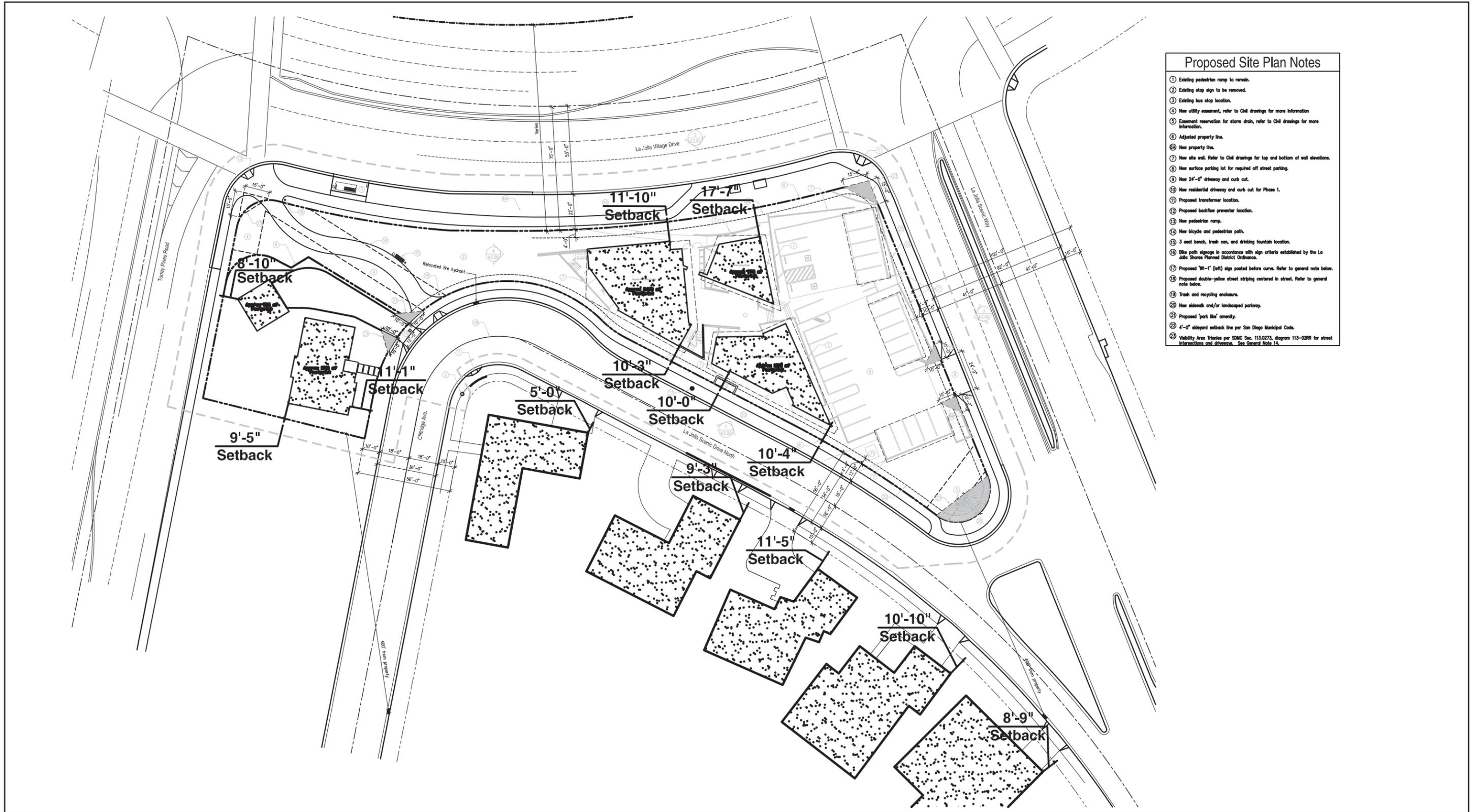
Maximum Lot Coverage: As detailed in Municipal Code Section 1510.0304(d), “No building or structure shall be erected, constructed, altered, moved in, or enlarged to cover more than 60 percent of the lot or parcel.” As previously detailed in Chapter 3, Project Description, the existing Phase 2 site area, without the proposed ROW vacation and dedication, is 15,350 square feet. The proposed Phase 2 site area, with the proposed ROW vacation and dedication, would total 33,541 square feet. The proposed lot coverage for Phase 2, with the landscaped area, would be 15.8 percent (5,291 square feet divided by 33,541 square feet). The lot coverage without the landscaping would be 22.5 percent. Thus, the Phase 1/Phase 2 project would comply with the maximum lot coverage requirement.

There are no specific tract requirements for the Phase 1/Phase 2 site (Municipal Code Section 1510.0304(e)). Off-street parking, signs, and landscaping regulations (Municipal Code Sections 1510.0304(f–h)) are discussed below in the La Jolla Shores Design Manual section.

La Jolla Shores Design Manual

Phase 1/Phase 2 would be in conformance with the La Jolla Shores Design Manual, as detailed below. A detailed discussion of the aesthetical components, bulk and scale, and visual simulations of Phase 1/Phase 2 are contained within Section 4.12, Visual Effects and Neighborhood Character.

General Design Guidelines: The guidelines state: “to conserve important design character in La Jolla Shores, some uniformity of detail, scale, proportion, texture, materials, color and building form is necessary.” The proposed HCJL under Phase 1/Phase 2 would conform to these concepts of scale, environmental quality, preservation of character, harmony, originality and diversity, color, roof materials, and exterior wall materials. The plan proposes predominately one-story buildings, with the two-story section of the HCJL Center relating to the existing two-story residence directly across La Jolla Scenic Drive. Stucco and natural materials are proposed for the exterior, and the roof forms would be residential in character and scale, consistent with the Design Manual. The siting and orientation of the three buildings around a central courtyard, with the parking area off to the rear, would provide uniformity in scale and building form while also reducing the overall footprint. The siting of the three buildings would also create better harmony with the single-family residences within the surrounding neighborhood. The almost interlocking form of the three structures and their rhythmic sloping rooflines, glazing placement, and patterned use of stone veneer with



- ### Proposed Site Plan Notes
- ① Existing pedestrian ramp to remain.
 - ② Existing stop sign to be removed.
 - ③ Existing bus stop location.
 - ④ New utility easement, refer to Civil drawings for more information.
 - ⑤ Easement reservation for storm drain, refer to Civil drawings for more information.
 - ⑥ Adjusted property line.
 - ⑦ New property line.
 - ⑧ New site wall. Refer to Civil drawings for top and bottom of wall elevations.
 - ⑨ New surface parking lot for required off street parking.
 - ⑩ New 24'-0" driveway and curb cut.
 - ⑪ New residential driveway and curb cut for Phase 1.
 - ⑫ Proposed transformer location.
 - ⑬ Proposed backflow preventer location.
 - ⑭ New pedestrian ramp.
 - ⑮ New bicycle and pedestrian path.
 - ⑯ 3 seat bench, trash can, and drinking fountain location.
 - ⑰ Bike path signage in accordance with sign criteria established by the La Jolla Shores Planned District Ordinance.
 - ⑱ Proposed 'W-1' (left) sign posted before curve. Refer to general note below.
 - ⑲ Proposed double-yellow street striping centered in street. Refer to general note below.
 - ⑳ Trash and recycling enclosures.
 - ㉑ New sidewalk and/or landscaped parkway.
 - ㉒ Proposed 'park like' amenity.
 - ㉓ 4'-0" sideyard setback line per San Diego Municipal Code.
 - ㉔ Visibility Area Triangles per SDMC Sec. 113.0273, diagram 113-026R for street intersections and driveways. See General Note 14.

General Notes

1. Refer to the Civil drawings for existing/proposed utilities, BMP requirements, and site work.
2. Condition of permit: any sign design must comply with sign design regulations in LDC Chapter 14, Article 2, Division 12. (LDC 143.0410(g))
3. Provide building address numbers, visible and legible from the street or road fronting the property per FHPS policy (UFC 901.4.4)
4. For plan dimensions refer to Architectural building plan sheets.
5. Post indicator valves, fire department connections, and alarm bell are to be located on the address/access side of the structures. (UFC

- 1001.4)
6. For all existing and proposed R.O.W. widths, property line definitions, and curb to property line distances refer to Civil drawings (existing and proposed boundary exhibits provided by civil engineer).
7. For all proposed sidewalk and easement widths refer to Civil drawings (conceptual grading plan provided by civil engineer).
8. City of San Diego to verify all proposed street striping and street signage locations, along La Jolla Scenic Drive North and Cliffridge Avenue, prior to the issuance of building permit.

9. New building (Phase 2) will be fire sprinklered in accordance with requirements of the 2007 CBC & NFPA 13.
10. Refer to Civil drawings for proposed fire hydrant locations.
11. Provide building address numbers, visible and legible from the street or road fronting the property per FHPS Policy P-00-6 (UFC 901.4.4)
12. Post indicator valves, fire department connections, and alarm bell are to be located on the address/access side of the structure. (UFC 1001.4)
13. Provide fire access roadway signs or red curbs in accordance with FHPS Policy A-00-1

14. No objects higher than 36 inches may be proposed in the visibility areas. If any portion of the visibility areas lies within the public right of way, no vegetation in these areas will exceed 24 inches in height.

Legend

- Property line
- Easement line
- Limit of work line



earth-toned stucco and concrete surfaces, would yield a well-organized visual appearance. The following subsections discuss the design guidelines in greater detail.

- **Grading:** The guidelines state that development should “preserve natural land forms. Where grading is necessary the slopes should be contour graded and landscaped. Decrease to the extent possible, the necessity of grading and the creation of large level land areas.” The site is predominately flat, with manufactured slopes at the north and east property edges. Phase 1/Phase 2 has been designed to preserve and enhance the natural environment of the site. The principles of a development that result in minimum disturbance, contouring, and other concepts of sensitive grading have been incorporated in the design.
- **Lighting:** The guidelines state that “lighting of pedestrian walks, plazas, and buildings should be well [lit] with numerous small fixtures.” The public areas, parking, and pedestrian access points would be illuminated with warm, simple lighting. This would be done with small fixtures, and lighting would be shaded to prevent light spillover and sources from being seen on adjoining properties.
- **Landscaping:** The guidelines state that the landscaping “design should take into consideration and be compatible with the shape and topography of the area, the architecture of the project, the architectural characteristics of adjacent landscaping and topography.” Landscaping would be integrated into the design in order to provide a sense of nature, improve an area of poor visual quality (the corner at Torrey Pines Road and La Village Drive), and screen uses. Open space would also be integrated into the design to give the neighborhood an identity and visual focus. The landscaping for Phase 2 (see Figures 3-10 and 3-11) would provide further organization of the site through selective placement of shade trees, flowering shrubs, and screening vegetation, and through the patterned provision of street trees along the north, east, and south street frontages. The street trees would be Torrey pines planted at regular intervals, thus maintaining continuity with the Torrey pines theme of the LJSPD area.
- **Off Street Parking:** Off-street parking would be provided according to standards set by the Traffic Impact Analysis (see Appendix B), which was in turn approved by the City of San Diego Development Services Department. Parking areas would be screened from view by low walls and native landscaping.

Residential and Visitor Areas: The intent of this section in the Design Manual is to preserve and enhance the environmental quality of La Jolla Shores as a place to live. The following subsections discuss the design guidelines in greater detail.

- **Building Heights and Lot Coverage:** Phase 1/Phase 2 would adhere to the height limit of 30 feet and maximum 60 percent lot coverage. Height has been determined from pre-existing grade.

- **The House:** The Design Manual has numerous guidelines for houses, including: fit house to the land, attention to property lines, privacy, harmonious form relationships, consistency, variety, setbacks, compatibility with adjacent development, unity provided by orientation and related shapes, use of combination of acceptable roof forms, and roof material (copper).

This section of the Design Manual does not provide specific guidance for non-residential use. However, the section contains guidelines for higher-density residential buildings, such as apartments, in order to better blend in within a single-family residential zone. Thus, this portion of the guidelines would be applicable to Phase 1/Phase 2. As discussed above, the siting of the three buildings would create better harmony with the single-family residences within the surrounding neighborhood. Specifically, Phase 1/Phase 2 has been designed to present less apparent bulk, and the materials would blend the buildings in with surrounding neighborhood. As detailed above, the use of landscaping would serve to buffer Phase 1/Phase 2 from the adjacent neighborhood. The roofs of each building would not be “simple shapes”, as in the guidelines for residential roofs. However, the Design Manual also states that form consistency shall be a determining factor for design consideration, i.e., roof forms on any given street will be required to be “compatible” with roof forms on neighboring buildings. The sloped rooflines of Phase 1/Phase 2 would reflect common elements of design within both the LJSPD and neighborhood.

- **Street Environment:** The Design Manual states: “Reduce pavement width where possible to bring the street into a better scale relationship to the houses.” This principle would be adopted into Phase 1/Phase 2 with the design of the reconfigured La Jolla Scenic Drive. As recommended by the Design Manual, Phase 1/Phase 2 would provide the maximum street tree planting. The Design Manual states “design all curves, intersections and cul-de-sacs and their relationships to houses for the best visual effect.” The cul-de-sac along the west end of the east-west trending La Jolla Scenic Drive North would be vacated, thus providing a better visual effect.
- **Signs:** Other than secondary way-finding signs, the only signs envisioned by the proposed design are a ground sign integrated with the retaining wall at the corner of La Jolla Scenic Way and La Jolla Village Drive, and a wall sign identifying the building near the entrance. These signs would comply with the Design Manual and LDC.

Overall, Phase 1/Phase 2 would comply with the multiple components of the La Jolla Shores Design Manual. The buildings associated with Phase 1/Phase 2 would blend in with existing surrounding development—but would also present a varied architectural style—in conformance with the “unity with variety” principle of the Design Manual. Therefore, impacts would be less than significant.

Compatibility with Surrounding Land Uses

The project site is located near several types of land uses. Detached single-family residences, mostly one-story and built in the late 1950s, lie to the south, separated by La Jolla Scenic Drive North. West of the project site, across Torrey Pines Road, lies vacant land that is planned and permitted for institutional uses (owned by UCSD). To the north of the project site lies the six-lane La Jolla Village Drive, and to the north of it the La Jolla Playhouses and UCSD Campus. The Mandell-Weiss Theatre and Forum and Potiker Theatre are the UCSD structures closest to the project site. A two-story, attached, single-family development, built in the mid-1970s, lies across La Jolla Scenic Way to the east.

On a day to day basis, typical site activities would consist of small religious study groups, lectures, morning prayers, meetings, Jewish student leadership programs, student computer access, and general administrative activities. On occasion, such as the beginning of a semester, events would be hosted in the HCJL that could accommodate up to 50 people. . As discussed in Chapter 3, Project Description, the HCJL is intended as a space for learning, community-building, and spiritual counseling. Based on the size of the facility and the hours of operation, the activities would not result in significant direct or secondary environmental effects. The three buildings would conform to regulated height maximums and with existing heights in the surrounding area, and the central courtyard serves to minimize the scale of the total development footprint.

In addition to the on-site staff, students would be at the facility, mostly during daytime and evening hours; the HCJL would operate Monday–Friday, 9:00 A.M. TO 10:00 P.M. and as needed on weekends. As detailed in Section 4.2, 80 percent of those using the facilities would either walk or use a bicycle to access the site, thus limiting vehicular noise. The 20 percent of trips to the three buildings that would be taken by vehicles would be from La Jolla Scenic Way, thereby causing minimal nuisance to surrounding residential areas (see Section 4.2). Because the Phase 1/Phase 2 project has been designed to blend in with the single-family residential character, it would not generate large amounts of visitors except on rare occasions. Thus, the Phase 1/Phase 2 project would be compatible with surrounding land uses. Impacts would be less than significant.

b. Existing with Improvements

Because only minor modifications are proposed to the Cliffridge property, the Existing with Improvements option would not conflict with the applicable goals and objectives of the General Plan and La Jolla Community Plan. The Cliffridge property is not located on an environmentally sensitive area, coast/shoreline, or steep hillside; therefore, elements of the community plan and ordinance most relevant to the project are related to the residential character of the project site. The design and exterior of the property is compatible with adjacent residential units and would remain the same; thus, this option

would not conflict with the La Jolla Shores Design Manual. Because the Existing with Improvements option would not conflict with the environmental goals, objectives, and recommendations in the General Plan or the La Jolla Community Plan, no impact would result.

The Existing with Improvements option involves the permanent use of the Cliffridge property for the Hillel administrative offices for religious uses, which is an allowable use. Therefore, the Existing with Improvements option would be consistent with the zoning of the LJSPD.

Except for the requested deviation described above under Section 4.1.3 to accommodate all required parking on-site, the Existing with Improvements option would comply with all other applicable Municipal Code and development regulations. As discussed in Chapter 3, Project Description, the facility is intended as a space for learning, community-building, and spiritual counseling. Based on the existing size of the property, the activities would not result in significant direct or secondary environmental effects. Therefore, impacts would be less than significant.

4.1.4.2 Significance of Impacts

a. Phase 1/Phase 2

Implementation of Phase 1/Phase 2 would not result in a significant land use conflict as it would be consistent with the land use designation, goals, and policies for the applicable community plan, LJSPD ordinance, La Jolla Shores Design Manual, and development regulations. Based on the type of use which is permitted in this single-family zone and because it would also be compatible with surrounding land uses, no direct or secondary effects would result; therefore, impacts would be less than significant.

b. Existing with Improvements

Implementation of the Existing with Improvements option would not result in a significant land use conflict. The permanent use of the Cliffridge property by Hillel would be consistent with the land use designation, goals, and policies for the applicable community plan, LJSPD ordinance, and development regulations. Proposed improvements would bring the Cliffridge property up to compliance with the Municipal Code. Thus, the land use would be permitted in this single-family zone and also compatible with surrounding land uses. Therefore, no direct or secondary effects would result; impacts would be less than significant.

4.1.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements

No mitigation is required.

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4.2 Transportation/Circulation/Parking

The following traffic discussion is summarized from the Traffic Impact Analysis prepared by Linscott, Law & Greenspan Engineers (LLG). The complete technical report is included in Appendix B of this EIR, and is based on the City's Traffic Impact Study Manual.

4.2.1 Existing Conditions

4.2.1.1 Local Circulation System

The study area is shown in Figure 4.2-1 and was determined pursuant to City guidelines and staff consultation. As shown in Figure 4.2-1, the study area includes several major roadways and signalized and unsignalized intersections.

a. Street Segments

Brief descriptions of the roadways within the study area as shown in Figure 4.2-1 are provided below.

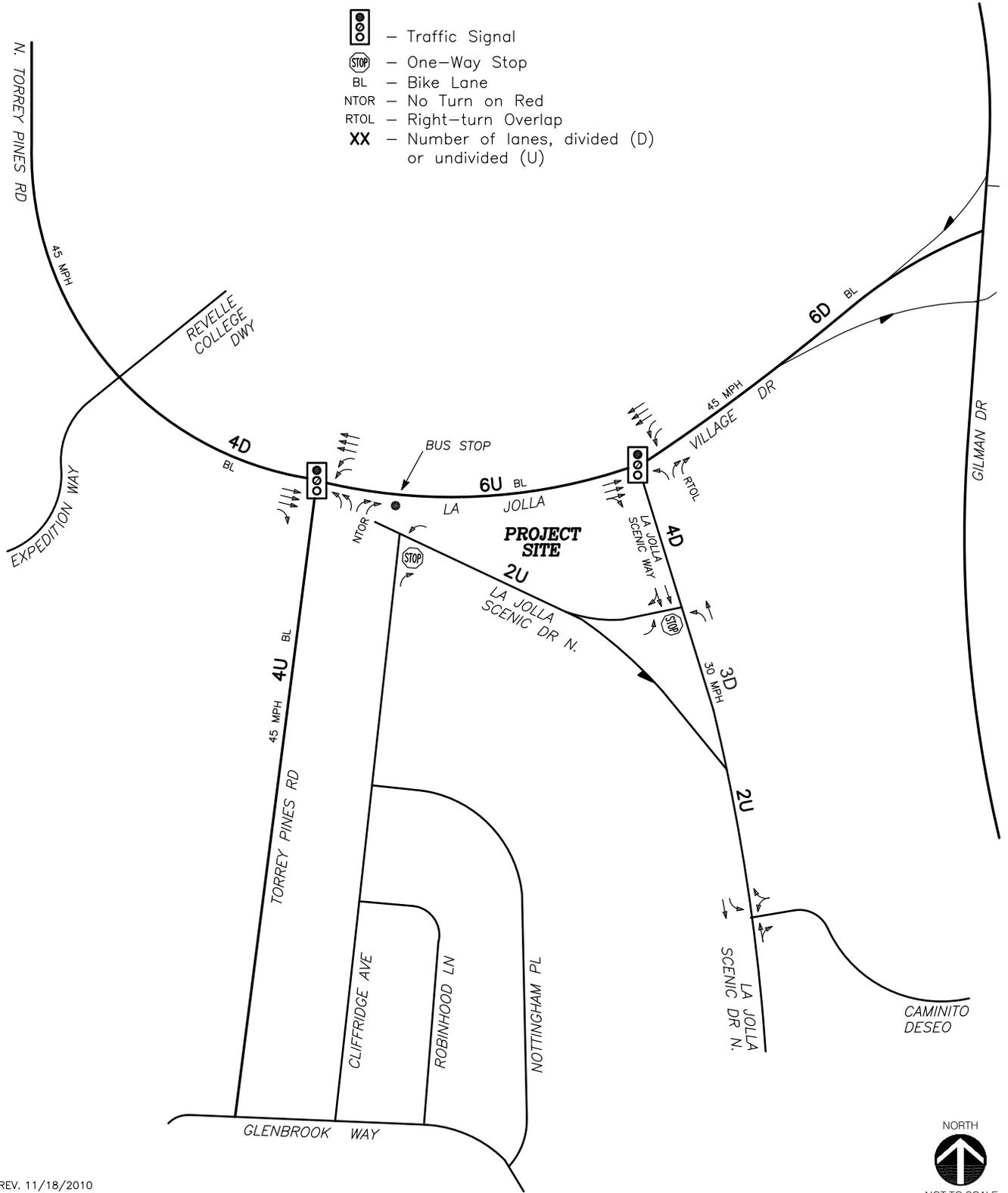
La Jolla Village Drive – La Jolla Village Drive is classified as a 6-Lane Primary Arterial from Torrey Pines Road to I-5 in the La Jolla Community Plan. It is currently built as a six-lane divided roadway from I-5 to La Jolla Scenic Way, a six-lane undivided roadway with a striped median from La Jolla Scenic Way to Torrey Pines Road, and a four-lane divided roadway northwest of Torrey Pines Road. The intersections of La Jolla Village Drive with both Torrey Pines Road and La Jolla Scenic Way are signalized and the intersection of La Jolla Village Drive with Gilman Drive is grade-separated. The posted speed limit is 45 miles per hour (mph).

La Jolla Scenic Way – La Jolla Scenic way is classified as a 2-Lane Collector in the La Jolla Community Plan. It is currently a four-lane divided roadway for approximately 250 feet between La Jolla Village Drive and La Jolla Scenic Drive North before it transitions into La Jolla Scenic Drive North. La Jolla Scenic Way will provide access to the project via a right-in/right-out driveway. The intersection of La Jolla Scenic Way and La Jolla Village Drive is signalized. The posted speed limit is 30 mph.

La Jolla Scenic Drive North – La Jolla Scenic Drive North is classified as a 2-Lane Collector in the La Jolla Community Plan. Along the southern frontage of the project site, it is a local roadway. It is currently striped as a three-lane roadway just south of La Jolla Scenic Way and then transitions to a two-lane roadway further south with a curb-to-curb

LEGEND

-  - Traffic Signal
-  - One-Way Stop
- BL - Bike Lane
- NTOR - No Turn on Red
- RTOL - Right-turn Overlap
- XX - Number of lanes, divided (D) or undivided (U)



REV. 11/18/2010
 N:\1948\FIGURES\LLG1948 FIG3-1.DWG

FIGURE 4.2-1
 Existing Conditions

width that varies between 75 feet and 85 feet. The intersection of La Jolla Scenic Drive North and La Jolla Scenic Way is unsignalized. The posted speed limit is 30 mph.

Torrey Pines Road – Torrey Pines Road is classified as a 4-Lane Major Street in the La Jolla Community Plan. It is currently a four-lane undivided roadway. The intersection of Torrey Pines Road and La Jolla Village Drive is signalized. The posted speed limit is 45 mph.

Cliffridge Avenue – Cliffridge Avenue is a two-lane undivided local roadway with no pavement markings or posted speed limit. The intersection of Cliffridge Avenue and La Jolla Scenic Drive North is unsignalized with a stop control on Cliffridge Avenue.

Existing Levels of Service

Figure 4.2-2 shows existing average daily traffic (ADT) volumes on street segments within the study area. Traffic volumes are based on daily roadway traffic counts conducted in February 2010 for the study area while UCSD and public schools were in session.

The levels of service (LOS) for these roadways are shown in Table 4.2-1 and were calculated based on the most recent City Roadway Classification Table for each roadway classification. LOS A through D are considered acceptable for urbanized areas where further improvement in LOS is not feasible or practical. As shown in Table 4.2-1, all study area street segments currently operate at acceptable LOS (i.e., LOS D or better) except for:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way (LOS E)
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS E)

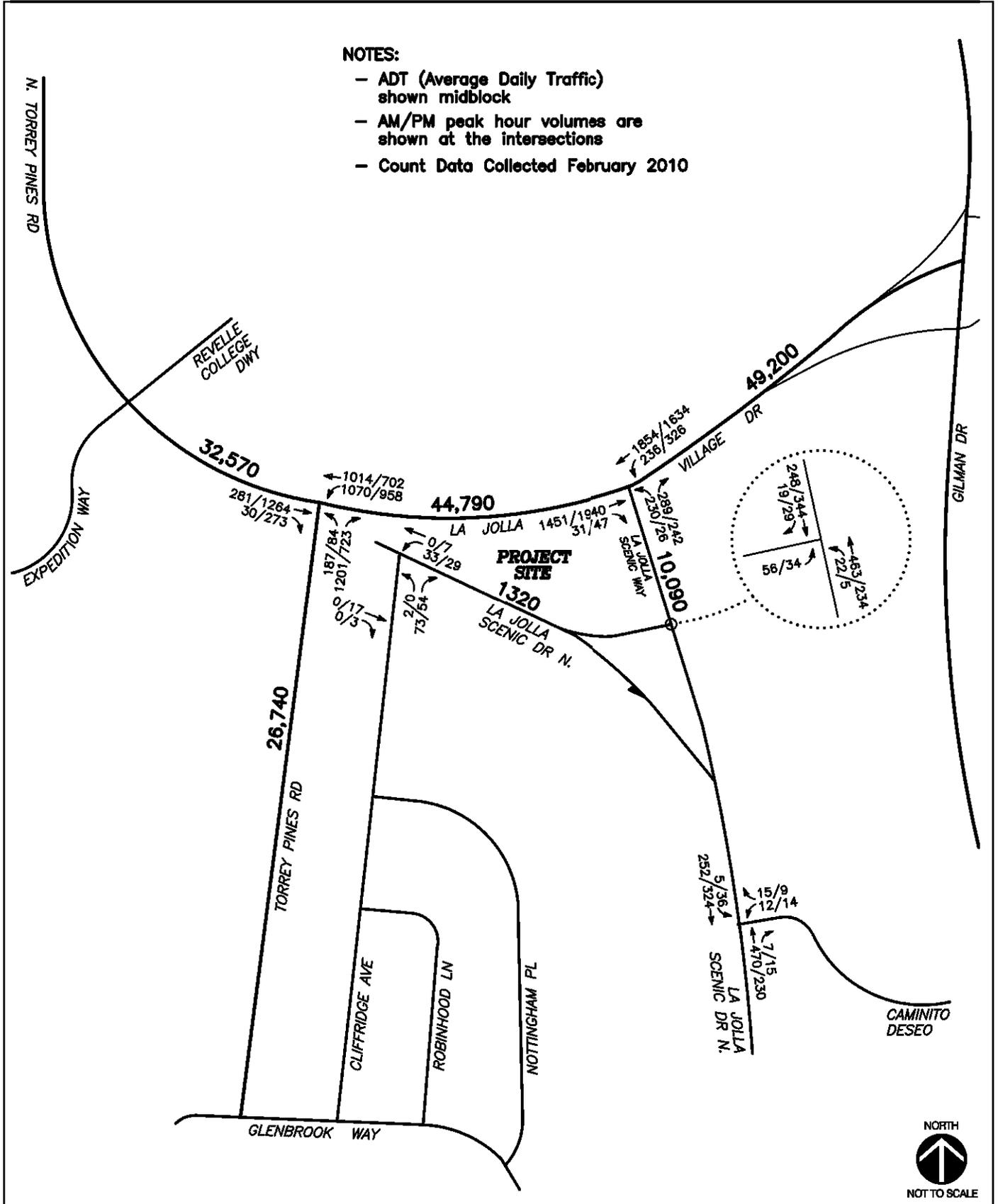


FIGURE 4.2-2
Existing Average Daily Traffic
and Peak Hour Volumes

**TABLE 4.2-1
EXISTING SEGMENT OPERATIONS**

| Segment | LOS E Capacity ^a | Volume ^b | LOS | V/C |
|---|-----------------------------|---------------------|---------------|-------|
| La Jolla Village Drive | | | | |
| Expedition Way to Torrey Pines Road | 40,000 | 32,570 | D | 0.814 |
| Torrey Pines Road to La Jolla Scenic Way | 45,000 | 44,790 | E | 0.995 |
| La Jolla Scenic Way to Gilman Drive | 60,000 | 49,200 | C | 0.820 |
| Torrey Pines Road | | | | |
| La Jolla Village Drive to Glenbrook Way | 30,000 | 26,740 | E | 0.891 |
| La Jolla Scenic Way | | | | |
| La Jolla Village Drive to La Jolla Scenic Drive North | 15,000 ^c | 10,090 | D | 0.673 |
| La Jolla Scenic Drive North | | | Better than C | |
| Cliffridge Avenue to La Jolla Scenic Way | 2,200 ^d | 1,320 | | N/A |

^a Capacities based on City Roadway Classification Table

^b ADT volumes

^c La Jolla Scenic Way has a curb-to-curb width varying between 75–85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.

^d Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was used.

b. Intersections

Figure 4.2-1 shows the locations, configurations, and controls of the five study area intersections, and Figure 4.2-2 shows their existing peak hour traffic volumes. Access to Phase 1/Phase 2 would be provided via a right-in/right-out driveway on La Jolla Scenic Way. Access to the Existing with Improvements option would be provided via a new driveway from the cul-de-sac at La Jolla Scenic Drive North.

Existing Levels of Service

For intersections, the LOS rating is a qualitative description that is reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay and LOS F indicates congested conditions with excessive delays and long back-ups.

Table 4.2-2 shows the existing study area intersections LOS for the A.M. and P.M. peak hours. These values were calculated using Highway Capacity Manual procedures. As indication, all study intersections currently operate at an acceptable LOS (LOS D or better).

**TABLE 4.2-2
EXISTING INTERSECTION OPERATIONS**

| No. | Intersection | Control Type | Peak Hour | Delay ^a | LOS ^b |
|-----|---|---------------------------|-----------|--------------------|------------------|
| 1 | La Jolla Village Drive/Torrey Pines Road | Signal | AM | 21.6 | C |
| | | | PM | 33.1 | C |
| 2 | La Jolla Village Drive/La Jolla Scenic Way | Signal | AM | 15.2 | B |
| | | | PM | 20.8 | C |
| 3 | La Jolla Scenic Drive North/Cliffridge Avenue | OWSC ^c | AM | 8.6 | A |
| | | | PM | 8.6 | A |
| 4 | La Jolla Scenic Way/La Jolla Scenic Drive North | OWSC | AM | 14.0 | B |
| | | | PM | 12.3 | B |
| 5 | La Jolla Scenic Drive North/Caminito Deseo | Uncontrolled ^d | AM | 13.7 | B |
| | | | PM | 12.7 | B |

^a Average delay expressed in seconds per vehicle

^b Level of Service

^c OWSC – One-Way Stop Controlled intersection. Minor street delay reported.

^d This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

4.2.1.2 Alternative Transportation

a. Existing Bicycle and Pedestrian Network

Based on field observations, there are currently Class II bicycle facilities provided along La Jolla Village Drive and Torrey Pines Road within the study area. However, no bicycle facilities are provided along La Jolla Scenic Way and La Jolla Scenic Drive. Based on field observations within the study area, the following pedestrian conditions are noted:

La Jolla Village Drive – Contiguous sidewalks are provided along the north and south sides of La Jolla Village Drive. The intersections of La Jolla Village drive at La Jolla Scenic Way and Torrey Pines Road provide controlled pedestrian crosswalks and are greatly utilized by UCSD patrons. Street crossing maneuvers are limited to two crosswalks at each three-legged intersection to reduce the potential for pedestrian/vehicular conflicts along this busy corridor and to most efficiently manage the signal timing.

A pedestrian pathway connects the UCSD campus to the La Jolla Village Drive/Torrey Pines Road intersection. This pathway is located in close proximity to the vacant site associated with Phase 1/Phase 2 and would provide a direct connection for pedestrians between campus and the project site.

Torrey Pines Road – Contiguous sidewalks are provided along the east and west sides of Torrey Pines Road.

La Jolla Scenic Way – A contiguous sidewalk is provided along the east side of La Jolla Scenic way; however, no sidewalk is provided along the westerly portion.

La Jolla Scenic Drive – South of the La Jolla Scenic Drive North/La Jolla Scenic Way intersection, contiguous sidewalks are provided continuously along both sides of the roadways.

La Jolla Scenic Drive North – A contiguous sidewalk is provided along the south side of La Jolla Scenic Drive North; however, no sidewalk is currently provided along the northerly portion.

UCSD Bicycle and Pedestrian Master Planning Study

In April 2012, UCSD published a Bicycle and Pedestrian Master Planning Study (BPMPs). This document was prepared to guide design and implementation of mobility infrastructure and programs as the campus population grows and facilities are planned and sited. According to the UCSD Survey of Pedestrian and Vehicle Traffic sourced in the BPMPs, winter 2011 data indicated that cyclists and pedestrians represent 2.8 percent and 8.0 percent of all persons entering UCSD, respectively, making their combined mode share 10.8 percent. According to the survey, the campus entrances with the largest number of cyclists and pedestrians are Torrey Pines Road, Gilman Drive, and La Jolla Shores Drive.

In addition to the collection of existing bike/pedestrian transportation mode data, a safety analysis was conducted. Data on all reported cyclist-vehicle and pedestrian-vehicle collisions within one mile of the UCSD campus between January 1, 2008 and December 31, 2010 was accessed from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). Within the period, one pedestrian collision was documented at the La Jolla Village Drive/Torrey Pines Road intersection, and two bicycle collisions were documented at the at the La Jolla Village Drive/La Jolla Scenic Drive North intersection, representing a relatively low occurrence of collisions.

An online opinion survey was prepared for the BPMPs and was completed by over 2,000 students, faculty, and staff. This information was used to augment the collision data, as respondents felt the SWITRS data underreported safety hazards around the campus. Respondents did not express safety concerns regarding the La Jolla Village Drive intersections with Torrey Pines Road and La Jolla Scenic Drive North.

b. Existing Transit Conditions

Based on a review of the most recent information on the San Diego Metropolitan Transit System website, the following transit conditions are noted.

Current local bus and express bus transit service is provided in the La Jolla Community via Routes 30, 41, 101, 921, and 150. A bus stop is located on the south side of La Jolla

Village Drive adjacent to the project site (that is proposed to remain with either the Phase 1/Phase 2 or the Existing with Improvements option). The UCSD campus has an on-site Campus Loop Shuttle system that runs weekdays from 7:00 A.M. to midnight and weekends from 9:00 A.M. to 8:00 P.M. Frequencies of pick-ups vary by the hour of the day, and range between 10 minutes to 20 minutes. The UCSD Loop shuttles also extend further out from campus and operate as the City, Coaster, East/Regents, Hillcrest/Campus, Mesa Housing, Sanford Consortium, and Scripps Institute of Oceanography shuttles.

In addition, shuttle service is provided to connect the University Town Center (UTC) Transit Center to UCSD via the Metropolitan Transit System SuperLoop on Routes 201 and 202 that runs an average of every 10 minutes during peak hours and 15 minutes during non-peak hours (between 9:00 A.M. and 3:00 P.M. and in the evening). Transfer service is available from the UTC Transit Center to additional transit routes serving the greater San Diego area.

4.2.2 Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, impacts related to transportation, circulation, and parking would be significant if the project would:

- Result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Result in an increased demand for off-site parking or substantially affect the availability of existing parking in an adjacent residential area, including the availability of public parking; and/or
- Result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to a proposed non-standard design feature.

Specifically, direct, near-term, and long-term cumulative impacts related to traffic circulation would be significant if:

- Any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in Table 4.2-3.
- A project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway).

- A project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, and would not properly align with other existing or planned roadways.
- A project would result in a substantial restriction in access to publicly or privately owned land.

**TABLE 4.2-3
CITY OF SAN DIEGO TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS**

| LOS with Project ² | Allowable Change Due to Project Impact ¹ | | | | | |
|--|---|-------------|------------------|-------------|-----------------|----------------------------|
| | Freeways | | Roadway Segments | | Intersections | Ramp Metering ³ |
| | V/C | Speed (mph) | V/C | Speed (mph) | Delay (seconds) | Delay (minutes) |
| 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 |

¹ If a 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 project becomes unacceptable (see note b), 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

² 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.

³ The allowable increase in delay at a ramp meter with more than 15 minutes of delay and freeway LOS E is 2 minutes and at LOS F is 1 minute.

4.2.3 Issue 1: Local Street System

Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

4.2.3.1 Impacts

a. Phase 1/Phase 2

Project Traffic

Project Trip Generation

There are no local or national established trip generation rates for a facility such as this project. Under such circumstances, the City and industry standard is to conduct a site-specific trip generation study. In addition, historical site-specific data from the existing Hillel center (both the Cliffridge property and the existing on-campus space) indicate

many current patrons walk from UCSD to attend the programs held at the Cliffridge property. Therefore, surveys were conducted by the applicant to determine the number of patrons who would walk to the site instead of drive: one among the students who currently attend Hillel-related activities at the UCSD campus, one at the existing University of California, Los Angeles (UCLA) Hillel facility, and one at the University of California, Santa Barbara (UCSB) Hillel center. Due to these facilities being situated in such close proximity to campus as the project (directly adjacent to campus), they are good candidates from which to collect trip generation data. In addition, to determine appropriate parking generation rates, surveys were also conducted at UCSD, UCLA, UCSB, and California State University, Northridge (CSUN).

UCSD: The existing Hillel center occupies the Cliffridge property and utilizes multipurpose space on the UCSD campus (location of on-campus events differ based on availability). A historical monthly program guide was provided by the applicant indicating the dates and times of the social events. Shabbat services typically held on Friday evenings are held on campus at the UCSD International Center, and are therefore not included in the trip generation results. The UCSD survey collected responses from 115 students. The results of this survey found that approximately 80 percent of the students stated that they would walk to the Hillel facility at its proposed location. Of the 20 percent that suggested they would drive to the facility, just over half of those students responded that they would carpool.

UCLA: The UCLA Hillel facility is located approximately the same distance from the university campus as the Phase 1/Phase 2 project. The survey and parking demand count conducted in March 2010 was conducted over the course of one week with a sample size of 40 to 50 students depending on the day data was collected. Data was collected on program attendance, mode of transportation to the site, and parking occupancy counts. The results of the data collected show that on average about 33 students occupied the center at one time. Of those students, 93 percent of the students attending Hillel programs walked to the existing facility while 7 percent drove. Of the students driving to the site, 100 percent of those trips were carpool trips.

The UCLA Hillel currently provides 13 parking spaces; however, they are primarily reserved for the 13-14 staff members that may be on-site at any given time. The results of the parking occupancy counts show a general correlation to the number of staff on-site and the number of spaces occupied. For example, when 12 staff are on-site at the facility, 12 parking spaces were counted as occupied, indicating that the facility has an adequate parking supply. Due to the student carpool, only one student vehicle was parked at the site.

UCSB: The UCSB Hillel is located just off campus (approximately two to three blocks) in the Isla Vista community, which is predominately a student housing area. The UCSB Hillel Student Center is approximately 10,000 square feet. The program log offered at this location is also similar to the UCSD Hillel with the exception of Friday night Shabbat

services, which are held on-site. Data collection similar to the UCLA survey was conducted at this location over the course of one week during October 2010. The UCSB survey had a sample size of a maximum of 40 students depending on the day data was collected. The results of the survey show that on average about 34 students occupied the center at one time. Of those 34 students, 84 percent walked to the existing facility while 16 percent drove. Carpool data was not obtained for the approximately six students driving to the site.

The UCSB Hillel currently provides 28 parking spaces open to staff, visitors, and students. Assuming all six staff members are parked on-site at the same time as the six estimated student drivers, adequate parking exists at the facility. A parking occupancy count survey was conducted at this facility and the results show that, at most, 20 cars were counted in the provided parking lot, and adequate parking is available to serve the UCSB Hillel Student Center.

Based on information provided by the applicant, it is expected that with Phase 1/Phase 2, a typical Hillel program would draw between 10 and 30 students and, at most, 50 patrons to the site. However, for the purpose of being conservative in the trip generation assumptions for this report, a maximum of 100 persons were assumed to arrive at the project site during the peak timeframe of programs and events at the facility, which would be expected to occur midday between 10:00 A.M.–2:00 P.M. An additional 100 ins and 100 outs were spread throughout the remaining off-peak hours based on the expected attendance data from the UCSD and UCLA surveys, for a total of 200 patrons throughout the daily hours of operations.

A historical monthly program guide was provided by the applicant indicating the dates and times of the social events to be held at the proposed facility. The hours of operations proposed are between 9:00 A.M. and 10:00 P.M. Monday through Friday. Shabbat services typically held on Friday evenings would continue to be held on campus at their current location, the UCSD International Center, and are therefore not included in the trip generation assumptions. Typical site activities would consist of small study groups, lectures, meetings, student computer access, and general administrative activities, the majority of which do not occur during the typical A.M. and P.M. peak hours (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). As previously mentioned, all events are proposed to take place at the new facility except for the Shabbat services, which will continue to be held at the UCSD International Center.

As previously mentioned, many users of the facility would come from UCSD, just north of the current Hillel Facility along La Jolla Village Drive. It is also expected that many patrons of the facility would walk from UCSD to attend the programs held at the site. Surveys were conducted at UCSD, UCLA, and UCSB to estimate the percent of patrons who would walk to Hillel sites from campus centers. The results of the three surveys show that the majority of users of the facility currently walk or are expected to walk from their origin to their destination at the Phase 1/Phase 2 site. The three surveys estimated

that 87 percent of students currently walk or would walk to reach the facility. Based on the surveys and as a conservative measure, it was assumed that 80 percent of patrons would walk to the site and 20 percent would drive. Of those 20 percent driving to the site, it was assumed the average vehicle occupancy would be two persons per vehicle, based on the survey data collected for UCLA and UCSD. Currently, four staff members work the existing Hillel Center operations. Based on information provided by the applicant, seven staff members would service the proposed facility. For purposes of calculating the trips generated by Hillel staff, it was assumed all seven staff members would drive in individual vehicles to the site.

Table 4.2-4 presents a daily breakdown of student and staff activity on a typical weekday based on a midday arrival of 100 students and arrival and departure patterns derived from the events/program log provided by the applicant. As shown in Table 4.2-4, the project is estimated to generate approximately 58 daily trips with an A.M. peak hour of seven vehicles and a P.M. peak hour of eight vehicles.

Figure 4.2-3 shows the expected Phase 1/Phase 2 traffic distribution. Figure 4.2-4 shows the Phase 1/Phase 2-only ADT and peak hour volumes.

Phase 2 Access

Access to the vacant site associated with Phase 2 would be provided by a right-in/right-out driveway on La Jolla Scenic Way. Outbound traffic oriented to La Jolla Village Drive would need to make a southbound to northbound U-turn at the intersection of La Jolla Scenic Drive North and Caminito Deseo to reach their destination. Therefore, this intersection was specifically analyzed in this study. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design turning radius for standard passenger vehicles. Based on the field visit under existing roadway conditions, it was observed that more than 40 feet of internal turning radius is available and signage is provided to permit U-turns. Therefore, a U-turn is feasible at this intersection. In addition, Phase 1/Phase 2 would be conditioned to install a stop sign on the Caminito Deseo approach to this intersection.

Existing Plus Phase 1/Phase 2 Impacts

An “existing plus project” analysis has been provided for the Phase 1/Phase 2 traffic in response to the recent case of *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010). To summarize, this case requires that traffic studies include an “existing plus project” analysis (i.e., if the project were implemented in the present condition), without assuming either additional cumulative projects or additional road improvements in the baseline condition.

**TABLE 4.2-4
PHASE 1/PHASE 2 TRIP GENERATION TABLE:
80 PERCENT WALK/20 PERCENT DRIVE SCENARIO**

| Time of Day | Person Trips (Walk/Bike or Drive) ^a | | | | Mode of Travel | | | | | | Total Drive Trips | | |
|--------------------|---|------------|----------|----------|------------------------------|-----------------------|--------------------------|-----------|----------|----------|-------------------|-----------|-----------|
| | Students | | Staff | | Walk/Bike Trips ^b | | Drive Trips ^e | | | | | | |
| | In | Out | In | Out | Students | Students ^c | Staff ^{d,e} | | In | Out | Total | | |
| | | | | | In | Out | In | Out | In | Out | | | |
| 8:00 – 9:00 A.M. | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | |
| 9:00 – 10:00 A.M. | 10 | 5 | 0 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 10:00 – 11:00 A.M. | 40 | 5 | 0 | 0 | 32 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | |
| 11:00 – NOON | 30 | 10 | 0 | 0 | 24 | 8 | 3 | 1 | 0 | 0 | 0 | 4 | |
| NOON – 1:00 P.M. | 20 | 30 | 2 | 2 | 16 | 24 | 2 | 3 | 2 | 2 | 4 | 9 | |
| 1:00 – 2:00 P.M. | 10 | 30 | 0 | 0 | 8 | 24 | 1 | 3 | 0 | 0 | 1 | 4 | |
| 2:00 – 3:00 P.M. | 20 | 20 | 0 | 0 | 16 | 16 | 2 | 2 | 0 | 0 | 2 | 4 | |
| 3:00 – 4:00 P.M. | 10 | 10 | 0 | 0 | 8 | 8 | 1 | 1 | 0 | 0 | 1 | 2 | |
| 4:00 – 5:00 P.M. | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 – 6:00 P.M. | 10 | 20 | 0 | 5 | 8 | 16 | 1 | 2 | 0 | 5 | 1 | 8 | |
| 6:00 – 7:00 P.M. | 30 | 5 | 0 | 0 | 24 | 4 | 3 | 1 | 0 | 0 | 3 | 4 | |
| 7:00 – 8:00 P.M. | 10 | 25 | 0 | 0 | 8 | 20 | 1 | 3 | 0 | 0 | 1 | 4 | |
| 8:00 – 9:00 P.M. | 5 | 30 | 0 | 2 | 4 | 24 | 1 | 3 | 0 | 2 | 1 | 6 | |
| 9:00 – 10:00 P.M. | 0 | 10 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Total | 200 | 200 | 9 | 9 | 160 | 160 | 20 | 20 | 9 | 9 | 29 | 29 | 58 |

- a. Number of persons coming into and out of the site, not accounting for mode of access (note: 100 students assumed to arrive at the facility between 10 AM and 2 PM on a busy day with 100 additional off-peak ins and outs throughout the remainder of the day).
- b. Number of students coming into and out of the site either by walk or bike.
- c. Assumes a student vehicle occupancy rate of two (2) persons per vehicle based on UCSD and UCLA survey data collected.
- d. All 7 staff members were assumed to drive alone to the facility.
- e. Assumes staff members enter and leave the site during the noon to 1:00 PM lunch hour.

Shading represent highest project traffic during the peak hours of 7-9 AM and 4-6 PM.

The peak hours for adjacent street traffic occur between 8–9 AM and 5–6 PM based on counts on La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Drive, over a 24-hour period, as shown in Appendix A of the Traffic Impact Analysis.

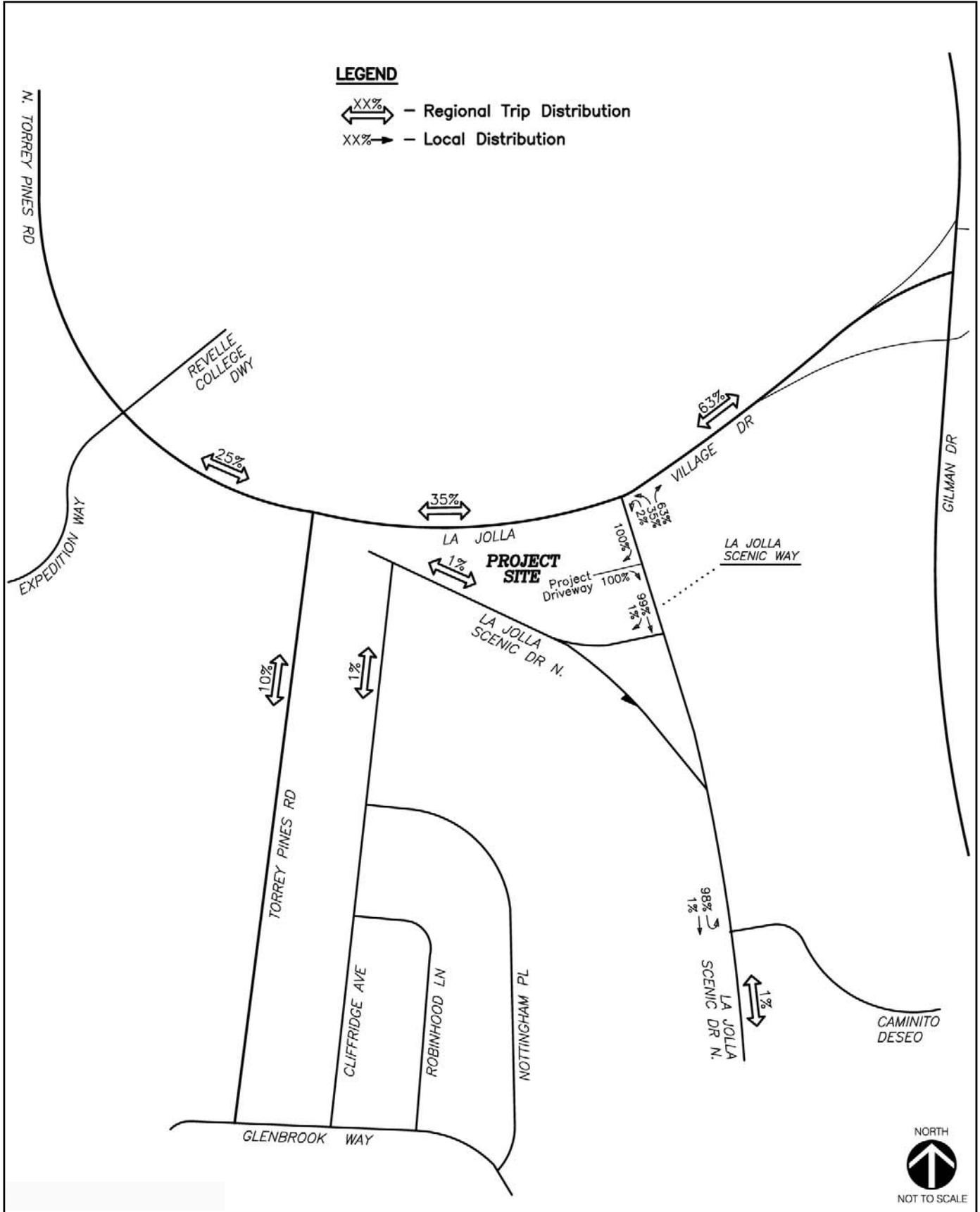


FIGURE 4.2-3

Vehicular Traffic Distribution for Phase 1/Phase 2

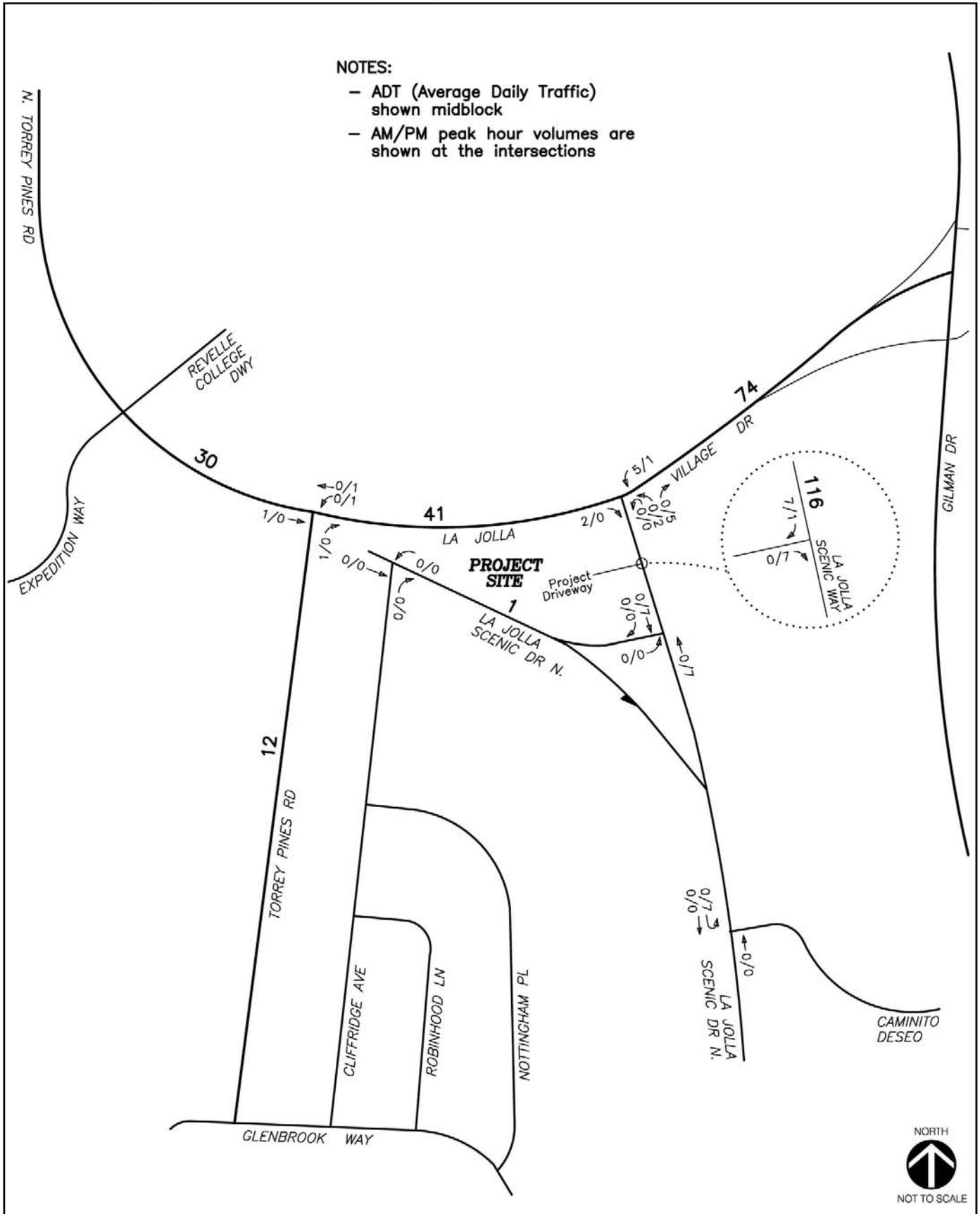


FIGURE 4.2-4
Phase 1/Phase 2 Traffic Volumes

Street Segments

Figure 4.2-5 shows the existing plus Phase 1/Phase 2 ADT volumes. Table 4.2-5 summarizes the segment operations in the study area for the existing plus Phase 1/Phase 2 condition. As seen in Table 4.2-5, the following study area segments are calculated to operate at LOS E or F with the addition of Phase 1/Phase 2 traffic:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

The volume to capacity (V/C) increase due to the project at these two street segments would not exceed the 0.02 threshold. Therefore, no significant impacts were identified.

Intersections

Since many students currently walk to/from the UCSD campus utilizing the intersections of La Jolla Village Drive / Torrey Pines Road and La Jolla Village Drive / La Jolla Scenic Way, the number of pedestrians collected in the peak hour intersection count data were included in the peak hour analysis.

Table 4.2-6 summarizes the peak-hour intersection operations for the existing plus project condition. As seen in Table 4.2-6, all key signalized intersections are calculated to operate at LOS C or better conditions with the addition of project traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions. Since all intersections are calculated to continue to operate at an acceptable LOS C or better with the addition of the project, no significant impacts were identified.

Near-term (Direct) Impacts

The City requires other reasonably foreseeable projects in the nearby area to be included in the near-term analysis in order to account for projects that could be reasonably expected to be open and operating by the project's expected opening day in Year 2015 (but after existing counts were taken in February 2010). A near-term analysis was conducted to determine impacts that would occur when the project becomes operational. As such, the analysis takes into account traffic from any projects anticipated to be operational in the same timeframe as the project. It should be noted that cumulative projects expected in the near-term condition were also included in the Year 2030 long-term conditions. Development projects in the nearby area were included in the near-term traffic volume forecast:

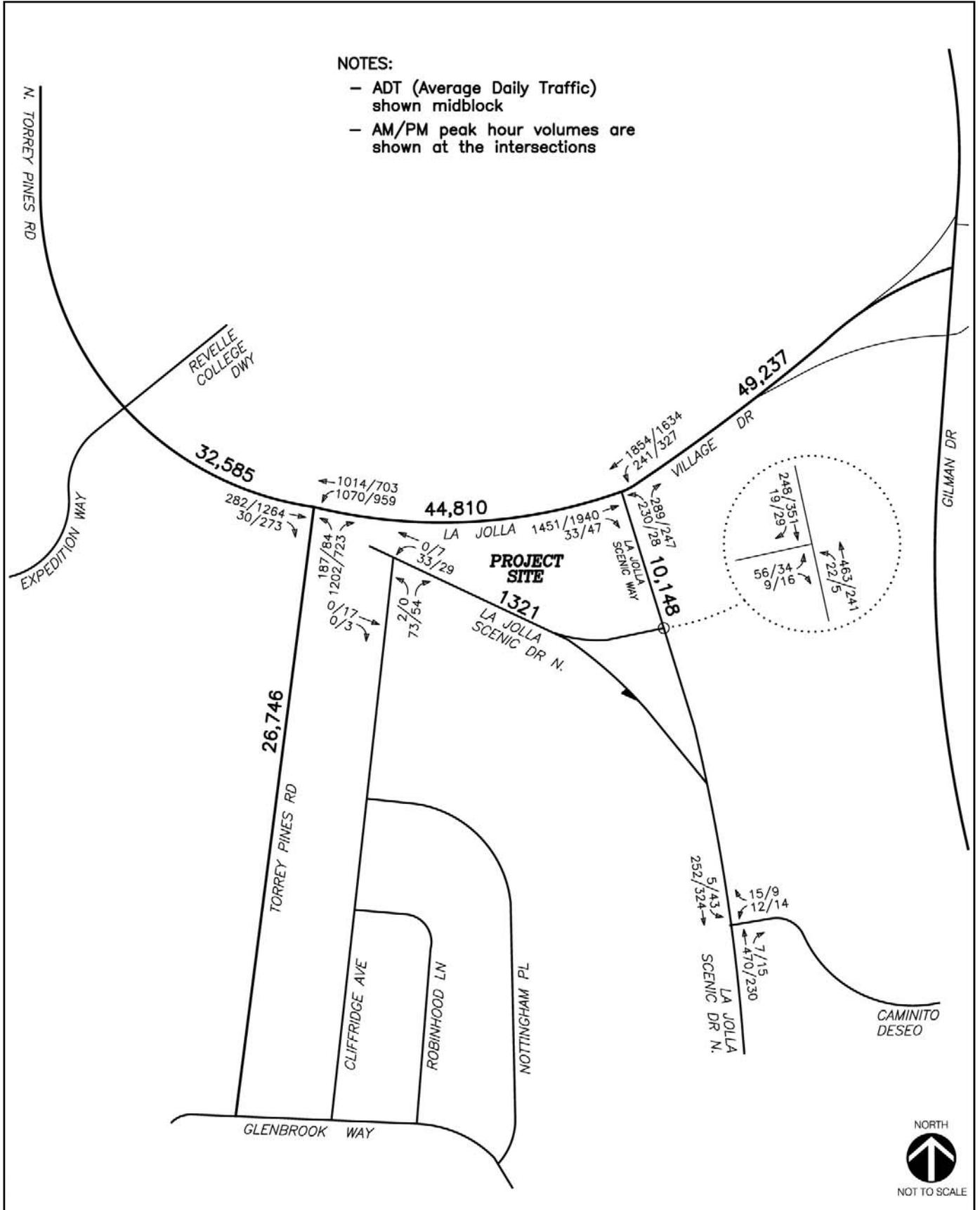


FIGURE 4.2-5

Existing Plus Phase 1/Phase 2 Traffic Volumes

**TABLE 4.2-5
EXISTING PLUS PHASE 1/PHASE 2 SEGMENT OPERATIONS**

| Street Segment | Functional Classification | LOS E Capacity ^a | Existing | | | Existing + Project | | | Δ V/C ^e | Impact Type |
|---|---------------------------|-----------------------------|------------------|------------------|------------------|--------------------|-----|-------|--------------------|-------------|
| | | | ADT ^b | LOS ^c | V/C ^d | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| Expedition Way to Torrey Pines Road | 4-Ln Major Arterial | 40,000 | 32,570 | D | 0.814 | 32,585 | D | 0.815 | 0.001 | None |
| Torrey Pines Road to La Jolla Scenic Way | 6-Ln Major Arterial | 45,000 ^h | 44,790 | E | 0.995 | 44,810 | E | 0.996 | 0.001 | None |
| La Jolla Scenic Way to Gilman Drive | 6-Ln Prime Arterial | 60,000 | 49,200 | C | 0.820 | 49,237 | C | 0.821 | 0.001 | None |
| Torrey Pines Road | | | | | | | | | | |
| La Jolla Village Drive to Glenbrook Way | 4-Ln Collector | 30,000 | 26,740 | E | 0.891 | 26,746 | E | 0.892 | 0.001 | None |
| La Jolla Scenic Way | | | | | | | | | | |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln Collector | 15,000 ^f | 10,090 | D | 0.673 | 10,148 | D | 0.677 | 0.004 | None |
| La Jolla Scenic Drive North | | | | | | | | | | |
| Cliffridge Avenue to La Jolla Scenic Way | Sub-Collector | 2,200 ^g | 1,320 | ≥ C | N/A | 1,321 | ≥ C | N/A | N/A | None |

Footnotes:

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Increase in V/C due to project.
- f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

**TABLE 4.2-6
EXISTING PLUS PHASE 1/PHASE 2 INTERSECTION OPERATIONS**

| Intersection | Control Type | Peak Hour | Existing | | Existing Plus Phase 1/Phase 2 | | Δ Delay ^c | Impact Type |
|--|---------------------------|-----------|--------------------|------------------|-------------------------------|-----|-----------------------------|-------------|
| | | | Delay ^a | LOS ^b | Delay | LOS | | |
| 1. La Jolla Village Drive/ Torrey Pines Road | Signal | AM | 21.6 | C | 21.6 | C | 0.0 | None |
| | | PM | 33.1 | C | 33.1 | C | 0.0 | None |
| 2. La Jolla Village Drive/ La Jolla Scenic Way | Signal | AM | 15.2 | B | 15.3 | B | 0.1 | None |
| | | PM | 20.8 | C | 21.0 | C | 0.2 | None |
| 3. La Jolla Scenic Drive North/ Cliffridge Way | OWSC ^d | AM | 8.6 | A | 8.6 | A | 0.0 | None |
| | | PM | 8.6 | A | 8.6 | A | 0.0 | None |
| 4. La Jolla Scenic Way/ La Jolla Scenic Drive North | OWSC | AM | 14.0 | B | 14.0 | B | 0.0 | None |
| | | PM | 12.3 | B | 12.4 | B | 0.1 | None |
| 5. La Jolla Scenic Drive North/ Caminito Deseo | Uncontrolled ^e | AM | 13.7 | B | 13.7 | B | 0.0 | None |
| | | PM | 12.7 | B | 12.8 | A | 0.1 | None |

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Increase in delay due to project.
- d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

1. Southwest Fisheries is bound by La Jolla Shores Drive on the west, north, and east sides and Shellback Way on the south, within the UCSD campus in the City of San Diego. The existing site lies along the west side of La Jolla Shores Drive and just north of the Biological Grade Driveway. The project proposes to demolish two (approximately 40,000 square feet) of the four existing structures on the west side of La Jolla Shores Drive and replace them with a new 124,000-square-foot research and development building on the east side of La Jolla Shores Drive, a net increase of 84,000 square feet. The “net” project is calculated to generate 672 ADT, while the “gross” project would generate approximately 992 ADT. This project is approved, but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition. .
2. Scripps Hospital CUP III Expansion project involves the demolition, renovation, and construction of new hospital and medical offices at the existing Scripps Memorial Hospital campus site within the University Community Plan Area. Year 2015 (near-term) project trip generation for this project is 3,097 ADT. This project is approved. Therefore, traffic generated by this cumulative project was included in the near-term condition.
3. Salk Institute for Biological Studies is calculated to generate 1,682 ADT. This project is approved, but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
4. UCSD Long-Range Development Plan (LRDP) includes on-campus projects: East Campus developments such as the Clinical and Technical Research Institute, East Campus Bed Tower, the Sulpizio Cardiovascular Center, and the East Campus Office Building. Based upon discussion with UCSD, it was determined that several potential near-term projects could be constructed and occupied by the time the proposed project comes online in 2015. On the West Campus, UCSD anticipates development of additional on-campus housing units by 2015–2016, although these are anticipated to benefit overall traffic by reducing the amount of non-resident (commuter) students who would otherwise constitute trips on the system. The following are the traffic volumes anticipated to be generated by these projects in the near-term condition:
 - a. Clinical and Technical Research Institute is located on the UCSD East Campus Medical Center in the Health Sciences Neighborhood. The project proposes construction of a 360,000-gross-square-foot building. The project trip generation for 360,000 square feet of research and development is 2,880 ADT.

- b. East Campus Bed Tower proposes to expand the existing Thornton Hospital by adding a bed tower with up to 245 beds. The project trip generation assuming a 245-bed development is 4,900 ADT.
 - c. Sulpizio Cardiovascular Center opened in 2011 after completion of construction to develop a 125,000-square-foot dedicated cardiovascular patient center. This project generates approximately 823 ADT.
 - d. East Campus Office Building is currently under construction and would generate approximately 457 ADT.
5. Venter Institute is located at the southwest corner of the intersection of La Jolla Village Drive and Torrey Pines Road as part of the UCSD campus. The Venter Institute is a 45,000-square-foot scientific research and development center located on Parcel 4 of the Scripps Upper Mesa neighborhood within the Scripps Institute of Oceanography. The Venter Institute has revised the site plan to only provide access to Expedition Way (full access driveway). Access to Torrey Pines Road would be eliminated. The cumulative analysis in this report assumes the trip assignment associated with the full access on Expedition Way. This project is approved, and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.
 6. La Jolla Medical Building is a redevelopment of the El Torito restaurant located at 8910 La Jolla Village Drive. The project proposes to construct approximately 15,000 square feet of medical office space. The project is estimated to generate approximately 300 ADT. This project is currently under review. Thus, traffic generated by this cumulative project was included in the near-term condition.
 7. La Jolla Crossroads II proposes to construct 309 multi-family residences at 9015 Judicial Drive in the community of University City. The project is estimated to generate approximately 1,854 ADT. This project is approved, but not yet under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.
 8. Nexus Center is located adjacent to the La Jolla Crossroads project on Judicial Drive and proposes to construct approximately 191,000 square feet of research and development/office space. The project is estimated to generate approximately 1,915 ADT. This project is approved, and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.
 9. Palazzo Condominiums proposes to construct approximately 30 multi-family residences at 2402 N. Torrey Pines Road. The project is estimated to generate approximately 180 ADT. This project is approved, and is currently under

construction. Therefore, traffic generated by this cumulative project was included in the near-term condition.

10. La Jolla Centre III proposes to construct approximately 278,800 square feet of commercial office space and is located near the intersections of Judicial Drive, Executive Drive, and Town Centre Drive in the community of University City. The project is estimated to generate approximately 4,162 ADT, with 487 inbound/ 54 outbound trips during the A.M. peak hour, and 117 inbound/466 outbound trips during the P.M. peak hour. This project is approved, but not yet under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.
11. Monte Verde proposes to construct approximately 560 multi-family residences and is located near the intersections of La Jolla Village Drive, Regents Road, and Campus Point Drive in the community of University City. The project is estimated to generate approximately 3,360 ADT. This project is approved, but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
12. Scripps Green Hospital proposes to construct approximately 39,024 square feet of hospital land use located on Genesee Avenue north of N. Torrey Pines Road. The project is estimated to generate approximately 780 ADT. This project is approved, but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
13. 9339 Genesee Executive Plaza proposes to convert approximately 22,500 square feet of existing standard commercial office space to medical office space located at 9339 Genesee Avenue in the community of University City. The project is estimated to generate approximately 971 ADT. This project is approved, but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
14. Torrey Pines Glider Port Expansion proposes to expand the operations of the existing City Park (glider port) located at 2800 Torrey Pines Scenic Drive in the community of La Jolla. The project is estimated to generate approximately 180 ADT. This project is approved, but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
15. UTC Revitalization Project is a Master Development Plan with variable development programs that can respond to changing market conditions and desire of the community of University City. The original project proposed up to 750,000 square feet of retail and 250 dwelling units with several alternative project scenarios based on a trip generation equivalency. The intent of the Master Development Plan is to allow flexibility in the development program while

ensuring the alternative project scenarios have been addressed by the analysis of the original project. At a maximum, the project is estimated to generate approximately 21,900 ADT. This project is approved, is partially completed and open, and is currently under construction. Therefore, the completed portion of traffic generated by this cumulative project (assumed 50 percent) was included in the near-term condition.

16. La Jolla Commons III Community Plan Amendment (CPA) proposes land use changes to the current plan for a mixed-use development of a 450,000–square-foot mid-rise office building, a 25-story residential tower with 120 units, a 325-room hotel, other general office development (mainly for scientific research), and open space. The amendment would eliminate the residential uses to increase the Development Intensity Element of the University Community Plan designating this portion of the site to develop as office use, a hotel, or a mix of hotel and office use. The project is bound by Executive Drive, La Jolla Village Drive, and Judicial Drive. One mid-rise office building tower of the project is completed and partially occupied. This project would be expected to generate 10,319 ADT. This project is approved, with the exception of the proposed changes to eliminate the residential uses in the CPA. It would not be expected that traffic generated by this CPA would be on the study area street system by the opening of the proposed project in Year 2015. Therefore, no cumulative project traffic was included in the near-term condition.

Near-term without Phase 1/Phase 2

Street Segments

Figure 4.2-6 shows the near-term ADT volumes (those from the approved/pending projects added to existing ADT volumes). Table 4.2-7 shows the street segment LOS for the existing plus near-term traffic scenario. Under the near-term without project scenario (left half of table), the following segments are calculated to operate at LOS E or F without the project:

- La Jolla Village Drive between Torrey Pines Road to La Jolla Scenic Way (LOS F)
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS E)

Intersections

The left half of Table 4.2-8 shows the A.M. and P.M. peak hour intersection LOS for near-term without Phase 1/Phase 2. As shown, all key signalized intersections are calculated to operate at LOS D or better with the addition of cumulative projects' traffic. These existing intersections would be maintained in their current configuration with

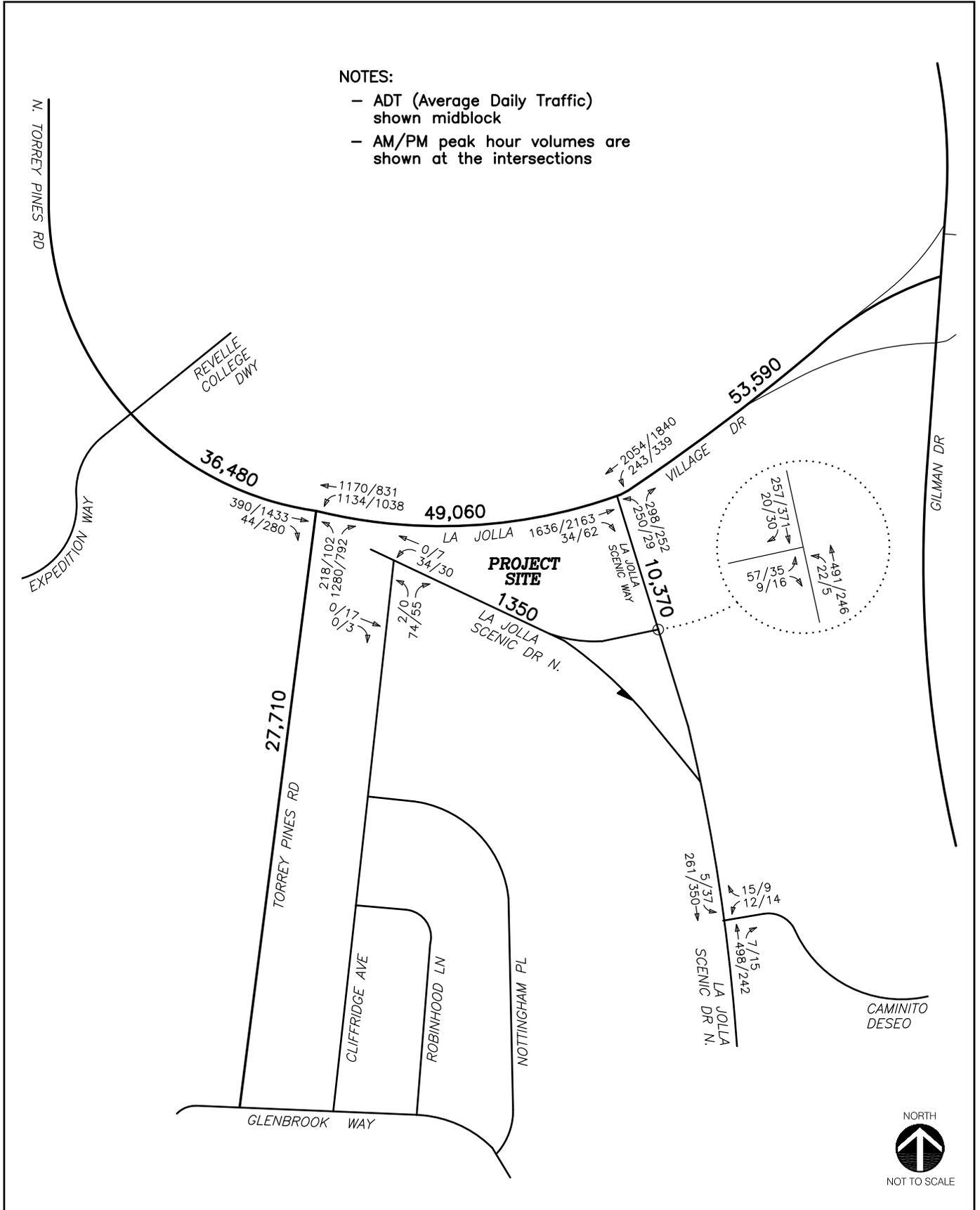


FIGURE 4.2-6

Near-term Traffic Volumes without Phase 1/Phase 2

**TABLE 4.2-7
NEAR-TERM SEGMENT OPERATIONS**

| Segment | Functional Classification | LOS E Capacity ^a | Existing Plus Near-term Projects | | | Near-term With Phase 1/Phase 2 | | | Δ V/C ^e | Impact Type |
|---|----------------------------|-----------------------------|----------------------------------|------------------|------------------|--------------------------------|-----|-------|--------------------|-------------|
| | | | ADT ^b | LOS ^c | V/C ^d | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| Expedition Way to Torrey Pines Road | 4-Lane Major Arterial | 40,000 | 36,680 | E | 0.917 | 36,695 | E | 0.917 | 0.000 | None |
| Torrey Pines Road to La Jolla Scenic Way | 6-Lane Major Arterial | 45,000 ^h | 49,060 | F | 1.090 | 49,080 | F | 1.091 | 0.000 | None |
| La Jolla Scenic Way to Gilman Drive | 6-Lane Prime Arterial | 60,000 | 53,580 | D | 0.893 | 53,617 | D | 0.894 | 0.001 | None |
| Torrey Pines Road | | | | | | | | | | |
| La Jolla Village Drive to Glenbrook Way | 4-Lane Collector | 30,000 | 27,440 | E | 0.915 | 27,446 | E | 0.915 | 0.000 | None |
| La Jolla Scenic Way | | | | | | | | | | |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Lane Collector | 15,000 ^f | 10,380 | D | 0.692 | 10,438 | D | 0.696 | 0.004 | None |
| La Jolla Scenic Drive North | | | | | | | | | | |
| Cliffridge Avenue to La Jolla Scenic Way | Sub-Collector ^f | 2,200 ^g | 1,350 | > C | N/A | 1,351 | > C | N/A | N/A | None |

^a City of San Diego Roadway Capacity Standards

^b Average Daily Traffic Volumes

^c Level of Service

^d Volume to Capacity ratio

^e Increase in V/C due to project

^f La Jolla Scenic Way has a curb-to-curb width varying between 75–85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.

^g Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was used.

^h La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used

**TABLE 4.2-8
NEAR-TERM INTERSECTION OPERATIONS**

| No. | Intersection | Control Type | Peak Hour | Near-term Projects | | Near-term with Phase 1/Phase 2 | | Δ Delay ^c | Impact Type |
|-----|---|---------------------------|-----------|--------------------|------------------|--------------------------------|-----|-----------------------------|-------------|
| | | | | Delay ^a | LOS ^b | Delay | LOS | | |
| 1 | La Jolla Village Drive/Torrey Pines Road | Signal | AM | 26.6 | C | 23.1 | C | 0.1 | None |
| | | | PM | 44.8 | D | 36.2 | D | 0.1 | None |
| 2 | La Jolla Village Drive/La Jolla Scenic Way | Signal | AM | 16.5 | B | 16.1 | B | 0.1 | None |
| | | | PM | 24.4 | C | 23.0 | C | 0.1 | None |
| 3 | La Jolla Scenic Drive North/Cliffridge Avenue | OWSC ^d | AM | 8.6 | A | 8.6 | A | 0.0 | None |
| | | | PM | 8.6 | A | 8.6 | A | 0.0 | None |
| 4 | La Jolla Scenic Way/La Jolla Scenic Drive North | OWSC | AM | 14.4 | B | 14.3 | B | 0.0 | None |
| | | | PM | 12.7 | B | 12.6 | B | 0.1 | None |
| 5 | La Jolla Scenic Drive North/Caminito Deseo | Uncontrolled ^e | AM | 14.1 | B | 14.0 | B | 0.0 | None |
| | | | PM | 13.1 | B | 13.1 | B | 0.2 | None |

^a Average delay expressed in seconds per vehicle

^b Level of Service

^c Increase in delay due to project

^d OWSC – One-Way Stop Controlled intersection. Minor street delay reported.

^e This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

implementation of Phase 1/Phase 2. The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better.

Near-term with Phase 1/Phase 2

Street Segments

Figure 4.2-7 shows the near-term with Phase 1/Phase 2 ADT volumes. The right half of Table 4.2-7 shows the associated street segment LOS of near-term with Phase 1/Phase 2. Also identified in Table 4.2-7 is the resulting V/C ratios for all study area street segments. As shown in the table, the following segments are calculated to operate at LOS E or F with the near-term traffic and with Phase 1/Phase 2:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way (LOS E)
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS E)

As shown in Table 4.2-7, the maximum V/C increase due to Phase 1/Phase 2 along any street segment operating at LOS E would not exceed the 0.02 V/C threshold. The maximum V/C increase due to the project along any street segment operating at LOS F would not exceed the 0.01 V/C threshold. Therefore, street segment impacts would be less than significant.

Intersections

The right half of Table 4.2-8 shows the A.M. and P.M. peak hour intersection LOS with the Phase 1/Phase 2 traffic added to the near-term condition. As shown, all key signalized intersections are calculated to operate at LOS D or better. The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better. Since all intersections are calculated to continue to operate at LOS D or better with the addition of Phase 1/Phase 2 traffic under the near-term condition, impacts would be less than significant.

As discussed above, this analysis assumes that 80 percent of the project trips would walk to the site and 20 percent would drive. The Traffic Impact Analysis also includes a near-term peak-hour analysis under an “all walk” scenario. Under this scenario, some delays would decrease slightly, since less project vehicle traffic would travel through the intersection. All intersections would continue to operate at LOS D or better, and impacts would be less than significant.

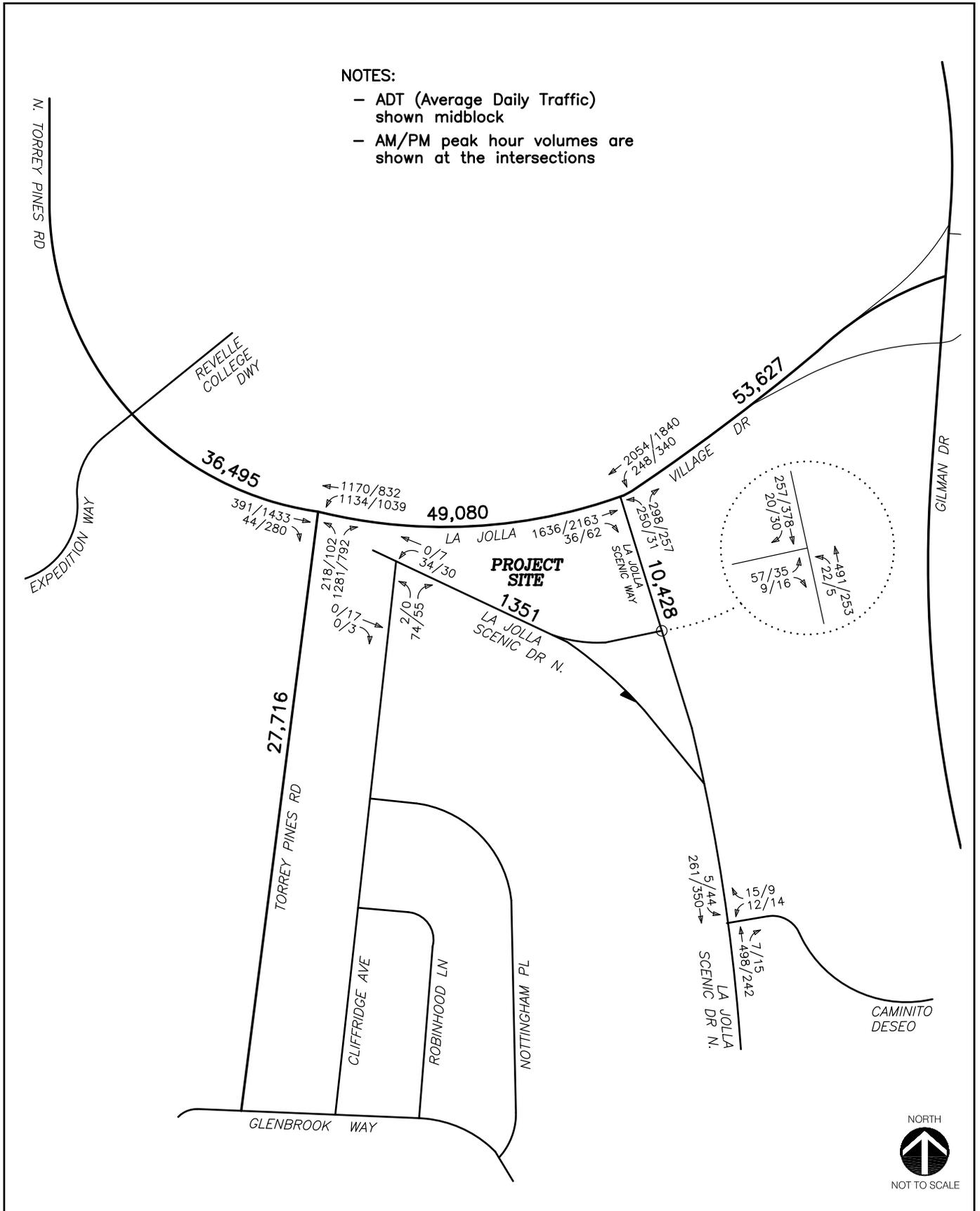


FIGURE 4.2-7

Near-term Traffic Volumes with Phase 1/Phase 2

Year 2030 Impacts (Cumulative)

Year 2030 traffic volumes were determined for conditions both with and without the project using the San Diego Association of Governments (SANDAG) Series 11 traffic forecast model. However, some volumes were increased where notably lower than existing 2010 count data. In addition, all near-term cumulative projects were included in the Year 2030 traffic volume forecast. Since the SANDAG Year 2030 model contains the existing project site land uses (residential recreation), these volumes were used in the “without project” scenario. The SANDAG Year 2030 model data was also used to estimate peak hour turning movement volumes using a template developed by LLG that estimates peak hour traffic at an intersection from future ADT volumes using the relationship between existing peak-hour turning movements and the existing ADT volumes.

The Phase 1/Phase 2 traffic was added to the Year 2030 without project traffic to obtain Year 2030 with Phase 1/Phase 2 traffic for both peak-hour turning movements and ADT volumes (i.e., the traffic forecast model conditions).

Year 2030 without Phase 1/Phase 2

Street Segments

Figure 4.2-8 shows the Year 2030 without Phase 1/Phase 2 scenario ADT volumes. Table 4.2-9 shows the street segment LOS for the Year 2030 traffic scenario. Under the Year 2030 without Phase 1/Phase 2 scenario (left half of table), the following segments are calculated to operate at LOS E or F:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road (LOS E)
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way (LOS F)
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive (LOS E)
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS F)

Intersections

Table 4.2-10 shows the intersection LOS for the Year 2030 traffic scenario. The left half of Table 4.2-10 shows the A.M. and P.M. peak-hour intersection LOS for the Year 2030 without project condition. As shown, all key signalized intersections are calculated to operate at LOS D or better. The critical movements at the unsignalized intersections are calculated to continue to operate at LOS C or better.

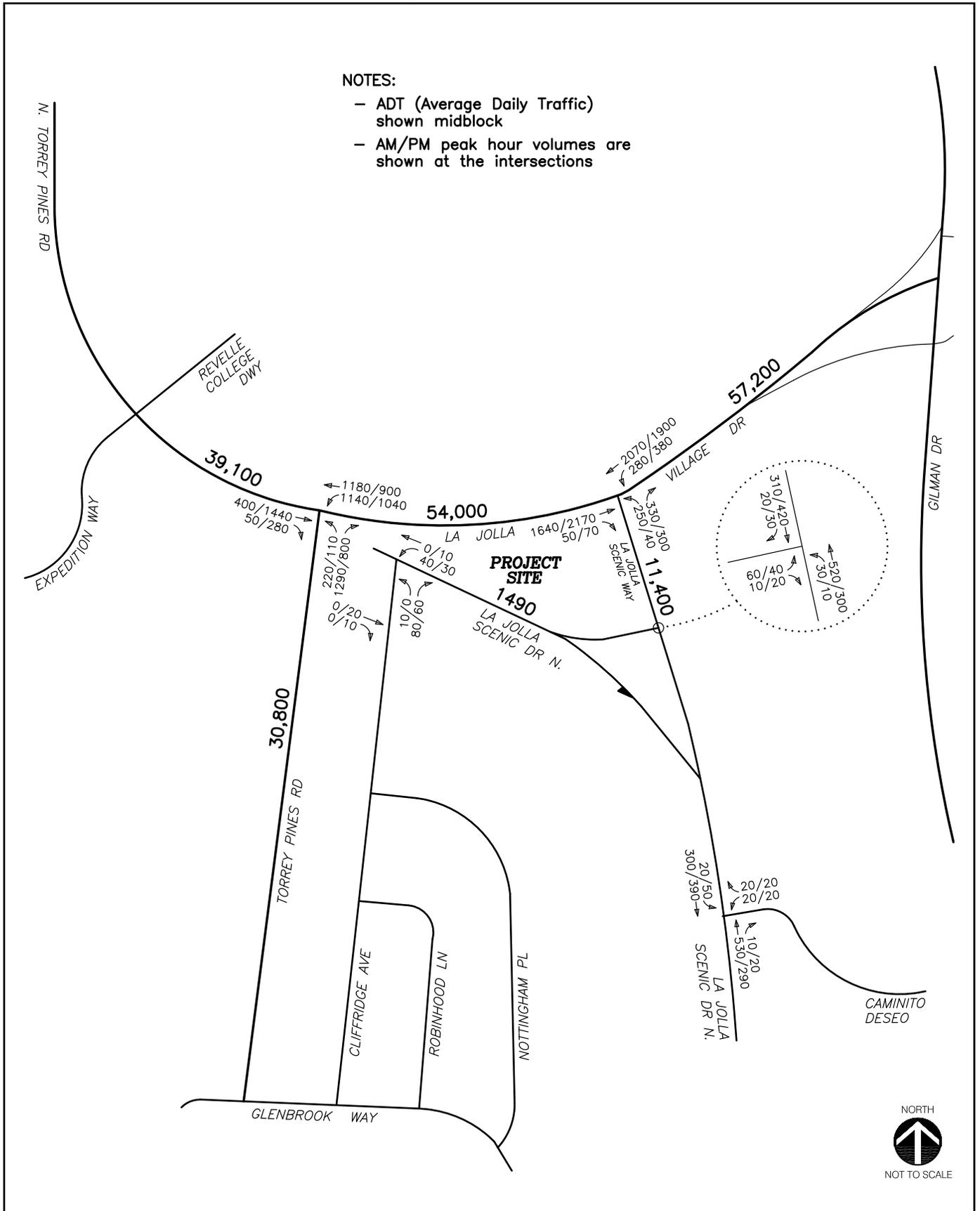


FIGURE 4.2-8

Year 2030 without Phase 1/Phase 2 Traffic Volumes

**TABLE 4.2-9
YEAR 2030 SEGMENT OPERATIONS**

| Segment | Roadway Classification | LOS E Capacity ^a | Year 2030 without Phase 1/Phase 2 | | | Year 2030 with Phase 1/Phase 2 | | | Δ V/C ^e | Impact Type |
|---|----------------------------|--------------------------------|--------------------------------------|------------------|------------------|-----------------------------------|-----|-------|------------------------------|----------------|
| | | | ADT ^b | LOS ^c | V/C ^d | ADT | LOS | V/C | | |
| La Jolla Village Drive | | | | | | | | | | |
| Expedition Way to Torrey Pines Road | 4-Lane Major Arterial | 40,000 | 39,100 | E | 0.978 | 39,115 | E | 0.978 | 0.000 | None |
| Torrey Pines Road to La Jolla Scenic Way | 6-Lane Major Arterial | 45,000 ^h | 54,000 | F | 1.200 | 54,020 | F | 1.200 | 0.000 | None |
| La Jolla Scenic Way to Gilman Drive | 6-Lane Prime Arterial | 60,000 | 57,200 | E | 0.953 | 57,237 | E | 0.954 | 0.001 | None |
| Torrey Pines Road | | | | | | | | | | |
| La Jolla Village Drive to Glenbrook Way | 4-Lane Collector | 30,000 | 30,800 | F | 1.027 | 30,806 | F | 1.027 | 0.000 | None |
| La Jolla Scenic Way | | | | | | | | | | |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Lane Collector | 15,000 ^f | 11,400 | D | 0.760 | 11,458 | D | 0.764 | 0.008 | None |
| La Jolla Scenic Drive North | | | | | N/A | | | | | |
| Cliffridge Avenue to La Jolla Scenic Way | Sub-Collector ^f | 2,200 ^g | 1,490 | > C | | 1,491 | > C | N/A | N/A | None |

^a City of San Diego Roadway Capacity Standards

^b Average Daily Traffic Volumes

^c Level of Service

^d Volume to Capacity ratio

^e Increase in V/C due to project

^f La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.

^g Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.

^h La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

**TABLE 4.2-10
YEAR 2030 INTERSECTION OPERATIONS**

| No. | Intersection | Control Type | Peak Hour | Year 2030 without Phase 1/Phase 2 | | Year 2030 with Phase 1/Phase 2 | | Δ Delay ^c | Impact Type |
|-----|---|---------------------------|-----------|-----------------------------------|------------------|--------------------------------|-----|-----------------------------|-------------|
| | | | | Delay ^a | LOS ^b | Delay | LOS | | |
| 1 | La Jolla Village Drive/Torrey Pines Road | Signal | AM | 27.4 | C | 27.6 | C | 0.2 | None |
| | | | PM | 45.2 | D | 45.5 | D | 0.3 | None |
| 2 | La Jolla Village Drive/La Jolla Scenic Way | Signal | AM | 17.2 | B | 17.3 | B | 0.1 | None |
| | | | PM | 26.3 | C | 26.6 | C | 0.3 | None |
| 3 | La Jolla Scenic Drive North/Cliffridge Avenue | OWSC ^d | AM | 8.7 | A | 8.7 | A | 0.0 | None |
| | | | PM | 8.7 | A | 8.7 | A | 0.0 | None |
| 4 | La Jolla Scenic Way/La Jolla Scenic Drive North | OWSC | AM | 16.2 | C | 16.2 | C | 0.0 | None |
| | | | PM | 13.9 | C | 14.1 | B | 0.2 | None |
| 5 | La Jolla Scenic Drive North/Caminito Deseo | Uncontrolled ^e | AM | 16.2 | C | 16.2 | C | 0.0 | None |
| | | | PM | 14.2 | B | 14.4 | B | 0.2 | None |

^a Average delay expressed in seconds per vehicle

^b Level of Service

^c Increase in delay due to project

^d OWSC – One-Way Stop Controlled intersection. Minor street delay reported.

^e This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

Year 2030 with Phase 1/Phase 2

Street Segments

Figure 4.2-9 shows Year 2030 with Phase 1/Phase 2 ADT volumes. The right half of Table 4.2-9 shows the associated street segment LOS under this Year 2030 with Phase 1/Phase 2. As shown in the table, the following segments are calculated to operate at LOS E or F in Year 2030 with Phase 1/Phase 2:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road (LOS E)
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way (LOS F)
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive (LOS E)
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS F)

Also identified in Table 4.2-9 are the resulting V/C ratios for all study area street segments. As shown, the maximum V/C increase due to Phase 1/Phase 2 along any street segment operating at LOS E would not exceed the 0.02 V/C threshold and the maximum V/C increase due to Phase 1/Phase 2 along any street segment operating at LOS F would not exceed the 0.01 threshold. Therefore, street segment impacts would be less than significant.

Intersections

The right half of Table 4.2-10 shows the A.M. and P.M. peak-hour intersection LOS with Phase 1/Phase 2 traffic added to the future Year 2030 conditions. As shown, all key signalized intersections are calculated to operate at LOS D or better. The critical movements at the unsignalized intersections are calculated to continue to operate at LOS C or better. Since all intersections are calculated to continue to operate at LOS D or better with the addition of Phase 1/Phase 2 traffic, impacts would be less than significant.

Construction Traffic

Grading Period

Construction would commence upon project approval. Grading activities would be expected to last for a period of 5 days and would generate 3,600 cubic yards (cy) of debris. Based on information provided by the applicant, trucks hauling export materials can carry up to 20 cy per truck. Assuming 3,600 cy are exported from the site with 20 cy per truck over the course of 5 days, approximately 36 inbound trucks would access the site per day during the grading period generating 72 daily truck trips (108 ADT using a Passenger Car Equivalent of 1.5 per truck trip).

Construction activities are limited to eight-hour days between the hours of 8:30 A.M. and 3:30 P.M. due to the fact that the City does not typically allow traffic control outside of these hours. However, specific construction activities may occasionally necessitate truck deliveries before 8:30 A.M. Therefore, limited construction traffic could occur during the 7:00–9:00 A.M. peak hour, but not during the 4:00–6:00 P.M. peak hour.

Assuming the eight hours of grading activities, each hour represents 12.5 percent of the daily operations. A total of 13 inbound peak hour grading truck trips would be generated during the 8:30–9:00 A.M. peak hour. Allowing for sufficient time to fill a 20-cy-capacity truck, no outbound trips would be expected during this half-hour window.

Construction Period

The number of construction workers expected to be on-site during the 12- to 18-month proposed Phase 1/Phase 2 construction period would range between 5 and 20 workers per day. Assuming each worker drives alone, arrives to the site in the morning, and departs the site at the end of the work day, two trips per worker would be generated. Two trips per worker for 20 workers would generate 40 daily trips. Assuming all workers arrive prior to the 8:30 A.M. construction start time within the 7:00–9:00 A.M. peak period, 20 inbound A.M. peak hour trips would be generated. No P.M. peak hour trips would occur during the commuter peak period from 4:00–6:00 P.M., since construction-related activities would end by 3:30 P.M.

It should be noted that due to parking restrictions in the area, construction workers would not drive alone to the site. As detailed in Chapter 3, Project Description, an off-site location would be identified for construction workers to park so they can be shuttled to the work site. Assuming each shuttle can carry 10 workers, this could reduce the total number of trips within the immediate area of the project site to two A.M. peak hour trips and four ADT.

Total Construction Trip Generation

The maximum number of trips generated by construction-related activities is 148 ADT, with 33 A.M. peak hour trips, and would only occur during the short five-day grading period. After the five-day grading period, a maximum of 40 ADT and 20 A.M. peak hour trips would be generated for the remaining 12- to 18-month construction period, not assuming any reductions for off-site shuttling.

Estimating the amount, distribution, and duration of construction traffic is difficult. The origin of truck trips and construction workers cannot be forecast with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered and the location to receive the exported material.

Although it is anticipated that shuttle service would transport workers to/from the site from an off-site location, for purposes of being conservative, it was estimated that the majority of construction traffic (90 percent or 133 ADT/30 A.M. peak hour trips) could be expected to be oriented to/from the east on La Jolla Village Drive (connecting to I-5). A small amount of traffic (10 percent, or 15 ADT/3 A.M. peak hour trips) could be anticipated to travel to the west to/from North Torrey Pines Road.

All study area intersections are calculated to currently operate at LOS C or better during the A.M. and P.M. peak hours. With the addition of this traffic added to the street system (33 inbound A.M. peak hour trips or 15 inbound A.M. trips with shuttle reductions), no changes in LOS would be expected, nor would any substantial changes in peak-hour intersection delay be expected.

The majority of the 148 ADT (90 percent or 133 ADT or 112 with shuttle reductions) would be added to the LOS C operating segment of La Jolla Village Drive between Gilman Drive and La Jolla Scenic Way. Also, no degradations in LOS would be expected along the LOS D portion of La Jolla Scenic Way with the addition of 148 ADT.

It should also be noted that construction traffic is temporary in nature. The maximum of 148 ADT would only be on the street system for a period of five days. The remaining 12- to 18-month construction period would generate at most 40 ADT, which is less than the total daily trips generated by the Phase 1/Phase 2 project.

As detailed in Chapter 3, Project Description, a traffic control plan would be prepared and approved by the City traffic engineering department prior to construction activities. In addition, construction hours would be from 8:30 A.M.–3:30 P.M. (allowing limited deliveries prior to 8:30 A.M.), and construction workers would park off-site and be shuttled to the construction work site.

With the implementation of these features as part of the proposed Phase 1/Phase 2 project, it can therefore be concluded that no significant construction-related impacts would be expected to occur during the temporary construction period.

b. Existing with Improvements Option

In order to develop the baseline condition for the Existing with Improvements option, the existing traffic volumes were adjusted to account for the current use of the Cliffridge property operating as the Hillel facility. The existing traffic counts used in this report were collected while the Cliffridge property functioned as a Hillel center. Therefore, the existing baseline scenario would need to reflect the traffic volumes that would be generated by a single-family residence. Given the Cliffridge property would be approximately 25 percent of the gross square footage of the Phase 1/Phase 2 project, 75 percent of the project-generated traffic was deducted from the existing traffic volumes.

In order to estimate the traffic that would be generated from the current zoning of the Cliffridge property, the City trip rate for a “single-family detached” home was calculated. The Cliffridge property would be expected to generate nine ADT with one A.M. peak hour trip (0 inbound/1 outbound) and one P.M. peak hour trip (1 inbound/0 outbound).

From there, the trips generated by the use of the Cliffridge property at its current zoning as a single-family residence was added to arrive at the Existing with Current Zoning condition (baseline condition). Finally, the current Hillel facility traffic volumes (estimated as 25 percent of the Phase 1/Phase 2 project) were added to the existing baseline condition to arrive at Existing with Improvements traffic volumes.

Tables 4.2-11 and 4.2-12 show the Existing with Improvements intersection and segment operations compared to the baseline condition, respectively. The analysis results for the Existing with Improvements scenario are virtually the same, if not better, as compared to the existing conditions previously detailed in Section 4.2.1.1.

Since there are virtually no changes in the delay and V/C ratio between with the current zoning and with improvements analyses under existing conditions, the same results would be expected under both the near-term and Year 2030 cumulative conditions. It can therefore be concluded that no significant direct or cumulative impacts would be expected with the Existing with Improvements option.

Likewise, construction activities associated with the Existing with Improvements option would be minor, including the construction of the parking area and curb cut. These improvements would take approximately three to six months, and would require no more than five workers per day. In accordance with City regulations and permit conditions, workers would need to park at an off-site location and be shuttled into the site. Work would typically be limited to between the hours of 8:30 A.M. and 3:30 P.M. Overall, traffic impacts associated with the Existing with Improvements option would be less than significant.

4.2.3.2 Significance of Impacts

a. Phase 1/Phase 2

Existing Plus Project Impacts

The V/C increase at La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way, and at Torrey Pines Road between La Jolla Village Drive and Glenbrook Way, would not exceed 0.02. Therefore, impacts would be less than significant. Additionally, all intersections are calculated to continue to operate at an acceptable LOS C or better with the addition of the Phase 1/Phase 2; thus, impacts would be less than significant.

**TABLE 4.2-11
EXISTING WITH IMPROVEMENTS OPTION – INTERSECTION OPERATIONS**

| Intersection | Control Type | Peak Hour | Existing With Current Zoning | | Existing With Improvements | |
|--|---------------------------|-----------|------------------------------|------------------|----------------------------|-----|
| | | | Delay ^a | LOS ^b | Delay | LOS |
| 1. La Jolla Village Drive/ Torrey Pines Road | Signal | AM | 21.6 | C | 21.6 | C |
| | | PM | 33.1 | C | 33.1 | C |
| 2. La Jolla Village Drive/ La Jolla Scenic Way | Signal | AM | 15.2 | B | 15.2 | B |
| | | PM | 20.8 | C | 20.8 | C |
| 3. La Jolla Scenic Drive North/ Cliffridge Way | OWSC ^c | AM | 8.6 | A | 8.6 | A |
| | | PM | 8.6 | A | 8.6 | A |
| 4. La Jolla Scenic Way/ La Jolla Scenic Drive North | OWSC | AM | 14.1 | A | 14.1 | A |
| | | PM | 12.2 | B | 12.3 | B |
| 5. La Jolla Scenic Drive North/ Caminito Deseo | Uncontrolled ^d | AM | 13.7 | B | 13.7 | B |
| | | PM | 12.6 | B | 12.7 | B |

^a Average delay expressed in seconds per vehicle

^b Level of Service

^c Increase in delay due to project

^d OWSC – One-Way Stop Controlled intersection. Minor street delay reported.

^e This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

**TABLE 4.2-12
EXISTING WITH IMPROVEMENTS OPTION – SEGMENT OPERATIONS**

| Street Segment | Functional Classification | LOS E Capacity ^a | Existing With Current Zoning | | | Existing With Improvements | | |
|---|---------------------------|-----------------------------|------------------------------|------------------|------------------|----------------------------|-----|-------|
| | | | ADT ^b | LOS ^c | V/C ^d | ADT | LOS | V/C |
| La Jolla Village Drive | | | | | | | | |
| Expedition Way to Torrey Pines Road | 4-Ln Major Arterial | 40,000 | 32,566 | D | 0.814 | 32,570 | D | 0.814 |
| Torrey Pines Road to La Jolla Scenic Way | 6-Ln Major Arterial | 45,000 ^g | 44,785 | E | 0.995 | 44,790 | E | 0.995 |
| La Jolla Scenic Way to Gilman Drive | 6-Ln Prime Arterial | 60,000 | 49,200 | C | 0.820 | 49,209 | C | 0.820 |
| Torrey Pines Road | | | | | | | | |
| La Jolla Village Drive to Glenbrook Way | 4-Ln Collector | 30,000 | 26,739 | E | 0.891 | 26,740 | E | 0.891 |
| La Jolla Scenic Way | | | | | | | | |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln Collector | 15,000 ^e | 10,084 | D | 0.672 | 10,099 | D | 0.673 |
| La Jolla Scenic Drive North | | | | | | | | |
| Cliffridge Avenue to La Jolla Scenic Way | Sub-Collector | 2,200 ^f | 1,350 | ≥ C | N/A | 1,351 | ≥ C | N/A |

a. City of San Diego Roadway Capacity Standards.

b. Average Daily Traffic volumes.

c. Level of Service

d. Volume to Capacity ratio.

e. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.

f. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.

g. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

Near-term Impacts

Since Phase 1/Phase 2's contribution to affected street segments would fall below the significance thresholds and all intersections would continue to operate at LOS D or better, near-term impacts to street segments and intersections within the study area would be less than significant.

Year 2030 Impacts

Phase 1/Phase 2's contribution to street segments in the year 2030 condition would fall below the applicable significance threshold. In addition, Phase 1/Phase 2 would not increase the delay at intersections in the study area. Therefore, Phase 1/Phase 2's contribution to street segments and intersections would not be cumulatively considerable.

Construction Traffic

With the addition of construction traffic added to the street system, no changes in LOS would be expected, nor would any substantial changes in intersection delay or increases in street segment V/C ratios be expected. It should also be noted that construction traffic is temporary in nature, and the City requires traffic controls during construction periods as well as restricting construction period to avoid peak hour traffic timeframes. It can therefore be concluded that no significant construction-related impacts would be expected to occur during the temporary construction period.

b. Existing with Improvements Option

There are virtually no changes in the delay and V/C ratio when comparing the Existing with Improvements option to the baseline condition under existing conditions, and the same would be expected under the near-term cumulative conditions. It can therefore be concluded that no significant direct or cumulative traffic impacts would be expected under the operational or construction phases of the Existing with Improvements option.

4.2.3.3 Mitigation, Monitoring, and Reporting**a. Phase 1/Phase 2**

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.2.4 Issue 2: Parking

Would the project result in an increased demand for off-site parking or substantially affect the availability of existing parking in an adjacent residential area, including the availability of public parking?

4.2.4.1 Impacts

a. Phase 1/Phase 2

Parking Demand

As described above, it is expected that a typical program would draw between 10 and 30 students and, at most, 50 patrons to the site. It is also expected that seven staff members would serve the facility. There are 27 parking spaces proposed as a part of Phase 2.

Currently, no specific parking minimum or maximum requirements exist for this type of facility in the City's Municipal Code (see Chapter 14, Article 2, Division 5). Although the Phase 1/Phase 2 project would be used for religious purposes, it is not a church or place of religious assembly as defined in the Municipal Code (i.e., there are no pews or permanent seats for services; see Municipal Code Table 142-05G, Parking Ratios for Specified Non-Residential Uses). Under such circumstances, the City and industry standard is to estimate parking demand based on information for existing comparable facilities. Therefore, data for existing Hillel facilities throughout California were used to estimate the parking supply needed to adequately serve the patrons and staff of the facility.

The UCSD survey of existing Hillel members found that approximately 80 percent of the students stated in their response that they would walk to the Hillel facility at its proposed location. Using the results of this survey, if 50 students were to attend a typical event, 20 percent would drive (10 students, 20 trips). Of the 20 percent of students who would drive, or 10 potential vehicle trips, half would carpool (five total vehicles). Therefore, five parking spaces would be needed to serve the students and up to seven would be needed to serve the staff, for a total of 12 parking spaces. In conducting the A.M. and P.M. peak hour intersection and daily street segment analyses, a maximum of 100 students was assumed to frequent the site during the peak four-hour period of the day. If the same transportation mode split percentages are applied to 100 students, only 10 spaces would be necessary to accommodate student patrons (assuming all 100 students are on-site at one time). An additional seven spaces for staff would necessitate 17 spaces, well below the 27 spaces proposed as part of the project.

The UCLA Hillel Student Center most closely represents the proposed UCSD facility in terms of its approximate location to the university, surrounding land uses and in the

activities planned. However, the UCLA facility is much larger at approximately 25,000 square feet. The survey indicated that on average, about 33 students occupied the center at one time. Of those students, 94 percent walked to the existing facility while 6 percent drove. The 13 parking spaces provided at the UCLA facility are primarily reserved for staff members. Because the majority of students walk, and the remainder carpool, the facility has an adequate parking supply.

The UCSB Hillel Student Center is approximately 10,000 square feet and is located just off-campus in the Isla Vista community, which is predominately a student housing area. The results of the UCSB survey show that of the 34 students who occupy the center at one time, 84 percent walked while 16 percent drove. UCSB has six staff members. Because the UCSB Hillel currently provides 28 parking spaces open to staff, visitors, and students. Assuming all six staff members are parked on-site at the same time as the six estimated student drivers, adequate parking exists at the facility.

The CSUN Hillel Student Center is approximately 5,000 square feet and is located just off-campus within an established residential neighborhood, yet still within walking distance to the university. The program log for this center is similar to that of the project. Survey data was not collected at this facility. The CSUN campus is more of a commuter campus, which would suggest more students would be likely to drive to the site. However, even though this location provides 40 parking spaces, parking remains a non-issue for this site. The facility reserves 23 of the 40 spaces to be sold to students on a permitted basis by semester or for the entire academic year. It can therefore be concluded that a parking supply of 17 spaces for Hillel patrons adequately accommodates the facility, since the excess amount of supply is offered to non-Hillel related parking demand. The CSUN Hillel Student Center also provides adequate parking with 40 parking spaces, some of which are sold to students on a permitted basis.

In addition to these site-specific surveys, information was collected from Hillel student centers across the country. By dividing the number of parking spaces by the square footage, a parking rate was calculated. The average parking rate for California Hillel student centers is 1.9 spaces per 1,000 square feet, and the average parking rate for all centers across the country is 1.2 spaces per 1,000 square feet. The parking rate for the facility is 3.7 spaces per 1,000 square feet. Comparable average rates are lower than that for the project. Based on information provided for similar Hillel facilities at California universities and based on average parking rates for Hillel student centers across the country, it can be reasonably estimated that the 27 parking spaces proposed for the project would be adequate to serve Phase 1/Phase 2, and impacts to parking would be less than significant.

On-street Parking Supply

On-street parking is currently provided on the west side of La Jolla Scenic Way. Approximately 25 feet south of the La Jolla Village Drive/La Jolla Scenic Way intersection and 75 feet north of the La Jolla Scenic Way/La Jolla Scenic Drive North intersection, no street parking is permitted. The segment of La Jolla Scenic Way between La Jolla Village Drive and La Jolla Scenic Drive North is approximately 230 feet in length. Thus, 130 feet is currently available for on-street parking (about six to seven vehicles). It should be noted that field observations showed seven vehicles parked along this 130-foot section). Therefore, with the construction of the project driveway, approximately two to three on-street parking spaces would be lost (25-foot driveway, plus 25 feet of red curb north of the proposed driveway, would total 50 feet).

A street vacation of the existing La Jolla Scenic Drive cul-de-sac is proposed in order to provide 10,000 square feet of open space on the project site. With the proposed cul-de-sac vacation, a change in the supply of on-street parking would result. Currently, red curb is painted for the entirety of the cul-de-sac for a linear distance of approximately 130 feet. With the street vacation, approximately seven on-street parking spaces would be lost to accommodate the relocation driveway for the Cliffridge house, a pedestrian ramp connecting to the enhanced sidewalk, and a relocated fire hydrant. However, one space would remain and be relocated along the new cul-de-sac, for a net loss of six spaces with the street vacation.

Figure 4.2-10 shows the location of the street vacation and the changes in on-street parking. In addition to the proposed street vacation, the Phase 1/Phase 2 project proposes to narrow La Jolla Scenic Drive North by two feet to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. La Jolla Scenic Drive North currently measures 36 feet wide from curb to curb. The roadway serves two-way traffic with one lane in each direction, and provides curbside parking on both sides of the street. It is classified as a Local Street in the La Jolla Community Plan. According to the City of San Diego Street Design Manual, Local Streets (residential streets) are required to provide a curb-to-curb width of at least 32 feet (with on-street parallel parking). La Jolla Scenic Drive North along the project frontage is currently 36 feet from curb to curb. Thus, the reduction of the roadway width to 34 feet from 36 feet would still be in accordance with City standards.

As discussed in Chapter 3, the Phase 1/Phase 2 project proposes an enhanced pedestrian environment and bicycle parking facilities to encourage alternate modes of transportation. Given the provision of ample bicycle parking and the siting of the facility proximate to the campus, sidewalks, and walking paths, impacts from the loss of parking spaces would be less than significant.



FIGURE 4.2-10

Phase 1/Phase 2 ROW Vacation: Changes in On-street Parking

b. Existing with Improvements Option

The Existing with Improvements option would provide six standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac. As previously detailed, the offices would be used for primarily religious purposes. Per the City's Municipal Code (Section 142.0530, Table 142-05F), for professional office uses, 3.3 parking spaces are required per 1,000 square feet of gross floor area. The existing Cliffridge property is 1,792 square feet; thus, six parking spaces would be required. A new pedestrian curb ramp on Cliffridge Avenue would also be constructed, which would provide access to the existing walkway at the front (east) of the Cliffridge property. The Existing with Improvements option would provide adequate parking for the proposed use. Impacts would be less than significant.

4.2.4.2 Significance of Impacts**a. Phase 1/Phase 2**

Based on the calculated parking need, Phase 1/Phase 2 would provide adequate parking for the facility. Therefore, impacts to parking would be less than significant.

b. Existing with Improvements Option

There would be no increase in the number of staff or activities at this location. Thus, no increase in parking would be required, and impacts related to parking would be less than significant.

4.2.4.3 Mitigation, Monitoring, and Reporting**a. Phase 1/Phase 2**

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.2.5 Issue 3: Traffic Hazards

Would the project result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to non-standard design features?

4.2.5.1 Impacts

a. Phase 1/Phase 2

During Phase 1, a temporary sidewalk connecting La Jolla Village Drive to La Jolla Scenic Drive North would be constructed. In addition, a new pedestrian curb ramp would be constructed on Cliffridge Avenue. These improvements would ensure that traffic hazard impacts would be less than significant.

Vehicular access to the site for Phase 2 is proposed via one right-turn-in/right-turn-out only driveway located on La Jolla Scenic Way. Locating the driveway on La Jolla Scenic Way (as opposed to La Jolla Scenic Drive North) would prevent conflicts with driveways serving residences located on La Jolla Scenic Drive North. An analysis of the proposed driveway location was completed to assure that adequate sight distance would be provided. The design speed on La Jolla Scenic Way is 30 mph. According to the Caltrans Highway Design Manual, driveways on roadways with a speed limit of 30 mph require 200 feet of stopping sight distance.

Adequate sight distance is observed at the project driveway. The driveway would be located approximately 150 feet south of the signalized La Jolla Village Drive/La Jolla Scenic Way intersection, which is visible from the proposed driveway location. Vehicles exiting the property would be restricted to a right-turn movement by the existing raised median, thus requiring them to look in the northbound direction for a gap in traffic. In addition, based on field observations, sufficient gap time would exist for patrons exiting the site associated with Phase 2, since they would be able to make their eastbound right-turn concurrent with the northbound movement at the signalized intersection of La Jolla Village Drive and La Jolla Scenic Way (no southbound traffic would be utilizing La Jolla Scenic Way during this phase other than eastbound to southbound right-turn-on-red movements and northbound to southbound U-turn movements). Approximately 25 feet of curb would be painted red just north of the proposed driveway on La Jolla Scenic Way to ensure adequate sight distance is provided.

Outbound traffic oriented to La Jolla Village Drive would make a southbound to northbound U-turn at the intersection of La Jolla Scenic Drive North and Caminito Deseo. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design internal turning radius of 36 feet. Based on the field visit under existing roadway conditions, it was observed that 40 feet of internal turning radius is available. Therefore, a U-turn is feasible at this intersection. Although a U-turn is feasible, additional traffic measures would be required to prevent potential conflict between U-turning vehicles and vehicles making a westbound to northbound right turn from Caminito Deseo onto La Jolla Scenic Drive.

Currently, vehicles may use the La Jolla Scenic Drive North cul-de-sac as a turnaround area. As shown on Figure 4.2-2, the traffic study revealed that few vehicles turn into the

cul-de-sac. During the A.M. peak hours, no vehicles turned into the cul-de-sac from La Jolla Scenic Drive North, and only two vehicles turned into the cul-de-sac from Cliffridge Avenue. Only seven vehicles turned into the cul-de-sac during P.M. peak hours. Phase 1/Phase 2 would abandon the westerly cul-de-sac portion of La Jolla Scenic Drive North and reconfigure the street as a curve into Cliffridge Drive. However, the vacation of the street right-of-way and street reconfiguration combined with additional sidewalks in this area would actually improve pedestrian and bicycle routes and would not pose a hazard to vehicles.

In addition to the proposed street vacation, Phase 1/Phase 2 proposes to narrow La Jolla Scenic Drive North by two feet to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. La Jolla Scenic Drive North currently measures 36 feet wide from curb to curb. The roadway serves two-way traffic with one lane in each direction, and provides curbside parking on both sides of the street. It is classified as a Local Street in the La Jolla Community Plan. According to the City's Street Design Manual, Local Streets (residential streets) are required to provide a curb-to-curb width of at least 32 feet (with on-street parallel parking). La Jolla Scenic Drive North along the project frontage is currently 36 feet from curb to curb. Thus, the reduction of the roadway width to 34 feet from 36 feet would still be in accordance with City standards.

Pedestrian access to Phase 1/Phase 2 is planned via a non-contiguous sidewalk encompassing the facility with the primary walkway into the facility being located off La Jolla Village Drive. This location was chosen to provide a safer route into the center than through the driveway where cars will be maneuvering in and out, and since the crosswalks from the UCSD campus along La Jolla Village Drive are located on both ends of the walkway.

These design features would ensure that traffic hazards to motor vehicles, bicycles, and pedestrians would be less than significant.

b. Existing with Improvements Option

The new pedestrian curb ramp would be constructed on Cliffridge Avenue towards the front of the Cliffridge property. This improvement would ensure that traffic hazards to motor vehicles, pedestrians, and bicycles would be less than significant.

4.2.5.2 Significance of Impacts

a. Phase 1/Phase 2

Due to the design of the Phase 1/Phase 2 access, impacts related to traffic hazards for motor vehicles, bicyclists, or pedestrians would be less than significant.

b. Existing with Improvements Option

The improvement detailed above would ensure that traffic hazards to motor vehicles, pedestrians, and bicycles would be less than significant.

4.2.5.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.3 Biological Resources

RECON biologists performed a general biological survey of the project site to identify the potential for sensitive plant communities, wildlife, or plant species to occur on the site and its immediate vicinity. The findings of the biological survey are summarized below, and the technical report is included as Appendix C of this EIR.

4.3.1 Existing Conditions

RECON biologists conducted a general biological survey site visit for the vacant portion of the project site in May 2013 to update fieldwork conducted in 2010, 2007, and 2003. The following is a summary of the existing conditions.

4.3.1.1 Vegetation Communities/Land Cover Types

Two land cover types occur on the project site: disturbed land and developed land, as described below.

a. Disturbed Land (1.28 acres)

Disturbed land contains compacted soils and is dominated by ruderal and ornamental plant species. The site has been graded in the past, possibly when the surrounding area was developed. Areas within the project site classified as disturbed land support non-native species. On-site plant species are detailed below in Section 4.3.1.2.

b. Developed Land (0.11 acre)

Developed lands include areas that have been permanently altered for human use, such as roads. A portion of La Jolla Scenic North Drive is within the western corner of the site and the sidewalk along the northern perimeter is classified as developed lands.

4.3.1.2 Plants

Nineteen plant species were observed on-site during the survey. Of the 19 plant species observed, two are native and the remainder are introduced or non-native. Table 4.3-1 provides a complete list of plant species observed during the survey. All the plant species were observed in areas of disturbed habitat.

**TABLE 4.3-1
PLANT SPECIES OBSERVED**

| Scientific Name | Common Name | Origin |
|--|-----------------------------|--------|
| <i>Amsinckia menziesii</i> | rancher's fireweed | N |
| <i>Atriplex semibaccata</i> | Australian saltbush | I |
| <i>Avena fatua</i> | wild oat | I |
| <i>Brassica nigra</i> | black mustard | I |
| <i>Bromus diandrus</i> | ripgut grass | I |
| <i>Bromus hordeaceus</i> | smooth brome | I |
| <i>Carpobrotus chilensis</i> | sea fig | I |
| <i>Chamaerops humilis</i> | Mediterranean fan palm | I |
| <i>Chenopodium</i> sp. | goosefoot | I |
| <i>Conyza canadensis</i> | horseweed | I |
| <i>Cynodon dactylon</i> | Bermuda grass | I |
| <i>Erodium moschatum</i> | green-stemmed filaree | I |
| <i>Eucalyptus</i> spp. | eucalyptus | I |
| <i>Isocoma menziesii</i> | coast goldenbush | N |
| <i>Isocoma menziesii</i> var. <i>decumbens</i> | decumbent goldenbush | N |
| <i>Malva parviflora</i> | cheeseweed, little mallow | I |
| <i>Melilotus indica</i> | sourclover | I |
| <i>Mesembryanthemum crystallinum</i> | crystalline ice plant | I |
| <i>Lamarckia aurea</i> | goldentop | I |
| <i>Pinus</i> sp. | pine | I |
| <i>Salsola tragus</i> | Russian thistle, tumbleweed | I |
| <i>Sonchus oleraceus</i> | common sow thistle | I |
| <i>Taraxacum officinale</i> | dandelion | I |
| <i>Vulpia myuros</i> var. <i>myuros</i> | rattail fescue | I |

N = Native, I = Introduced species from outside locality

4.3.1.3 Wildlife

Wildlife species observed are typical of disturbed and urban settings. The developed area provides minimal foraging and sheltering opportunities for birds. Bird species detected on-site were hooded oriole (*Icterus cucullatus nelson*), black phoebe (*Sayornis nigricans semiatra*), lesser goldfinch (*Carduelis psaltria hesperophilus*), California towhee (*Pipilo crissalis*), house finch (*Carpodacus mexicanus frontalis*), Anna's hummingbird (*Calypte anna*), northern mockingbird (*Mimus polyglottos polyglottos*), and yellow-rumped warbler (*Dendroica coronata*). All of these species have adapted to residential and developed areas.

Developed areas provide low habitat value for wildlife. No mammals were observed on-site. The trees on-site were inspected for signs of roosting bats, but none were detected. Reptiles may use the developed area for basking. However, no amphibians or reptiles were detected during field surveys.

4.3.1.4 Sensitive Species

Sensitive species include those that are: (1) covered species or narrow endemic species under the City MSCP; (2) listed by state or federal agencies as threatened or endangered or are proposed for listing; (3) on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the CNPS *Inventory of Rare and Endangered Vascular Plants of California* (2001); (4) considered rare, endangered, or threatened by the California Natural Diversity Data Base (CNDDDB) (State of California 2010e), the City's biology guidelines (2002), or local conservation organizations or specialists. Noteworthy plant species are considered to be those that are on List 3 (more information about the plant's distribution and rarity needed) and List 4 (plants of limited distribution) of the California Native Plant Society (CNPS) *Inventory*. Sensitive vegetation communities are those identified by the CNDDDB (Holland 1986) or identified by the City (2002).

Assessments for the potential occurrence of sensitive, or federally or state listed species, are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDDB (State of California 2010e), and species occurrence records from other sites in the vicinity of the site. Biological resource sensitivity determinations follow the guidelines presented in the Significance Determination Guidelines under CEQA (City of San Diego 2011).

a. Sensitive Vegetation Communities

No sensitive vegetation communities exist on-site. Disturbed (Tier IV habitat) and developed lands (no Tier) are not considered sensitive under the City of San Diego's Biological Resources Guidelines (City of San Diego 2002).

b. Sensitive Plants

Decumbent goldenbush is a CNPS-ranked species (List 1B) that was observed on-site. No other sensitive plant species, narrow endemic plant species, or vegetation communities were located within the site during the biological survey or are expected to occur on-site. The site is dominated by ruderal and ornamental plant species, and contains compacted soils. Other species that are known to occur in the project vicinity (within 2 miles of the project site) which are federally listed threatened or endangered are not expected to occur due to the lack of suitable habitat.

c. Sensitive Wildlife

No sensitive wildlife species were detected on-site during the survey; however, the project site contains trees that may support nesting raptors. In addition, there are eucalyptus trees approximately 80 feet east of the property boundary. All sensitive wildlife species known to occur in the project vicinity (within 2 miles of the survey area)

that are federally listed threatened or endangered are not expected to occur due to the lack of suitable habitat.

Cooper's hawk, a sensitive raptor species recognized by CDFW, and migratory and breeding birds have potential to nest on and adjacent to the project site.

4.3.1.5 Regulatory Framework

The following expands on the introduction for the MSCP and MHPA provided in the Planning Context of the Environmental Setting, Section 2.5 of this EIR.

a. Natural Community Conservation Planning

The NCCP Program was enacted by the State of California in 1991 to provide long-term regional protection of natural vegetation and wildlife diversity while allowing compatible development. The NCCP process was initiated to provide an alternative to single-species conservation efforts (habitat conservation plans). The NCCP is intended to provide a regional approach to the protection of species within a designated natural community. In the City, the MSCP is an outgrowth of this planning.

b. Multiple Species Conservation Program

The MSCP is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles in southwestern San Diego County under the federal and state Endangered Species Acts and state NCCP Act of 1991. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP through Subarea plans, which describe specific implementing mechanisms. The City's MSCP Subarea Plan was approved in March 1997. The City's MSCP study area includes 206,124 acres within its municipal boundaries. The City's planned MSCP preserve totals 56,831 acres, with 52,012 acres (90 percent) targeted for preservation. In 2004, the City committed to increasing the conservation target by 715 acres in association with revisions to the City's brush management regulations in response to local fires.

In July 1997, the City signed an Implementing Agreement with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). The Implementing Agreement serves as a binding contract between the City, the USFWS, and the CDFG that identifies the roles and responsibilities of the parties to implement the MSCP and Subarea Plan. The agreement allows the City to issue incidental take authorizations for "MSCP Covered" species.

"MSCP Covered" refers to species covered by the City's Federal Incidental Take Permit (ITP) issued pursuant to Section 10(a) of the Federal Endangered Species Act (FESA) (16 U.S.C. § 1539(a)(2)(A)). Under the FESA, an incidental take permit is required when

non-federal activities would result in “take” of a threatened or endangered species. A Habitat Conservation Plan (HCP) must accompany an application for a Federal ITP. Take authorization for federally listed wildlife species covered in the HCP shall generally be effective upon approval of the HCP.

As of April 20, 2010, the City of San Diego may no longer rely on its Federal ITP for authorization for incidental take of the two vernal pool animal species and five plant species (the seven vernal pool species). Development involving the take of the seven vernal pool species requires authorization from the USFWS through the federal process until the City of San Diego completes a new HCP and enters into another Implementing Agreement for a new Federal ITP for those species. No vernal pools occur on the project site.

c. Multi-Habitat Planning Area

One of the primary objectives of the MSCP is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. The MSCP 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’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 those that have been included within the City’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 to be a sensitive biological resource. Neither the vacant site associated with Phase 1/Phase 2 nor the Cliffridge property are within MHPA lands.

d. Land Development Code

The City has developed a set of Biology Guidelines that are to be used as part of the environmental review process to meet the requirements of CEQA, the MSCP, and the Environmentally Sensitive Lands (ESLs). ESLs are defined as:

sensitive biological resources as those lands included in the MHPA . . . and lands outside of the MHPA that contain wetlands; vegetation communities classifiable as Tier I, II, or III; habitat for rare, endangered or threatened species or narrow endemic species.

e. Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) was established to provide protection to the breeding activities of migratory birds throughout the U.S. The MBTA protects the take of migratory birds themselves and their nests.

f. CDFW Codes 3503 and 3503.5

Under Section 3503 of the CDFW 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. Raptors (birds of prey) and active raptor nests are protected by CDFW Code 3503.5, which states that it is “unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird” unless authorized.

4.3.2 Significance Determination Thresholds

Based on the City’s 2011 Significance Determination Thresholds, impacts related to biological resources would be significant if the project would:

- 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 CDFW or USFWS.
- Result in a substantial adverse impact on any Tier I, Tier II, Tier IIIA, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community as identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

Potential impacts to biological resources are assessed through review of the project’s consistency with the City’s ESL Regulations, Biology Guidelines, and MSCP Subarea Plan. Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established. Thus, significance determination, pursuant to the City’s Significance Determination Thresholds, proceeds in two steps. The first step consists of determining if significant biological resources are present. The second step is to determine the sensitivity of identified biological resources in terms of direct, indirect, and cumulative impacts that would result from project implementation.

4.3.3 Issue 1: Sensitive Species

Would the project result in a substantial adverse impact, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

4.3.3.1 Impacts

a. Phase 1/Phase 2

Impacts to approximately 15–20 decumbent goldenbush individuals would occur as a result of the Phase 1/Phase 2 project. Although decumbent goldenbush is CNPS-listed, it is common throughout San Diego County (Reiser 2001). In addition, this is a relatively low number of individuals that would be impacted. Impacts would be less than significant.

Although no sensitive wildlife species were detected that would be directly impacted by project activities, there is a potential for raptors, including Cooper's hawk, to nest in large eucalyptus trees in and adjacent to the project area. This species may also perch within the mature pine and eucalyptus trees located on the project site. Cooper's hawk is a CDFW species of special concern and also is a MSCP covered species. The decline of this species had been caused by urbanization and loss of habitat; however, during the last 20 years, Cooper's hawk has become adapted to urban areas.

Construction of Phase 2 has the potential to affect active raptor nests by removal of a tree which may serve as perching or activities causing the abandonment of an active nest. Impacts to nesting raptors would be considered significant.

Additionally, potential impacts to nesting birds using the site could occur if construction activities disrupt breeding activities or inadvertently kill birds and destroy nests. The MBTA provides more protection, on a federal level, against unlawful destruction of bird nests and from take of, specifically, migratory birds and their breeding activities. Because bird species were detected on-site, project construction has the potential to impact these species. Impacts to migratory or nesting birds would result in a significant impact.

b. Existing with Improvements Option

Because project components associated with the Existing with Improvements option would occur on a developed site with ornamental landscaping, no impacts to sensitive plant species would occur.

One ornamental tree in the rear of the Cliffridge property near the existing retaining wall would be removed to accommodate the parking lot. Although there is a potential for raptors to nest in nearby large eucalyptus trees, trees on the Cliffridge property would remain. Construction activities for the on-site parking lot would involve demolition of the garage and patio and laying asphalt for a new parking lot. With the limited use and type of construction equipment combined with the short-term nature of construction required for a parking lot, impacts to raptors would be less than significant.

4.3.3.2 Significance of Impacts

a. Phase 1/Phase 2

Impacts to decumbent goldenbush would not be considered significant due to the number of occurrences in the County and the relatively low number of individuals being impacted. Cooper's hawk is a CDFW species of special concern that could potentially occur on or adjacent to the project site. Because clearing and construction activities associated with Phase 1/Phase 2 could be disruptive to raptors including Cooper's hawk and breeding or nesting birds, direct and indirect construction project impacts would be significant.

b. Existing with Improvements Option

Direct loss of a single ornamental tree in order to construct the new parking lot and short-term activity for construction of the parking lot and interior renovation of the existing on-site structure would not require substantial clearing or grading or result in excessive construction noise affecting off-site resources. Direct and indirect impacts to raptors and breeding or nesting birds would be less than significant.

4.3.3.3 Mitigation, Monitoring, and Reporting

BIO-1:

To avoid any direct impacts to raptors and/or any native/migratory birds, 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 (precon) 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 precon survey to the City's Development Services Department (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 DSD for review and approval and implemented to the satisfaction of the City. The City's Mitigation Monitoring Coordination (MMC) Section or Resident Engineer (RE), 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. If nesting birds are not detected during the precon survey, no further mitigation is required.

4.3.3.4 Significance of Impacts after Mitigation

a. Phase 1/Phase 2

Implementation of the mitigation measure outlined above would reduce potential sensitive species impacts from Phase 1/Phase 2 to a level that is less than significant.

b. Existing with Improvements Option

No mitigation is required.

4.3.4 Issue 2: Sensitive Habitats

Would the project result in a substantial adverse impact on any Tier I, Tier II, Tier IIIA, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community as identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

4.3.4.1 Impacts

a. Phase 1/Phase 2

The project site is not within or adjacent to a City MHPA, and there are no Tier I, Tier II, Tier IIIA, or Tier IIIB Habitats on the project site. The project site is composed of disturbed (Tier IV) and developed lands. Thus, ground disturbance and impacts from the project would occur in urban/developed land areas that are not considered sensitive.

There would be no impacts to sensitive habitats or other sensitive natural communities from the implementation of the project.

b. Existing with Improvements Option

Because activities are proposed on a developed site that is not considered sensitive, no impacts would result and no mitigation is required.

4.3.4.2 Significance of Impacts

Since there are no sensitive habitats on the project site, impacts associated with construction of Phase 1/Phase 2 or the Existing with Improvements option would be less than significant.

4.3.4.3 Mitigation, Monitoring, and Reporting

No mitigation is required for either the Phase 1/Phase 2 or Existing with Improvements option.

4.4 Geology and Soils

Southern California Soil & Testing, Inc. (SCST) prepared an updated geologic reconnaissance of the project site in January 2011. The results of the geotechnical reconnaissance performed by SCST are summarized below and included as Appendix D of this EIR.

4.4.1 Existing Conditions

As described in Chapter 2, Environmental Setting, the project site is composed of a relatively flat ground surface. The vacant site slopes very gently to the south, and is bounded by steep slopes on the north and east. The cut slopes range up to approximately 10 feet in height. The elevation ranges from approximately 400 feet to 407 feet above mean sea level. There are no surface water bodies on-site. Drainage of the site is accomplished via sheet flow in a general southerly direction.

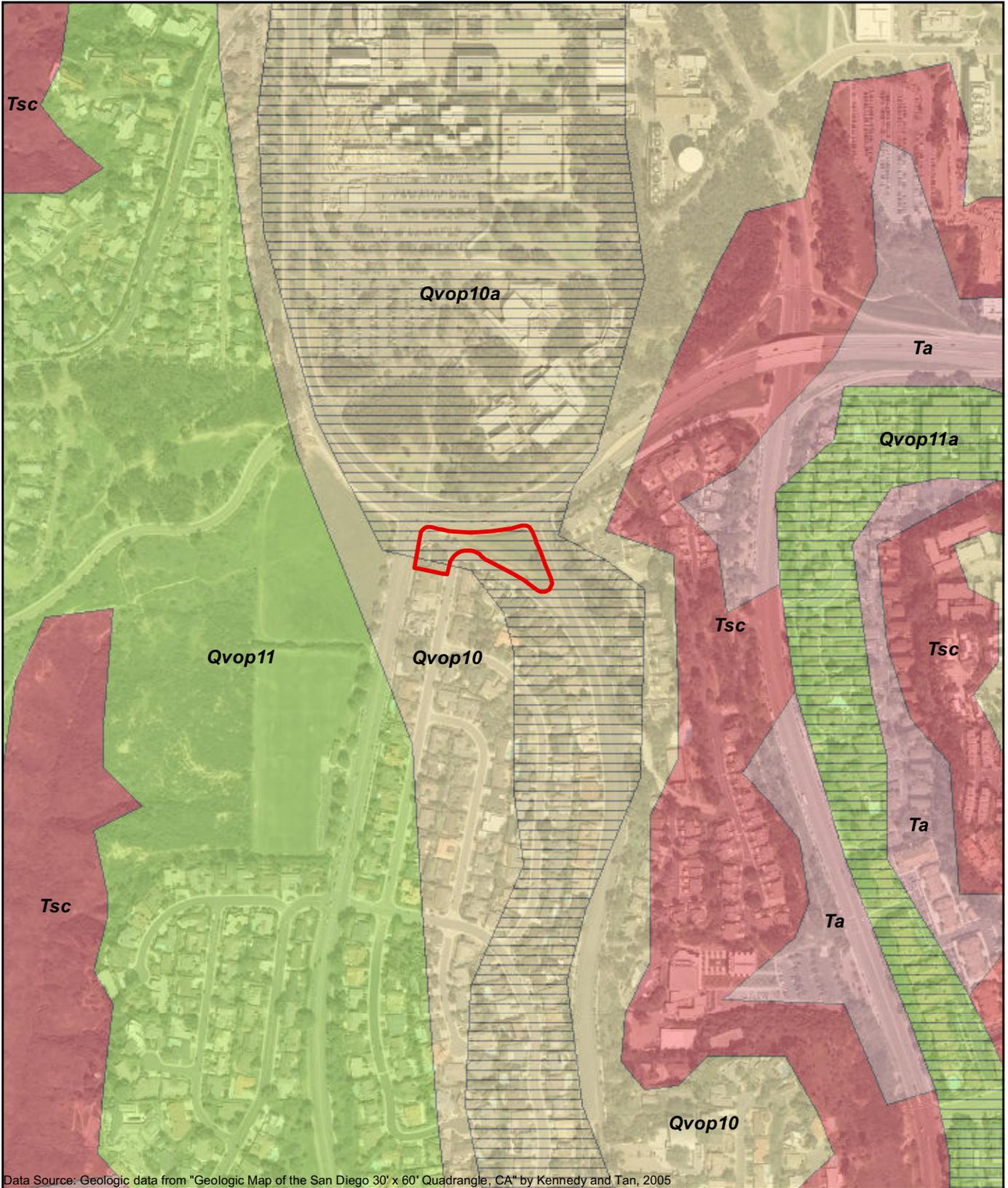
4.4.1.1 Geology and Soils

The project site is located in the coastal plains portion of the Peninsular Ranges Province of California and is underlain by sediments of the Tertiary-age Scripps Formation and Quaternary-age Lindavista Formation. Current regional geologic mapping indicates the site is situated on very old paralic deposits (Qvop 10 and Qvop 10a.). This geologic unit is considered a surficial deposit that was previously included in the Lindavista Formation (Figure 4.4-1). These deposits are composed of massive to coarsely bedded, reddish-brown, silty sand with some gravel and cobble interbedded with sandy cobble conglomerate. No significant fill materials were noted during the site reconnaissance performed by SCST; however, minor amounts of fill associated with the public improvements may exist along the site perimeter and some fill may be associated with the existing structures. In addition, a thin veneer of topsoil/subsoil is present on most of the site.

Very old paralic deposits, commonly identified as the Lindavista Formation, are anticipated to extend to depths of approximately 30 feet below the existing ground surface. The Lindavista Formation is often moderately to highly cemented and excavations with backhoes and other light trenching equipment would likely be slow and difficult to perform. The Lindavista Formation unconformably overlies the Scripps Formation.

a. Scripps Formation

The Scripps Formation is located in the vicinity of the project site and is composed of tan to yellowish-tan, well-consolidated, fine silty sandstone. The structure of the Scripps Formation has been mapped as dipping a few degrees in a north to northwest direction.



Data Source: Geologic data from "Geologic Map of the San Diego 30' x 60' Quadrangle, CA" by Kennedy and Tan, 2005



FIGURE 4.4-1
Geologic Formations

b. Lindavista Formation

The Lindavista Formation is anticipated to extend to depths of approximately 30 feet below the existing ground surface. This formation is composed of massive to coarsely bedded, reddish-brown, silty sand with some gravel and cobble interbedded with sandy cobble conglomerate. The Lindavista Formation is often moderately to highly cemented, and excavations with backhoes and other light trenching equipment would likely be slow and difficult to perform. The Lindavista Formation unconformably overlies the Scripps Formation.

4.4.1.2 Groundwater

No groundwater seepage or ponding was noted within the project site or the immediate vicinity. Perched or ponded water may develop upon the well-cemented Lindavista Formation. Groundwater seepage or ponding could occur after development of the project site, even where none was present before development. Groundwater seepage and ponding are often the result of alteration of the permeability characteristics of the soil, alteration in drainage patterns, or increased precipitation or irrigation water.

4.4.1.3 Geologic Structure/Faults

A review of the available geologic literature indicated that the project site is located approximately 650 feet northwest of the potentially active Scripps Fault and 1.3 miles northeast of the active Rose Canyon Fault. Other active faults in the region that could possibly affect the project site include the Coronado Bank, San Diego Trough, and San Clemente fault zones to the west, the Elisnore and San Jacinto fault zones to the northeast, and the Agua Blanca and San Miguel fault zones to the south.

Probable groundshaking levels at the project site could range from slight to strong depending on such factors as the magnitude of the seismic event and the distance to the epicenter. It is likely that the site will experience the effects of at least one moderate to large earthquake during the life of the structure.

4.4.1.4 Geologic Hazards

Based on the Seismic Safety Study maps (City of San Diego 1995), the project site is located within geologic hazards category 52. This category is assigned to level mesas underlain by terrace deposits and bedrock and has a nominal relative risk potential.

a. Landsliding

The project site is located within Area 2 per the Landslide Hazard Identification map number 33. Area 2 is classified as “marginally susceptible” to slope instability and includes gentle to moderate slopes, where slope angles are generally less than 15 degrees. Area 2 includes low-lying bottoms of broad valleys, basins, and large

elevated surfaces of Pleistocene terrace deposits. Landslides and other slope failures are rare within the project area, although slope hazards are possible on some steeper slopes within the area or along its borders. The potential for gross, deep-seated slope failure to affect the project site is negligible.

b. Liquefaction

Liquefaction typically occurs when a site is located in a zone with seismic activity, on-site soils are relatively cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. The potential for liquefaction during a strong earthquake is limited to soils that are in a relatively loose, unconsolidated condition and located below the groundwater table. Materials within the project site are not subject to liquefaction due to soil density as well as lack of shallow groundwater.

c. Tsunamis

Tsunamis are great sea waves produced by a submarine earthquake or volcanic eruption. The potential for a tsunami to affect the project site is nonexistent because the site is approximately 400 feet above mean sea level, and is approximately one mile from the shoreline.

d. Seiches

Seiches are periodic oscillations in large bodies of water such as lakes, harbors, bays, or reservoirs. There are no such large bodies of standing water located in an area that could affect the project site.

e. Flooding

The project site is located outside the boundaries of the 100-year and the 500-year flood zones, and therefore is not subject to flooding.

4.4.2 Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, impacts related to geology and soils would be significant if the project would:

- Expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards.
- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; and/or

- Result in a substantial increase in wind or water erosion of soils, either on- or off-site.

4.4.3 Issue 1: Geologic Hazards

Would the project expose people or property to geologic hazards such as earthquakes, landslides, mudslides, liquefaction, ground failure, or similar hazards; or be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

4.4.3.1 Impacts

a. Phase 1/Phase 2

Since Phase 1/Phase 2 would involve grading for construction and new structures, the potential hazards related to geologic conditions are discussed in more detail below.

Geology and Soils

The native formational materials are generally competent and suitable for the support of low- to mid-rise structures (SCST 2011). Construction would be required to comply with California Building Code (CBC) regulations. Prior to the issuance of grading permits, a site-specific geotechnical investigation with subsurface explorations, laboratory testing, and specific recommendations is required by the City. This report would demonstrate that the project has been designed to accommodate existing soils and complies with the CBC. Because construction is required to comply with CBC regulations and must follow recommendations of a site-specific geotechnical investigation, impacts would be less than significant.

Groundwater

No groundwater seepage or ponding was found within the site or immediate vicinity. However, perched or ponded water may develop upon the well-cemented Lindavista Formation, and groundwater seepage or ponding could occur after development of the project site, even where none was present before development. Standard engineering design for proper surface drainage of irrigation and rainwater, and subsurface drainage structures if necessary, is required for construction of the project. Proper engineering design of drainage features and structures and compliance with the CBC would reduce the risk of groundwater seepage to less than significant.

Geologic Structure/Faults

The project site is located approximately 650 feet northwest of the potentially active Scripps Fault and approximately 1.3 miles northeast of the active Rose Canyon Fault, as

well as in the region of various other faults. The project site is located within geologic hazards category 52, which is considered a nominal- to low-risk hazard zone. However, it is likely that the site will experience the effects of at least one moderate to large earthquake during the life of the structure. Design and construction in accordance with prevailing building codes would reduce the potential for structural collapse due to earthquake ground shaking to an acceptable level; therefore, impacts would be less than significant.

Geologic Hazards

Landslides

As discussed above, landslides and other slope failures are rare within the project area, although slope hazards are possible on some steeper slopes within the area or along its borders. The project site is generally not susceptible to gross, deep-seated slope failure. The potential for landslide hazards to affect the project site is negligible; therefore, impacts would be less than significant.

Liquefaction

Materials within the project site are not considered subject to liquefaction due to soil density as well as lack of shallow groundwater. Liquefaction hazards would be less than significant.

Tsunamis

The potential for a tsunami to affect the project site is low due to the elevation of the project site as well as distance from the nearest shoreline. Tsunami hazards would be less than significant.

Seiches

There are no large bodies of standing water located in an area that could affect the project site. Seiche hazards would be less than significant.

Flooding

The project site is located outside the boundaries of the 100-year and the 500-year flood zones. Hazards from flooding would be less than significant.

b. Existing with Improvements Option

Construction activities would be required to meet applicable regulations and standards, which would be verified before a grading permit is issued. Impacts associated with geologic hazards would be less than significant.

4.4.3.2 Significance of Impacts

a. Phase 1/Phase 2

The geotechnical reconnaissance prepared for the project site (and reviewed and accepted by qualified City staff) indicated that there are no geologic hazards of sufficient magnitude to preclude proposed use of the site. Construction would be required to meet applicable regulations and standards, which would be verified before a building permit is issued, thus ensuring that potential impacts from geological hazards would be less than significant.

b. Existing with Improvements Option

Construction activities would be required to meet applicable regulations and standards, which would be verified before a grading permit is issued. Impacts associated with geologic hazards would be less than significant.

4.4.3.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.4.4 Issue 2: Soil Erosion

Would the project increase wind or water erosion of soils, either on or off the site?

4.4.4.1 Impacts

a. Phase 1/Phase 2

Development of the vacant site associated with Phase 1/Phase 2 would include grading activities that remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion. The City Municipal Code's Grading Regulations require extensive measures to control erosion during and after grading or construction. These include:

- Desilting basins, improved surface drainage, or planting of ground covers required early in the improvement process in areas that have been stripped of native vegetation or areas of fill material.

- Short-term measures such as sandbag placement and temporary detention basins.
- Catch basins.
- Restrictions on grading during the rainy season (November through March), depending on size of the grading operation, and on grading in proximity to sensitive wildlife habitat.
- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season in accordance with Revegetation and Erosion Control Requirements found in section 142.0411 and Table 142-04F of the Land Development Code, Landscape Regulations. All required revegetation and erosion control are required to be completed within 90 calendar days of the completion of grading or disturbance (LDC 142.0411 [c]).

Although compressible soils are not known to occur on the vacant site associated with Phase 1/Phase 2, a site-specific geotechnical investigation with subsurface explorations, laboratory testing, and specific recommendations would be prepared before a grading permit is issued. Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Incorporation of recommendations described in the geotechnical investigation into grading design would additionally serve to lessen the potential soil erosion impacts (see Appendix D). Thus, potential impacts due to erosion would be less than significant.

b. Existing with Improvements Option

This option would not alter the site in a manner that would increase on- or off-site erosion, as all activities would comply with the grading ordinance. As such, impacts would be less than significant.

4.4.4.2 Significance of Impacts

a. Phase 1/Phase 2

For Phase 1/Phase 2, compliance with the grading ordinance and geotechnical investigation would ensure that erosion impacts would be less than significant.

b. Existing with Improvements Option

The construction activities associated with the Existing with Improvements option would not alter the site in a manner that would increase on- or off-site erosion, as all activities would comply with the grading ordinance. As such, impacts would be less than significant.

4.4.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

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4.5 Energy Use and Conservation

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to analyze energy use and conservation as it is applicable to the project, and in particular to describe any wasteful, inefficient, and unnecessary consumption of energy caused by a project. The analysis of energy conservation consists of a summary of the energy regulatory framework, the existing conditions at the project site, a discussion of the project's potential demands on energy resources, and identification of the project design features or mitigation measures that may reduce energy consumption. The potential for impacts to energy conservation are evaluated in accordance with Appendix F of the CEQA Guidelines and federal, state, and regional regulations.

4.5.1 Existing Conditions

4.5.1.1 San Diego Gas and Electric

San Diego Gas and Electric (SDG&E) is the owner and operator of natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities' customers have safe and reliable utility service at reasonable rates. The project's energy needs would be supplied through the various combinations of energy resources available within the project area, and involve the anticipated future energy resource use patterns discussed in this section.

Table 4.5-1 lists SDG&E's current energy sources. As shown in Table 4.5-1, SDG&E uses biomass, geothermal, hydroelectric, solar, and wind sources and obtained 10 percent of its energy from renewable resources in 2009. As directed by the California Renewables Portfolio Standard in Senate Bill 1078, SDG&E and other statewide energy utility providers are targeted to achieve a 33 percent renewable energy mix by 2020. Currently, nearly 11 percent of SDG&E's renewables procurement is from resources located in San Diego County. The remainder is from renewable energy sources located in Riverside, Orange, and Kern counties.

**TABLE 4.5-1
SDG&E POWER CONTENT**

| Energy Source | SDG&E 2009 Power Mix* (actual) |
|-----------------------|-----------------------------------|
| Renewables | 10% |
| - Biomass & waste | 3% |
| - Geothermal | <1 |
| - Small hydroelectric | <1% |
| - Solar | <1% |
| - Wind | 7% |
| Coal | 7% |
| Large Hydroelectric | 3% |
| Natural Gas | 62% |
| Nuclear | 18% |
| TOTAL | 100% |

SOURCE: SDG&E October 2010

*86 percent of SDG&E 2009 Power Mix is specifically purchased from individual suppliers.

Note: 10 percent of SDG&E 2009 Power Mix is purchased from individual renewable suppliers.

The Encina Power Plant is the major operating power plant in San Diego County. There are also a number of smaller generating plants in the County that are used as backup during times of peak power demand. These in-region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons. Power generation and power use are not linked geographically. Electricity generated is fed into the statewide grid and is generally available to any users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts. Natural gas is also imported into southern California and originates from any of a series of major supply basins located from Canada to Texas. Gas is pumped out and shipped to receipt points that connect with major interstate gas pipelines. The Wheeler receipt point, located near Bakersfield, California, is where SDG&E receives deliveries of Canadian natural gas to be received into the Southern California Gas system. Several liquid natural gas plants are proposed in Mexico, which would provide an additional source of natural gas to southern California. SDG&E currently purchases nearly 80 percent of its electricity and natural gas needs from out-of-region energy sources.

4.5.1.2 Regulatory Setting

The following regulations and guidelines provide the framework for energy conservation. According to the majority of these programs and their requirements, the increased and growing demands for non-renewable energy supplies are best addressed through conservation.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the Department of Transportation (DOT), the Department of Energy (DOE), and the Environmental Protection Agency (EPA) are three agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate energy consumption related to transportation through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. On the state level, the CPUC and California Energy Commission (CEC) are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards.

a. Federal

Federal Energy Policy and Conservation Act and Amendments

Minimum standards of energy efficiency for many major appliances were established by the U.S. Congress in the federal Energy Policy and Conservation Act of 1975, and have been subsequently amended by succeeding energy legislation, including the federal Energy Policy Act of 2005. The DOE is required to set appliance efficiency standards at levels that achieve the maximum improvement in energy efficiency that is technologically feasible and economically justified.

Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, President Obama announced plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 miles per gallon by 2016.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. Perhaps the most significant new standard it establishes is for general service lighting, which will be deployed in two phases. First, by 2012-2014 (phased over several years), common light bulbs will be required to use about 20-30 percent less energy than present incandescent bulbs. Second, by 2020, light bulbs must consume

60 percent less energy than today's bulb; this requirement will effectively phase out the incandescent light bulb.

b. State

State Standards Addressing Vehicular Emissions

California Assembly Bill 1493 (Pavley), enacted on July 22, 2002, required the CARB to develop and adopt regulations to reduce greenhouse gases emitted by passenger vehicles and light duty trucks. CARB adopted regulations in 2004, but due to legal delays was not granted the authority by the EPA to proceed until 2009. The adopted regulations apply to the vehicle manufacture of 2009 and later model year vehicles. CARB estimates that the regulations will reduce GHG emissions from light-duty passenger vehicles by an estimated 18 percent in 2020 and by 27 percent in 2030 (AEP 2007). GHG reductions would result from improved vehicle design that includes small engines with superchargers, continuously variable transmissions, and hybrid electric drives. These types of vehicle design would further improve fossil fuel economy, allowing harmonization with the federal rules and CAFE standards for passenger/light-duty vehicles.

California Code of Regulations Title 24, Part 6 California Energy Code

All new construction in California must meet Title 24 energy standards (CEC 2008). Title 24, which provides energy efficiency standards for residential and nonresidential buildings, was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. For example, the current Title 24 standards achieve a minimum 15 percent reduction in the combined space heating, cooling, and water heating energy compared to the previous 2005 Title 24 energy standards. The most recent amendments to the Code are dated 2008, hence "2008 Title 24," but became effective January 1, 2010. The 2008 Title 24 standards require energy savings of 15-35 percent above the former 2005 Title 24. With 2008 Title 24, all buildings are mandated to achieve a minimum 15 percent reduction in their combined space heating, cooling, and water heating energy compared to the 2005 Title 24 standards. Incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above this minimum 15 percent reduction.

California Code of Regulations Title 24, Part 11 California Green Building Code (CALGreen)

Part 11 of the California Code of Regulations, Title 24, is the California Green Building Standards Code, referred to as CALGreen. The CALGreen was added to Title 24 as Part 11 in 2009, and became effective January 1, 2011. This code institutes mandatory minimum environmental performance standards that include the same energy efficiency

requirements as Part 6 of Title 24 with optional Tier I and II standards for even greater energy efficiency. The code also mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving 30 percent and over reduction. Because the provision of water involves large amounts of energy consumption, reduced water consumption would result in reduced energy demand.

Energy Action Plan

The state Energy Action Plan, drafted and approved in 2003 by the CPUC, the CEC, and the California Power Authority, provides policy guidance for future resource additions. The goal of the Energy Action Plan (2003, updated in 2005) is to ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies, including prudent reserves, are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers (State of California 2005).

c. Regional

SDG&E Long Term Resource Plan

In 2004, SDG&E filed a long-term resource plan (LTRP) with the CPUC, which identifies how it will meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

Consistent with Senate Bill 1078, the goals for increased renewable energy supplies in the 2004 LTRP call for acquiring 20 percent of SDG&E's energy mix from renewables by 2010 and 33 percent by 2020. This bill requires the state's three investor-owned utilities, including SDG&E, to increase their purchases of power generated from renewable resources in order to reduce reliance on fossil fuels and to reduce GHG emissions.

The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to generate 75 percent of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44 percent of its renewables to be generated and distributed in-region by 2020.

4.5.2 Significance Determination Thresholds

Section 15126.4 (a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, inefficient and unnecessary consumption of energy.

CEQA Guidelines, Appendix F, Energy Conservation provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Final Statement of Reasons for Regulatory Action [Resources Agency 2009]). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project. However, for the purpose of this EIR, implementation of the project would be considered to have significant energy impacts if it would:

- Result in the use of excessive amounts of electric power; and/or
- Result in the use of excessive amount of fuel or other forms of energy (e.g., natural gas, oil).

4.5.3 Issue 1: Electricity

Would the construction and operation of the proposed project result in the use of excessive amount of electric power?

4.5.3.1 Impacts

a. Phase 1/Phase 2

According to the U.S. Energy Information Administration (EIA), educational use buildings in California consume an average of approximately 11.0 kilowatts per hour (kWh) of electricity per square foot per year (U.S. EIA 2010). As discussed above, CALGreen became effective January 1, 2011. The code institutes mandatory minimum environmental performance standards that are 15 percent more efficient than the previous building code and contain voluntary goals and incentives for projects achieving reductions of 30 percent or more.

Phase 1/Phase 2 would involve the construction of new buildings totaling 6,479 square feet on a vacant lot. The total approximate maximum electricity consumption based on the energy efficient design is estimated to be approximately 61,710 kWh (or 61.71 mWh) per year, at build-out.

Phase 1/Phase 2 would achieve a minimum 15 percent improvement in energy efficiency over previous standards. It would accomplish this through improved HVAC systems and duct seals; enhanced ceiling, attic and wall insulation; EnergyStar appliances; high-efficiency water heaters; energy-efficient three-coat stucco exteriors; energy-efficient lighting; and high-efficiency window glazing. These energy features

would undergo independent third party inspection and diagnostics as part of the LEED verification and enhanced commissioning process. Commissioning would be conducted by a commissioning team, approved by the USGBC, and completed for the following energy-related systems, at a minimum:

- HVAC and refrigeration systems and associated controls;
- Lighting and daylighting controls; and
- Domestic hot water systems.

Phase 1/Phase 2 would also include on-site renewable energy in the form of solar photovoltaic panels on top of the carport structures in the surface parking lot. These panels would supply 30 to 50 percent of the on-site energy demand, thus substantially reducing the project's demand for carbon-based energy. With the photovoltaic panels, the total electricity consumption would be 30,855 to 43,197 kWh, or 30.86 to 43.20 per year.

Given the energy efficient design in accordance with mandated energy efficiency standards, Phase 1/Phase 2 would not result in the use of excessive amounts of electricity during its long-term operation. Also, given that San Diego has a total on-system generation capacity of about 2,360 MW, the energy consumption from the project would not reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities.

b. Existing with Improvements Option

Implementation of the Existing with Improvements option would involve converting the Cliffridge property from temporary to permanent use as administrative, religious counseling, and meeting space. This conversion would involve bringing the existing residential structure into compliance with local building codes, but would not involve major modifications or expansion of the existing building operations or performance. Therefore, the energy consumption from the Existing with Improvements option would not reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. Energy impacts associated with the Existing with Improvements option would be less than significant.

4.5.3.2 Significance of Impacts

a. Phase 1/Phase

Phase 1/Phase 2 would not result in the use of excessive amounts of electric power. Thus, impacts would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not result in the use of excessive amounts of electric power. Thus, impacts would be less than significant.

4.5.3.3 Mitigation, Monitoring, and Reporting**a. Phase 1/Phase**

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.5.4 Issue 2: Fuel and Other Forms of Energy

Would the project result in the use of excessive amount of fuel or other forms of energy (e.g., natural gas, oil)?

4.5.4.1 Impacts

In addition to electricity discussed above, long-term operational energy use associated with the project includes natural gas consumption, energy consumption related to obtaining and using water and in disposing of solid waste, and fuel-energy consumption by operation of vehicles.

a. Phase 1/Phase 2***Natural Gas Consumption***

Natural gas consumption rates specific to a religious facility of this type are not available. For the purposes of this analysis, it was assumed that the natural gas consumption for Phase 1/Phase 2 was based on office uses because it is the closest available data type use to the proposed use. Typical office uses in California consume an average of 2.0 cubic feet per square foot of natural gas per month (Rimpo and Associates 2007). As discussed above, new projects built in accordance with the current Title 24 energy efficiency standards are 15 percent more energy efficient than those constructed in accordance with the previous building code.

Based on a conservative estimate that Phase 1/Phase 2 would construct 6,600 square feet of space, the total approximate maximum natural gas consumption based on the improved energy efficient design is estimated to be approximately 134,640 cubic feet per year at build-out.

Because the area for Phase 2 is currently vacant, long-term operation would result in an increase in energy consumption compared to existing conditions. Energy would be consumed through daily activities, the delivery of water for potable and irrigation purposes, and daily vehicle use. However, Phase 1/Phase 2 would incorporate design measures (related to electricity, natural gas, and water use) and would be built in accordance with CalGreen. Given its highly energy-efficient design that would exceed mandated energy efficiency standards, the Phase 1/Phase 2 would not result in the use of excessive amounts of natural gas during its long-term operation. In addition, given that San Diego has a total on-system generation capacity of about 2,359 MW, the energy consumption from Phase 2 would not reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. Through compliance with the building standards, the Phase 1/Phase 2 has been designed to consume less-than-average rates of energy, and long-term operational energy impacts would be less than significant.

Water Use

The provision of potable water consumes energy through its conveyance, storage, treatment, and distribution. Phase 1 would not result in an increase or excessive use of water. All new landscaping on the northern portion of the site would be drought tolerant and would be irrigated only during plant establishment with a permanent automatic irrigation system using drip irrigation or low-precipitation and precipitation-matched sprinkle heads. This system would be equipped with valves and other features to minimize water use. Although additional landscaping would require water, it is not expected to be of an amount or duration that would result in significant demands on energy.

As identified in Section 4.6, Greenhouse Gases, water delivered to the facilities associated with Phase 2 would have an embodied energy demand of 0.0085 kWh per gallon. Water use rates specific to a religious facility of this type are not available. For the purposes of this analysis, it was assumed that the water use for Phase 1/Phase 2 was based on commercial and institutional uses because they are the closest available data type use to the proposed use. A study that summarized and interpreted the commercial and institutional uses of utility-supplied potable water in urban areas found that these uses consume 8 to 16 gallons of water per square foot per year (Water Research Foundation 2000). To be conservative, a water demand rate of 16 gallons per square foot per year was assumed. This would result in a total of 105,600 gallons per year.

In compliance with the recent CALGreen mandates for water conservation and the City's sustainable landscaping requirements, Phase 2 has been designed to use less water than the current statewide average. By featuring advanced plumbing systems, such as parallel hot water piping or hot water recirculation systems, and fixtures such as ultra-low flow toilets, water-saving showerheads and kitchen faucets, and high-efficiency

dishwashers, Phase 2 has been designed to achieve a 20 percent reduction in potable water use. In accordance with CALGreen, this reduction would be demonstrated by verifying each plumbing fixture and fitting meets the 20 percent reduced flow rate or by calculating a 20 percent reduction in the building water use baseline.

In addition to these indoor water use conservation features, Phase 2 employs a drought tolerant landscape design to minimize water use, and incorporates water-efficient irrigation systems. Phase 2 is estimated to consume 84,480 gallons of water per year. The embodied energy associated with this water use would amount to approximately 718 kWh per year. This estimated quantity would likely be less due to reductions from the incorporation of a drought-tolerant landscape plan. Even without the sustainable measures in the landscaping plan, this amount would not reduce the available supply of energy resources. Impacts would be less than significant.

Solid Waste

Fuel energy would be consumed by the transportation of solid waste to disposal or recycling facilities. For Phase 1, there would be a temporary increase in solid waste generation during the minor grading and landscaping proposed for the vacant site.

Standards from California Department of Resources Recycling and Recovery (CalRecycle) were used to calculate the solid waste from Phase 2. CalRecycle maintains a list of different waste generation rates for residential, commercial, and industrial uses from a variety of sources. Solid waste rates specific to a religious facility of this type are not available. For the purposes of this analysis, it was assumed that solid waste rates for Phase 1/Phase 2 were based on educational/school uses because they are the closest available data type use to the proposed use. Educational/school uses generate approximately 0.0013 ton per square foot per year (CalRecycle 2009). Phase 2 would therefore generate 8.58 tons, or 17,160 pounds, of solid waste per year. The disposal of this volume of waste, assuming a once-weekly pickup, a 20-mile round trip distance, and a 6.1 miles-per-gallon fuel economy for disposal vehicles, would consume an approximate 170 gallons of fuel each year.

Because of its conformance to the waste minimization and management requirements, waste generated by the Phase 2 and the energy consumption embodied in its disposal would likely be below average, and therefore would not be excessive.

Vehicle Use

Energy in the form of fuel (gasoline) would be consumed by vehicles associated with Phase 1/Phase 2. There would be no increase in staff from this conversion, and no increase from vehicle use during the temporary use of the Cliffridge property during Phase 1. For Phase 2, the Traffic Impact Analysis and Section 4.2 conclude that the 118 new ADTs would be generated. Assuming the SANDAG regional average trip length of

5.8 miles, a total of 684 miles would be traveled each day by project occupants (for 249,806 miles each year). Based on the California Department of Transportation's (Caltrans) average projected fuel economy of 18.8 miles per gallon for 2020, the project would consume 18,288 gallons of vehicle fuel annually.

As discussed in Section 4.5.1.2, Regulatory Setting, various federal and state regulations on vehicle and fuel manufacture would likely result in the substantial reduction of the project's vehicle fuel consumption by 2020. Specifically, the CAFE, Low Carbon Fuel Standard (LCFS), and Pavley regulations would increasingly improve the fuel economy of vehicles manufactured after 2009, as well as increase the availability of and conversion to cleaner fuels.

The vacant site associated with Phase 2 is sited within walking distance of UCSD to encourage pedestrian/bicycle travel and avoid the necessity of vehicle use. Phase 2 would include several pedestrian and bicycle amenities that reduce vehicle travel to the site. Phase 2 also proposes to provide bicycle parking facilities, an enhanced bicycle and pedestrian path, and priority parking for low-emitting and fuel efficient vehicles.

In addition, the vacant site associated with Phase 2 is located within less than 0.25 mile of one or more existing stops for public bus lines usable by the Center's students. One bus stop is located immediately adjacent the property on La Jolla Village Drive just east of Torrey Pines Road. The fuel consumption features proposed in Phase 2 would likely result in below average and not excessive long-term operational energy use from vehicles.

b. Existing with Improvements Option

As the Existing with Improvements option would not result in expansion of the existing structure or operations, no increases in natural gas consumption, water use, solid waste, or vehicle use would result from the permanent operation at the Cliffridge property. Thus, this option would not result in new or excessive uses of fuel or other energy. Impacts would be less than significant.

4.5.4.2 Significance of Impacts

a. Phase 1/Phase 2

Measures to reduce wasteful, inefficient, and unnecessary consumption of energy during operation of Phase 2 have been incorporated into the project design. As such, impacts from implementation of Phase 1/Phase 2 would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not result in expansion of the existing structure or operations and would not result in new or excessive uses of fuel or other energy. Impacts would be less than significant.

4.5.4.3 Mitigation, Monitoring, Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.6 Greenhouse Gases

The following section addresses effects of the project with regard to greenhouse gas (GHG) emissions. The results and conclusions of a GHG technical report prepared for the project by RECON Environmental are summarized below. The report is included in its entirety as Appendix E of this EIR.

4.6.1 Existing Conditions

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated, interacting natural factors that include volcanic eruptions which spew gases and particles (dust) into the atmosphere, the amount of water, vegetation, and ice covering the earth's surface, subtle changes in the earth's orbit, and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances that are not found in nature. This in turn has led to a marked increase in the emissions of gases that have been shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat that is trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because climate change is caused by the collective of human actions taking place throughout the world, it is quintessentially a global or cumulative issue.

4.6.1.1 State and Regional GHG Inventories

CARB performed statewide inventories for the years 1990 to 2004 for seven broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, industrial, residential, and transportation. Emissions are quantified in million metric tons of carbon dioxide (CO₂) equivalent (MMTCO₂E). The results indicated statewide GHG

emissions in 1990 totaled 433 MMTCO₂E and in 2004 totaled 484 MMTCO₂E. According to data from the CARB, it appears that statewide GHG emissions peaked in 2004 and are now beginning to decrease (CARB 2010). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

In 2006, the University of San Diego School of Law, Energy Policy Initiative Center prepared a local emissions inventory for the San Diego region that indicated transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use. The summary of the results for the statewide and local inventories are provided in Appendix E.

4.6.1.2 Regulatory Framework

a. International

The Coordinating Committee on the Ozone Layer was established by the United Nations Environment Program (UNEP) in 1977, and UNEP's Governing Council adopted the World Plan of Action on the Ozone Layer. Continuing efforts led to the signing in 1985 of the Vienna Convention on the Protection of the Ozone Layer. This resulted in the creation of the Montreal Protocol on Substances That Deplete the Ozone Layer (Montreal Protocol), an international treaty designed to protect the stratospheric ozone layer by phasing out production of ozone depleting substances. The treaty was adopted on September 16, 1987 and went into force on January 1, 1989.

Similar to the events that led to the Montreal Protocol, to address growing concern about global climate change, 191 countries including the United States joined an international treaty known as the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC recognizes that the global climate is a shared resource that can be affected by industrial and other emissions of GHG, and that set an overall framework for intergovernmental efforts to tackle the challenges posed by global climate change. Under this treaty, governments gather and share information on GHG emissions, national policies and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change. The UNFCCC entered into force on March 21, 1994. However, this treaty generally lacked powerful, legally binding measures.

The Kyoto Protocol (Protocol), adopted in December 1997, shares the UNFCCC's objective, principles, and institutions, as it significantly strengthens the UNFCCC by committing industrialized countries to individual, legally binding targets to limit or reduce their GHG emissions. Only parties to the UNFCCC that have also become parties to the Protocol are bound by the Protocol's commitments. More than 161 countries, constituting 55 percent of global emissions, are under the protocol. Although former U.S

Vice President Al Gore symbolically signed the Protocol in 1998, the Protocol has not been formally adopted by the U.S. Senate.

b. Federal

The U.S. developed the Climate Change Action Plan (CCAP) in 1993, which consists of initiatives that involve all economic sectors and aims at reducing all significant GHG. The CCAP, backed by federal funding, cultivates cooperative partnerships between the government and the private sector to establish flexible and cost-effective ways to reduce GHG emissions within each sector. The CCAP encourages investments in new technologies, but also relies on previous actions and programs focused on saving energy, reducing transportation emissions, improving forestry management, and reducing waste.

In 2002, the U.S. set a goal to reduce its GHG Emissions Intensity (the ratio of GHG emissions to economic output) by 18 percent by 2012 through various reduction programs, including those identified in the CCAP. New programs included the Energy Star program, which labels energy efficient appliances and products, and the Green Power Partnership, which promotes replacing electricity consumption with green (i.e., renewable) energy sources.

With regard to the transportation sector, the national CAFE standards determine the fuel efficiency of certain vehicle classes in the U.S. After no changes since 1990, in 2007 the CAFE standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, President Obama announced plans to increase these CAFE standards to 35.5 miles per gallon by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

On June 26, 2009, the U.S. House of Representatives passed the American Clean Energy and Security Act. The Act establishes a cap-and-trade plan for GHG, under which the government sets a limit (cap) on the total amount of GHG that can be emitted from large U.S. sources. It requires a 17 percent emissions reduction from 2005 levels by 2020 and includes a renewable electricity standard that will require electricity providers to produce 20 percent of its electricity from renewable sources by 2020. The bill has not yet been approved by the Senate.

c. State

The State of California has a number of policies and regulations that are either directly or indirectly related to GHG emissions. Only those most relevant to land use development projects are included in this discussion.

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Schwarzenegger on June 1, 2005, established the following GHG emission reduction targets for the state of California:

- By 2010 reduce GHG emissions to 2000 levels;
- By 2020 reduce GHG emissions to 1990 levels;
- By 2050 reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32

In response to EO S-3-05, the California legislature passed Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006,” which was signed by the governor on September 27, 2006. It required the CARB to adopt rules and regulations that would reduce statewide GHG emissions to 1990 levels by 2020.

In order to assess the scope of the reductions needed to return to 1990 emissions levels, CARB first estimated 2020 business-as-usual (BAU) GHG emissions. These are the GHG emissions that would be expected to occur in the absence of any state GHG reduction measures. After estimating that statewide 2020 BAU GHG emissions would be 596 MTCO₂E, CARB then developed a Scoping Plan that identified measures to reduce BAU emissions by approximately 174 MTCO₂E (an approximate 30 percent reduction) by 2020. As indicated in Table 4.6-3, the majority of reductions is directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities (CARB 2008a).

California Code of Regulations Title 24, Part 11 California Green Building Code (CALGreen)

CALGreen was previously discussed in Section 4.5.1.2(b), Energy, and requires that every new building reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials. It also requires separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects and mandatory inspections of energy systems (e.g., heat furnace, air conditioner, and mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies.

CALGreen additionally provides incentives for green building design which exceed these mandatory minimums through adherence to Tier I and Tier II optional standards. Projects that conform to these Tier standards would further reduce their energy demand

and resulting GHG emissions associated with electricity generation. The CARB estimates that the mandatory provisions will reduce GHG emissions (CO₂ equivalent) by 3 MTCO₂E in 2020. With regard to public utilities/electricity generation, the CARB Scoping Plan identifies two key GHG reduction measures: the Renewables Portfolio Standard, which promotes diversification of the state's electricity supply and requires a 33 percent renewable energy mix statewide by 2020; and the Million Solar Roofs Program, which requires publicly owned utilities to adopt, implement, and finance solar incentive programs to lower the cost of solar systems. Combined, CARB estimates that full achievement of the Renewables Portfolio Standard and Million Solar Roofs Program would decrease statewide GHG emissions by 13 percent by 2020.

Assembly Bill 1493

In relation to the transportation sector, AB 1493 (also referred to as Pavley or the California Light-Duty Vehicle Greenhouse Gas Standards) was enacted on July 22, 2002. It required the CARB to develop and adopt regulations to lower GHG emissions from passenger vehicles and light duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year. CARB adopted regulations in 2004, but due to litigation and delays from the U.S. EPA was not granted authority to proceed until June 2009. With this action, it is expected that the new regulations (Pavley I and II) will reduce GHG emissions from California passenger vehicles by about 18 percent statewide. These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

Low Carbon Fuel Standard

Another key vehicle emission reduction measure identified in the CARB Scoping Plan is the Low Carbon Fuel Standard. Signed as EO S-01-07 by Governor Schwarzenegger on January 18, 2007, it directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. CARB approved the Low Carbon Fuel Standard as a discrete early action item. EO S-01-07 also instructs the CalEPA to coordinate activities between the University of California, the CEC, and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target.

Also identified in the CARB Scoping Plan to address vehicle emissions is the Regional Transportation-related GHG Targets measure. This measure identifies policies to reduce transportation emissions through changes in future land use patterns and community design, as well as through improvements in public transportation, all of which are intended to reduce vehicle miles traveled (VMT). By reducing VMT, vehicle GHG emissions would be reduced. Improved planning and the resulting development are seen as essential for meeting the AB 32/EO S-3-05 2050 emissions target (CARB 2008a). This measure is linked to SB 375, which directs that regional emissions targets be

established for passenger vehicles by Metropolitan Planning Organizations in their Regional Transportation Plans (RTP) as a Sustainable Communities Strategy to promote smart growth development.

d. Local

San Diego Sustainable Community Program

In 2002, the San Diego City Council unanimously approved the San Diego Sustainable Community Program and requested that an Ad Hoc Advisory Committee be established to provide recommendations that would decrease GHG emissions from City operations. Actions identified in the Sustainable Community Program include: participation in the International Council for Local Environmental Initiatives (ICLEI) Cities for Climate Protection (CCP) campaign to reduce GHG emissions, and in the California Climate Action Registry; establishment of a reduction target of 15 percent by 2010, using 1990 as a baseline; and direction to use the recommendations of the Ad Hoc Advisory Committee as a means to expand the GHG Emission Reduction Action Plan for the City organization and broaden its scope to include community actions.

Cities for Climate Protection

As a participant in the ICLEI CCP Program, the City made a commitment to voluntarily decrease its GHG emissions by 2030. The Program includes five milestones: (1) establish a CCP campaign, (2) engage the community to participate, (3) sign the U.S. Mayors Climate Protection Agreement, (4) take initial solution steps, and (5) perform a GHG audit. The City has advanced past milestone 3 by signing the Mayor's agreement and establishing actions to decrease City operations' emissions.

Climate Protection Action Plan

In July 2005, the City developed a Climate Protection Action Plan (CPAP) that identifies policies and actions to decrease GHG emissions from City operations. Recommendations included in CPAP for transportation included measures such as increasing carpooling and transit ridership, improving bicycle lanes, and converting the City vehicle fleet to low-emission or non-fossil-fueled vehicles. Recommendations in the CPAP for energy and other non-transportation emissions reductions included increasing building energy efficiency (i.e., requiring that all City projects achieve the USGBC's LEED Silver standard) and increasing shade tree and other vegetative cover plantings, among other efforts. The recently amended City General Plan includes Policy CE-A.13 to regularly monitor and update the CPAP.

Sustainable Building Policies

In Council Policy 900-14 "Green Building Policy" adopted in 1997, Council Policy 900-16 "Community Energy Partnership," and the updated Council Policy 900-14 "Sustainable

Buildings Expedite Program” last revised in 2006, the City establishes a mandate for all City projects to achieve the USGBC’s LEED silver standard for all new buildings and major renovations over 5,000 square feet. Incentives are also provided to private developers through the Expedite Program, where green building projects get expedited project review and discounted project review fees.

General Plan

The City General Plan includes several climate change-related policies to ensure that GHG emissions reductions are imposed on future development and City operations. For example, Conservation Element policy CE-A.2 aims to “reduce the City’s carbon footprint” and to “develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth” related to climate change. The Land Use and Community Planning, Mobility, Urban Design, and Public Facilities and Safety Element also contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency.

3.2.4.6 Regional Climate Action Plan

The SANDAG Regional Climate Action Plan is a long-range policy (year 2030) that focuses on transportation, electricity and natural gas sectors. It is a complement to the Regional Energy Strategy 2030 Update and feeds into the SANDAG RTP and Regional Comprehensive Plan. It is currently in process of being prepared.

As indicated above, per the requirements of SB 375, the San Diego region will be required to reduce greenhouse gas emissions from cars and light trucks 7 percent per capita by 2020 and 13 percent by 2035 (SANDAG 2010a). These reduction targets will be fed into the Sustainable Communities Strategy being prepared for the San Diego region, which will also then feed into the 2050 RTP.

4.6.1.2 Existing GHG Emissions

There are numerous GHGs, both naturally occurring and artificial. The most common GHGs include carbon dioxide, methane, and nitrous oxide which are produced by both natural and anthropogenic (human) sources. The remaining gases, such as hydrofluorocarbons, perfluorocarbon, and sulfur hexafluoride, are the result of human processes, are not of primary concern to the project.

The potential of a gas to trap heat and warm the atmosphere is measured by its “global warming potential” or GWP. Specifically, GWP is defined as the cumulative radiative forcing—both direct and indirect effects—integrated over a period of time from the emission of a unit mass of gas relative to some reference gas (U.S. EPA 2002).

4.6.1.3 Implications of Climate Change

The increase in the earth's temperature is expected to have wide ranging effects on the environment. Although global climate change is anticipated to affect all areas of the globe, there are numerous implications of direct importance to California. Statewide average temperatures are anticipated to increase by between 3 and 10.5 degrees Fahrenheit by 2100. Some climate models indicate that this warming may be greater in the summer than in the winter. This could result in widespread adverse impacts to ecosystem health, agricultural production, water use and supply, and energy demand. Increased temperatures could reduce the Sierra Nevada snowpack and put additional strain on the region's water supply. In addition, increased temperatures could result in lower inversion levels leading to a decrease in air quality. It is important to note that even if GHG emissions were to be eliminated or dramatically reduced, it is projected that the effect of those emissions would continue to affect global climate for centuries.

4.6.2 Significance Determination Thresholds

In accordance with CEQA Section 15064.4, the GHG significance thresholds used in this analysis are based on Appendix G of the 2010 CEQA Guidelines in consideration of thresholds of significance adopted by other public agencies and the recommendations of experts. Thus, implementation of a project would be considered to have significant climate change impacts if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG.

The City is using the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change", dated January 2008, as an interim screening threshold to determine whether a GHG analysis would be required for projects. A 900 MTCO₂E per year screening threshold for determining when an air quality analysis is required was chosen based on available guidance from the CAPCOA white paper. The CAPCOA report references the 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. This emissions level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. CAPCOA identifies the following project types that are estimated to emit approximately 900 MTCO₂E of GHGs annually as shown in Table 4.6-1.

**TABLE 4.6-1
PROJECT TYPES THAT REQUIRE A GHG ANALYSIS AND MITIGATION**

| Project Type | Project Size that Generates Approximately 900 MTCO ₂ E of GHGs per Year |
|---------------------------------|---|
| Single Family Residential | 50 units |
| Apartments/Condominiums | 70 units |
| General Commercial Office Space | 35,000 square feet |
| Retail Space | 11,000 square feet |
| Supermarket/Grocery Space | 6,300 square feet |

Although Phase 1/Phase 2 consists of a relatively small square footage, its use is not identified in Table 4.6-1. The City therefore considers an analysis of the GHG emissions that would be generated by Phase 1/Phase 2 to be pertinent. In particular, the analysis is to determine whether GHG emissions from Phase 1/Phase 2 would exceed 900 MTCO₂E.

Phase 1/Phase 2 would involve the construction of three individual structures with an overall GFA of 6,479 square feet, situated around a central outdoor courtyard. Therefore, the GHG analysis evaluated emissions from the proposed construction and operation of the Phase 1/Phase 2 project to determine what, if any, cumulative impacts would result through project implementation.

4.6.3 Issue 1: GHG Emissions

Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

4.6.3.1 Impacts

a. Phase 1/Phase 2

As stated in the first significance threshold in Section 4.6.2, if a project were to generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment it would result in a cumulatively significant climate change impact. Specifically, in accordance with the City's interim screening and threshold criteria, the project would be considered to emit potentially significant GHG emissions if it were to emit GHGs in excess of 900 MTCO₂E.

For Phase 1/Phase 2, emission estimates were calculated for the three GHGs of primary concern (CO₂, methane [CH₄], and nitrous oxide [N₂O]) that would be emitted from project construction and from the five sources of operational emissions: on-road vehicular traffic, electricity generation, natural gas consumption, water usage, and solid

waste disposal. The emission factors used to calculate vehicle, construction, electricity and natural gas GHG emissions are shown in Table 4.6-2.

**TABLE 4.6-2
GHG EMISSION FACTORS**

| Gas | Vehicle Emission Factors (pounds/gallon gas) ¹ | Construction Equipment Emission Factors (pounds/gallon of diesel fuel) | Electricity Generation Emission Factors (pounds/MWh) ^{4, 5} | Natural Gas Combustion Emission Factors (pound/million ft ³) ⁶ |
|----------------|---|--|--|---|
| Carbon Dioxide | 19.564 | 22.37 ² | 1,340 | 120,000 |
| Methane | 0.00055 | 0.00128 ³ | 0.0111 | 2.3 |
| Nitrous Oxide | 0.0002 | 0.00057 ³ | 0.0192 | 2.2 |

¹SOURCE: BAAQMD 2006.

²SOURCE: Energy Information Administration, Documentation for Emissions of Greenhouse Gases in the U.S. 2005, DOE/EIA-0638 (2005), October 2007, Tables 6-1, 6-4, and 6-5.

³SOURCE: U.S. Environmental Protection Agency. Inventory of U.S. Greenhouse Gas Emission and Sinks: 1990-2005, EPA 430-R-07-002, Annex 3.2, (April 2007), <http://www.epa.gov/climatechange/emission/usinventoryreport.html>. Converted from grams per gallon of fuel to pounds per gallon of fuel: CH₄ at 0.58 grams/gallon, N₂O at 0.26 grams/gallon.

⁴SOURCE: U.S. DOE 2002.

⁵Emissions associated with the embodied energy in water use are calculated using the same emissions factors for electricity generation. ⁶SOURCE: U.S. EPA 1998.

Transportation-Related Emissions

Phase 2 would generate 58 ADT (see Appendix B). Assuming a regional average trip length of 5.8 miles (SANDAG 2009), a total of 336 miles would be traveled each day. Based on an average fuel economy of 18.80 miles per gallon (Caltrans 2009), Phase 2 would consume 6,531 gallons of vehicle fuel annually. This would result in the emission of 58.18 MTCO₂E each year, assuming BAU.

There are several plans, policies, and regulations aimed at reducing transportation-related GHG emissions statewide by 2020. These regulations would reduce statewide transportation-related GHG emissions by increasing average vehicle fuel economy, decreasing engine combustion emissions, and decreasing average VMT and trip length.

It can be assumed that vehicles associated with the Phase 2 would benefit from the new regulations, and associated vehicle emissions would accordingly decrease. By accounting for the Scoping Plan measures already adopted, the estimated vehicle emissions associated with Phase 2 could decrease by nearly 30 percent, resulting in vehicular GHG emissions of 41.01 MTCO₂E. These transportation-related emissions reductions would be achieved through mandatory regulations applicable to all vehicle emissions within the state and are not attributable to specific GHG reduction features of Phase 2.

Non-Transportation-Related Emissions

Electricity Emissions

Electric power generation accounted for the second largest sector contributing to both inventoried and projected statewide GHG emissions, comprising 24 percent of the projected total 2020 statewide BAU emissions (CARB 2008b). Buildings use electricity for lighting, heating, and cooling. Electricity generation entails the combustion of fossil fuels, including natural gas and coal, which are then stored and transported to end users. A building's electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). Generation rates are available for a variety of land uses. For each GHG source, the land use type most similar to Phase 1/Phase 2 was selected from the available generation rate data.

Emissions for Phase 2 were calculated using average electricity consumption rates of 11.0 kWh per square foot per year for educational uses (U.S. EIA 2010) and the emission factors in Table 4.6-2. Phase 2 would involve the construction of three individual structures with an overall GFA of 6,479 square feet. The total annual electricity consumption associated with Phase 2 without GHG-reducing design features (i.e., BAU) was calculated to be 72.60 MWh. This equates to the emission of 44.33 MTCO₂E each year.

Given current Title 24 energy efficiency standards, Phase 1/Phase 2 design would achieve a 15 percent or greater efficiency than 2005 Title 24. This would reduce emission to 37.68 MTCO₂E each year. Additionally, given energy-efficient design features (photovoltaic solar panels), the total annual electricity consumption associated with Phase 2 with GHG-reducing design features would be reduced by approximately 30 to 50 percent. Phase 2's GHG emissions would be reduced to approximately 26.38 MTCO₂E emissions each year, assuming a 30-percent reduction in energy supplied from off-site sources.

Natural Gas Emissions

Buildings combust natural gas primarily for heating and cooking purposes, resulting in the emission of GHGs. GHG emissions associated with natural gas combustion are estimated by multiplying the project square footage by average natural gas consumption rates for office uses and then by their respective GHG emissions factors. Natural gas consumption rates specific for a religious facility are not available. For the purposes of this analysis, it was assumed that the natural gas consumption for Phase 1/Phase 2 was based on office uses because it is the closest available data type use to the proposed use. The statewide average monthly natural gas consumption rate for office use was 2.0 cubic feet per square foot prior to the current Title 24 building code (Rimpo and Associates 2007). Given current Title 24 energy efficiency standards, Phase 1/Phase 2 design would achieve a 15 percent or greater efficiency than the measured statewide

average. A natural gas consumption rate of 1.7 cubic feet per square foot per year was thus used in the GHG calculations.

The total quantity of natural gas estimated to be consumed by the BAU project-equivalent each year would be 0.13 million cubic feet. Using the emission factors in Table 4.6-2 for natural gas consumption, this equates to the emission of approximately 7.37 MTCO₂E each year.

Water Emissions

The provision of potable water consumes large amounts of energy associated with source and conveyance, treatment, distribution, end use, and wastewater treatment. This type of energy use is known as embodied energy. The GHG emissions associated with water use are calculated by multiplying the embodied energy in a gallon of potable water by the total number of gallons projected to be consumed by Phase 1/Phase 2 and then by the electricity generation GHG emissions factors. For these estimates, it is assumed that water delivered to the project site would have an embodied energy of 2,779 kWh/acre foot, or 0.0085 kWh/gallon (Torcellini 2003).

For the purposes of this analysis, potable water use for Phase 1/Phase 2 was based on institutional uses because it is the closest available data type use to the proposed use. A Water Research Foundation and American Waterworks Association study that summarized and interpreted the institutional uses of utility-supplied potable water in urban areas found that these uses consume 8 to 16 gallons of water per square foot per year. However, this average range of these facilities' water consumption does not reflect the increased water conservation standards to which Phase 1/Phase 2 would be built.

CALGreen became effective January 2011 and mandates a minimum 20 percent improvement in water conservation over the existing state plumbing code. Specifically, CALGreen mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving a reduction of 30 percent or more. To estimate the water consumption and associated GHG emissions for Phase 1/Phase 2, the existing average rate of water consumption for institutional uses (the higher 16 gallon value) was reduced by 20 percent. The adjusted annual water use rate of 12.8 gallons per square foot was multiplied by the total square footage of 6,600 to obtain the projected annual water consumption of 84,480 gallons per year.

The embodied energy associated with this volume of water use amounts to approximately 718 kWh per year. Multiplying this value by the electricity emission factors in Table 4.6-6, the GHG emissions that would be associated with Phase 1/Phase 2's water use were calculated to be 0.44 MTCO₂E each year. This estimated quantity would likely be less due to the unquantifiable reductions that would come from the project's incorporation of a drought-tolerant landscape design in accordance with the City's General Plan Policy CE-A.11 and LEED requirements.

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. California Department of Resources Recycling and Recovery (CalRecycle) maintains a list of different waste generation rates for residential, commercial, industrial, and institutional uses from a variety of sources. Educational/school uses are listed as generating approximately 0.0013 ton per square foot per year (CalRecycle 2009). Phase 1/Phase 2 would thus generate approximately 17,160 pounds, or 8.58 tons, of solid waste annually. With CalRecycle's current waste disposal practice in accordance with the statutory 50 percent diversion mandate, the GHG emissions associated with the disposal or diversion of 8.58 tons of waste would equal approximately 1.21 MTCO₂E per year.

Phase 1/Phase 2 would include areas for storage and collection of recyclables and divert 75 percent of its construction waste from the landfill. The GHG emissions reductions from these measures cannot be accurately determined at this time. The CARB Scoping Plan includes recycling and waste measures that would reduce statewide emissions by roughly 1 MMTCO₂E by 2020. This is to be achieved through improved landfill methane capture. The CARB Scoping Plan also includes other waste sector reduction strategies not counted toward the statewide 2020 emissions reduction target. CARB estimates that these additional waste and recycling sector measures would provide up to an additional 10 MMTCO₂E reduction by 2020. Thus, it is possible that the embodied energy and emissions resulting from disposing of Phase 1/Phase 2's solid waste may decrease somewhat by 2020 due to these measures.

Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in the on-road construction vehicles and in the commuter vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in any water use (for fugitive dust control) and lighting for the construction activity. Every phase of the construction process, including demolition, grading, paving, and building, emits GHG emissions in volumes proportional to the quantity and type of construction equipment used. The heavier equipment typically emits more GHGs per hour of use than the lighter equipment because of their greater fuel consumption and engine design.

Based on all phases of construction, the total estimated GHG emissions associated with constructing Phase 1/Phase 2 would be 554.43 MTCO₂E. The Association of Environmental Professionals (2010) has recently recommended that total construction emissions be amortized over 30 years and added to operational emissions. Thus, while construction emissions are not addressed in the CARB Scoping Plan, Phase 1/Phase 2's estimated construction emissions are added to the project's

operational emissions. This results in an annual BAU construction emission of approximately 18.48 MTCO₂E per year.

Total Project Emissions

The total project GHG emissions attributed to construction, vehicle use and building occupancy for Phase 1/Phase 2 are summarized below in Table 4.6-3. As shown, Phase 1/Phase 2 is estimated to generate a worst-case total of 123.36 MTCO₂E of GHG emissions each year. This quantity of emissions is what would be generated by the project given compliance with current building codes, but without taking credit for any project-specific reduction measures. By accounting for the project design that includes on-site solar energy, and by accounting for vehicle emissions reductions anticipated by 2020 through state regulations, the project is projected to generate 94.89 MTCO₂E each year by 2020. This reduction of 28.47 MTCO₂E equates to 27.1 percent less emissions being generated by the project by 2020.

**TABLE 4.6-3
SUMMARY OF ESTIMATED ANNUAL GHG EMISSIONS AND
PROJECT REDUCTIONS
(MTCO₂E)**

| Emission Source | Project Compliant with Current Building Code | Project Design with Additional Reductions |
|-------------------------|--|---|
| Transportation/Vehicles | 58.18 | 41.01 ¹ |
| Electricity Use | 37.68 | 26.38 ² |
| Natural Gas Use | 7.37 | 7.37 |
| Water Consumption | 0.44 | 0.44 |
| Solid Waste Disposal | 1.21 | 1.21 |
| Construction | 18.48 | 18.48 |
| TOTAL | 123.36 | 94.89 |

¹GHG reductions achieved through State measures affecting vehicle and fuel manufacture by 2020.

²GHG reductions achieved through project-specific design elements that exceed current 2008 Title 24 Energy Efficiency Standards, including: installation of solar PV panels in parking lot.

The GHG emissions of Phase 1/Phase 2 would not exceed the City's 900 MTCO₂E screening threshold; thus, no further analysis is required. Phase 1/Phase 2's contribution of GHGs to statewide emissions would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not expand or intensify the existing structure, operations, or vehicle traffic. Therefore, the Existing with Improvements option would not generate GHG emissions in excess of 900 MT, and its cumulative contribution to statewide GHG emissions would be less than significant.

4.6.3.2 Significance of Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2's worst-case emission of 123.36 MTCO₂E per year falls well below the City's 900 MTCO₂E GHG screening threshold that indicates when a significant GHG impact may occur. Additional GHG-reducing design features would reduce project emissions to 94.89 MTCO₂E per year. Therefore, the Phase 1/Phase 2's contribution to statewide emissions would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not generate GHG emissions in excess of 900 MT, and its cumulative contribution to statewide GHG emissions would be less than significant.

4.6.3.3 Mitigation, Monitoring, Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.6.4 Issue 2: Project Consistency with Adopted GHG Plans, Policies and Regulations

Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG?

4.6.4.1 Impacts

a. Phase 1/Phase 2

The regulatory plans and policies discussed in Section 4.6.1 above aim to reduce federal, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are thus largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; expand research and development; and so forth.

Local Plans

As discussed above, Phase 1/Phase 2 would achieve substantial GHG reductions through sustainable building design that includes improved energy efficiency, on-site renewable energy generation, water conservation, sustainable materials use, and waste reduction. The sustainable design features of Phase 1/Phase 2 are described more fully in Chapter 3, Project Description.

Verification of increased energy efficiencies would be demonstrated based on a performance approach, using a CEC-approved energy compliance software program, in the Title 24 Compliance Reports provided by the project applicant to the City prior to issuance of the building permit. Prior to issuance of a final certificate of occupancy, the energy features would undergo independent third party inspection and diagnostics as part of the LEED verification and commissioning process, with compliance verified by the City's Building Official as part of the plan check process of the City's Sustainable Building Expedite Program. Additional inspections may be conducted as needed to ensure compliance. During the course of construction and following completion of the project, the City may require the applicant to provide information and documents showing use of products, equipment, and materials specified on the permitted plans and documents.

The construction plans and specifications of Phase 1/Phase 2 would indicate in the general notes or individual detail drawings the advanced water conservation features, product specifications, and methods of construction and installation that are required to surpass the state plumbing code by a minimum of 20 percent, to achieve a minimum 20 percent reduction in water usage. In accordance with CALGreen criteria, verification of the 20 percent reduction in potable water use shall be demonstrated by verifying each plumbing fixture and fitting meets the 20 percent reduced flow rate or by calculating a 20 percent reduction in the building water use baseline. This documentation would be provided by the project applicant to the City prior to issuance of the building permit. The performance of the water conservation design will be verified through final inspection prior to issuance of a final certificate of occupancy.

Phase 1/Phase 2 would thus be consistent with the City's General Plan, CPAP, and Sustainable Building goals for private land use development.

The City's CPAP presents numerous strategies and actions to be taken by the City to meet the emissions reduction goals. Many of these strategies are specific to City operations; however, there are strategies that could apply to general development projects. The objectives of Phase 1/Phase 2 which relate to these actions are:

- Contribute to regional goals to reduce vehicle use and promote walkability by providing a facility within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus.
- Enhance the pedestrian access, orientation, and walkability within the project site.
- Contribute to accomplishing the sustainable development goals through the installation of sustainable design and building practices that would achieve optimal water conservation, on-site renewable energy, natural daylighting and ventilation, and a reduction in vehicle use through enhanced bicycle and pedestrian facilities.
- Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy LEED criteria for 50 to 75 percent diversion (reuse, recycling) of construction and operational waste.

Providing a center within walking distance to the UCSD campus and enhancing the pedestrian environment would contribute to decreasing GHG emissions due to vehicular travel. Phase 1/Phase 2 would complement the transportation goals of the CPAP and not result in a significant impact.

The vacant site associated with Phase 2 is located within less than 0.25 mile of one or more existing stops for public bus lines usable by the Center's students. In addition, Phase 1/Phase 2 would incorporate sustainable design and materials where practical. Project design features that are anticipated to meet the City's Sustainable Building policy and LEED Silver certification criteria would serve to reduce or avoid potential environmental effects associated with vehicular transportation, energy and water consumption, materials consumption (particularly consumption of nonrenewable or slowly-renewing resources), indoor air quality, and heat islands. Phase 1/Phase 2 would also include on-site renewable energy in the form of solar photovoltaic panels on top of the carport structures in the surface parking lot. These panels would supply 30 to 50 percent of the on-site energy demand, thus substantially reducing the demand for carbon-based energy. Thus, Phase 1/Phase 2 would not conflict with the energy goals of the CPAP.

State Plans

EO S-3-05 established GHG emission reduction targets for the state, and AB 32 launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. These include strategies to reduce fossil fuel demand through renewable energy use, increased building energy efficient design, and sustainable building methods to reduce water use, chemical offgasing, heat islands, and waste. Phase 1/Phase 2, by providing energy- and water-efficient building design and on-site renewable energy (to meet 30 to 50 percent of electricity demand), would achieve a substantial reduction in GHG emissions compared to existing buildings emissions and to projected 2020 BAU emissions. Phase 1/Phase 2's sustainable building design is thus consistent with state GHG reduction goals, climate change adaptation strategies, and the Scoping Plan's recommendation to expand the use of green building practices in order to reduce the carbon footprint of new buildings.

b. Existing with Improvements Option

The conversion of the Cliffridge property from temporary to permanent use for Hillel would not expand or intensify the existing building operations or vehicle traffic. Therefore, it would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

4.6.4.2 Significance of Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

4.6.4.3 Mitigation, Monitoring, Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

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4.7 Historical Resources

Brian F. Smith and Associates, Inc. completed a field and archival investigation of the project site, including an intensive on-foot survey and testing program. The results of the survey and the subsurface testing program are summarized below and explained in detail in the Cultural Resources Study, which is included as Appendix F-1 of this EIR. A Historical Resource Report was also completed for the Cliffridge property. This report is included as Appendix F-2 of this EIR.

4.7.1 Existing Conditions

4.7.1.1 Cultural and Historic Setting

Although the origins of the earliest local inhabitants of the coastal area of La Jolla area remain unclear, the area has a rich and extensive record of prehistoric and historic human activity. According to the background research conducted for this project, institutional records indicate that the project vicinity supported foraging sites for populations of hunter/gatherers, such as the La Jolla and later the Kumeyaay. Following the Hispanic introduction into the region in the mid-1700s, the project area was possibly used in conjunction with agricultural activities of the missions, followed by farming and cattle ranching activities.

Following the early settlements and colonization of San Diego, La Jolla became the site of residences and businesses. From the late 1800s and early 1900s, La Jolla saw the introduction of the City's first public services, street paving, and transportation systems. As a result of the development of La Jolla, many of the major prehistoric sites in the project area have been disturbed.

4.7.2.1 Known Prehistoric/Historic Resources

a. Records Search

Archaeological records searches were conducted at the South Coast Information Center (SCIC) at San Diego State University and the San Diego Museum of Man (2003, updated in 2007 and 2010). The records searches indicated that no previously recorded cultural resources are located within the project boundary. The SCIC reported 20 sites within one mile of the project site, although several of these sites have been combined (see Appendix F-1, Table 6.0-1). The San Diego Museum of Man reported 16 sites (the same as those reported by SCIC) within one mile of the project site.

The prehistoric sites consist of habitation and resource extraction and processing locations generally associated with both the Archaic and Late Prehistoric subsistence strategies. The complete results of the records searches can be found in Appendix F-1.

Based on the results of a Sacred Lands File search through the Native American Heritage Commission, no pre-recorded Native American cultural resources are reported on the project site or the immediate area.

b. Survey/Field Inspection Results

The project site was surveyed in 2003 and 2007. The entire project area/parcel was inspected for artifacts, ecofacts, and features. The majority of the site lacked vegetation, allowing for good ground visibility, but the soil that was visible revealed little evidence of cultural resources.

Three isolated artifacts observed on the surface of the project site were mapped and collected. The artifacts consisted of three small pieces of lithic production waste (flakes). Two of the flakes were made from medium-grained metavolcanic material, while the remaining flake was made from quartzite (see Appendix F-1). In addition to the isolated surface artifacts, a very sparse scatter of less than 10 small pieces of marine shell was observed on the surface of the property. The shells consisted primarily of *Chione* sp. fragments and other unidentified specimens. Because the shell fragments were so sparsely and widely scattered, they were noted but not collected.

c. Excavation and Historical Resources Testing

The potential for cultural materials on this property was sufficient to mandate a subsurface assessment because of the number of previously recorded sites in the immediate vicinity and the extensive use of this area by prehistoric groups, as noted by the recorded presence of major occupation sites on Torrey Pines Mesa. A total of 20 shovel test pits were excavated within the parcel. The excavation of the shovel tests demonstrated that the soils on the property are mixed and heavily disturbed, and many of the excavations contained pieces of modern trash. No cultural resources were recovered from the shovel tests. The locations of the datum, surface collections, and excavations as well as detailed locational information for the shovel test excavations are presented in Appendix F-1.

4.7.2 Regulatory Framework

Federal, state, and local criteria are used to evaluate the significance of a prehistoric or historic resource.

4.7.2.1 Federal

a. National Register of Historic Places

Federal criteria are those used to determine eligibility for the National Register of Historic Places (NRHP). The NRHP, established by the National Historic Preservation Act enacted in 1966, is the official lists of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service. The NRHP criteria state that the quality of significance is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and are associated with historic events or persons important in our past; embody the distinctive characteristics or represent the work of a master or distinguishable entity; or have yielded information important in prehistory or history.

Certain properties (e.g., ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years) are usually not considered for eligibility for the NRHP.

b. Native American Involvement

Native American involvement in the development review process is addressed by several state and federal laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, Senate Bill 18 spells out requirements for local agencies to consult with identified California Native American Tribes during the development process.

4.7.2.2 State

a. California Register of Historic Resources

Similar to the NRHP, the California Register of Historic Resources (CRHR) program, established in 1992, encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR. CEQA was amended in 1992 to define "historical resources" as a resource listed in or determined eligible for listing on the California Register, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain

requirements, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.

Similar to the NRHP, a resource may be listed in the CRHR if it is significant under one of more of the following criteria:

- Associated with historic events or persons important to California's past
- Embodied the distinctive characteristics or represent the work of a master or distinguishable entity
- Yielded information important in prehistory or history

4.7.2.3 Local

a. Historical Resources Guidelines

The Historical Resources Guidelines of the City's Land Development Manual identifies the criteria under which a resource may be historically designated. It states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historical resource by the City's Historical Resources Board if it meets one or more of the following designation criteria:

- Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or agricultural development.
- Is identified with persons or events significant in local, state, or national history.
- Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or crafts.
- Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.
- Is listed or has been determined eligible by National Park Service for listing on the NRHP or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historic Resources.
- Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value, or which represent one or more architectural periods or styles in the history and development of the City.

Under the City's Historical Resource Guidelines, certain types of resources are typically considered insignificant for planning purposes, such as isolates, sparse lithic scatters, isolated bedrock milling features, shellfish processing stations, and sites and buildings less than 45 years old (City of San Diego 2001b).

In the Historical Resources Guidelines, an archaeological site is defined as at least three associated artifacts/ecofacts within a 40-square-meter area, or as a single feature, and be at least 45 years old (City of San Diego 2001b). Unless demonstrated otherwise, archaeological sites with only a surface component are not typically considered significant. The determination of an archaeological site's significance depends on a number of factors specific to that site, including size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostic artifacts, or datable material; artifact/ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance. According to the City's Guidelines, all archaeological sites are considered potentially significant (City of San Diego 2001b).

Significance for historic buildings, structures, objects, and landscapes is based on age, location, context, integrity, and association with an important person or event. A resource may be associated with one or more aspects of the criteria detailed above. To determine the significance of the resource, the historic context with which the resource is associated should be identified; second, the resource's history is evaluated to determine whether it is associated with the historic context in any important way by applying the Historical Resources Board Criteria and identifying the period of significance in which the resource is important; and last, the resource's historic integrity is assessed.

For a site to have ethnic significance, it must be associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined within a discrete ethnic population; or the mythology of a discrete ethnic population (City of San Diego 2001b).

b. Historical Resources Regulations

The City's Historical Resources Guidelines address the identification and mitigation of impacts to both prehistoric and historic sites in the City. These Historical Resources Guidelines ensure compliance with local, state, and federal regulations for the management of historical resources. These guidelines are stated in the City's Historical Resources Regulations (HRR), part of the San Diego Municipal Code (Chapter 14, Article 3, Division 2: Purpose of Historic Resources Regulations or Sections 143.0201-143.0280). The HRR has been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. The City Guidelines cover all properties (historic, archaeological, landscapes, traditional, etc.) that are eligible or potentially eligible for the NRHP. It also covers those same properties that may be

significant under state and local laws and registration programs, such as the CRHR and the City's HRR.

Historical resources, in the HRR context, include "site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city." These are usually over 45 years old, and they may have been altered or still be in use (City of San Diego 2001b).

c. Native American Involvement

At the local level, Policy HP-A.4.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring (City of San Diego 2008a).

4.7.3 Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, impacts related to historic resources would be significant if the project would:

- Result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including architecturally significant building), structure, or object or site;
- Result in the disturbance of any human remains, including those interred outside of formal cemeteries; and/or
- Result in any impact to existing religious or sacred uses within the potential impact area.

4.7.4 Issues 1 and 2: Prehistoric/Historic Resources and Human Remains

Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including architecturally significant building), structure, or object or site? Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries?

4.7.4.1 Impacts

a. Phase 1/Phase 2

Due to the location within a coastal area where known prehistoric and historic resources exist and three isolated artifacts were recovered from the surface of the project area, the project site was assessed for any potential for subsurface cultural resources. The subsurface assessment consisted of 20 shovel pits excavated on the project site in order to determine if intact cultural deposits occurred and, if so, their extent and composition.

The excavation of the shovel tests demonstrated that the soils on the property are mixed and heavily disturbed, and many of the excavations contained pieces of modern trash. No cultural resources were recovered from the shovel tests. The archaeological survey and testing program did not result in the discovery of any archaeological sites or features. The survey and excavation concluded that Phase 1/Phase 2 would not impact cultural resources and no further archaeological considerations are recommended. No cultural deposits were located and no historic sites or structures were identified within the project site.

There are no known burial sites or cemeteries within the project vicinity; therefore, the project is not likely to disturb any human remains. Based on the results of the record search, survey for cultural resources, and a request of the Native American Heritage Commission for spiritually significant and/or sacred sites or traditional use areas, the potential for unanticipated discovery or the disturbance of human remains is low. In the unlikely event of the discovery of human remains during project grading, all contractor and City staff are required to adhere to California Health and Safety Code Section 7050.5. This section of the Health and Safety code requires no further disturbance to occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. With implementation of these procedures, impacts to cultural resources would be less than significant.

b. Existing with Improvements Option

No cultural deposits were located and no historic sites or structures or known burial sites or cemeteries were identified. Similar to Phase 1/Phase 2, the potential for unanticipated discovery or the disturbance of human remains is low. In the unlikely event of the discovery of human remains during project grading, all contractor and City staff are required to adhere to California Health and Safety Code Section 7050.5. This section of the Health and Safety Code requires no further disturbance to occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.

In regards to historical resources, the City's Historical Resource Guidelines are used for determining significance under CEQA to reflect a local perspective of historical,

architectural, and cultural importance for inclusion on the City's Historical Resources Register.

The Cliffridge property is more than 45 years old, and thus has been evaluated for its historic significance in relation to the City's Historical Resource Guidelines (Appendix F-2). The residence and garage at the Cliffridge property do not meet any of the criteria, detailed above in Section 4.7.2.3a (see Appendix F-2). Thus, the Cliffridge property would not be eligible for inclusion on the City's Historical Resources Register.

In addition to determining the significance of a property under Historical Resource Guidelines criteria, a property must also must possess integrity. Integrity is defined by the NRHP as the "ability of a property to convey and maintain its significance." The local, state, and national registers recognize seven aspects of integrity—location, design, setting, materials, workmanship, feeling, and association. The Cliffridge property is not directly linked to any historic events, activities, persons, past time, or past place. As a result, the property does not possess, nor has it ever possessed, an associative element for integrity purposes (see Appendix F-2).

The Cliffridge property does not meet any of the City's Historical Resource Guidelines criteria, nor does it possess an associative element for integrity purposes. Impacts to historical resources under the Existing with Improvements option would therefore be less than significant.

4.7.4.2 Significance of Impacts

a. Phase 1/Phase 2

The archaeological study indicates that no significant prehistoric, historic, or cultural resources are present within the project site. Regulations addressing the low potential for an unanticipated discovery or disturbance of human remains are summarized in Section 4.7.4.1. Therefore, historic impacts of Phase 1/Phase 2 would be less than significant.

b. Existing with Improvements Option

No cultural deposits were located and no historic sites or structures or known burial sites or cemeteries were identified. The Cliffridge property does not meet any of the City's Historical Resource Guidelines criteria, nor does it possess an associative element for integrity purposes. Impacts to historical resources under the Existing with Improvements option would be less than significant..

4.7.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.7.5 Issue 3: Religious/Sacred Uses

Would the project result in any impact to existing religious or sacred uses within the potential impact area?

4.7.5.1 Impacts

a. Phase 1/Phase 2

There are no known religious or sacred uses on-site or within the immediate vicinity of the project site. In addition, the Sacred Land file search did not identify any cultural resources within the project site. Therefore, implementation of Phase 1/Phase 2 would result in less than significant impacts to religious and sacred uses.

b. Existing with Improvements Option

As with Phase 1/Phase 2, implementation of the Existing with Improvements option would result in less than significant impacts to religious and sacred uses.

4.7.5.2 Significance of Impacts

a. Phase 1/Phase 2

Since no religious or sacred uses were identified within the project area, impacts would be less than significant.

b. Existing with Improvements Option

Since no religious or sacred uses were identified within the project area, impacts would be less than significant.

4.7.5.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.8 Noise

The following section is based upon the Noise Technical Report prepared by RECON for the project (Appendix G).

4.8.1 Existing Conditions

4.8.1.1 Existing Noise Standards

Noise standards in the City are expressed in community noise equivalent level (CNEL), a 24-hour A-weighted average decibel level [dB(A)] that accounts for frequency correction and the subjective response of humans to noise by adding 5 dB and 10 dB to the evening and nighttime hours, respectively.

a. Exterior Noise

Noise is evaluated in relation to the noise level standards promulgated in the City General Plan (2008). Phase 1/Phase 2 would construct meeting rooms for religious study, a courtyard, and a library that would serve as a chapel. Phase 1/Phase 2 and the Existing with Improvements option also include the operation of religious offices.

There are two Institutional standards that could apply to the project. The exterior noise standard for places of worship is 65 CNEL. The exterior noise standard for higher education institutional facilities is 70 CNEL. These standards are applicable at exterior usable areas. To be conservative, an exterior noise standard of 65 CNEL for a place of worship was used for this analysis.

b. Interior Noise

Noise-sensitive interior spaces have an interior standard of 45 CNEL (City of San Diego 2008b). The City assumes that standard construction techniques will provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific construction techniques is required.

c. On-Site Generated Noise

On-site generated noise is regulated by the City's Noise Ordinance. Noise levels would be considered significant if projected on-site generated noise levels would exceed the applicable limits specified in the Noise Ordinance. These limits are summarized in Table 4.8-1 below.

**TABLE 4.8-1
APPLICABLE NOISE ORDINANCE LIMITS**

| Land Use | Time of Day | One-Hour Average Sound Level [dB(A) L _{eq}] |
|--|-------------------------|---|
| Single Family Residential | 7:00 A.M. to 7:00 P.M. | 50 |
| | 7:00 P.M. to 10:00 P.M. | 45 |
| | 10:00 P.M. to 7:00 A.M. | 40 |
| Multi-Family Residential (up to a max. density of 1/2000) | 7:00 A.M. to 7:00 P.M. | 55 |
| | 7:00 P.M. to 10:00 P.M. | 50 |
| | 10:00 P.M. to 7:00 A.M. | 45 |
| All other Residential | 7:00 A.M. to 7:00 P.M. | 60 |
| | 7:00 P.M. to 10:00 P.M. | 55 |
| | 10:00 P.M. to 7:00 A.M. | 50 |
| Commercial | 7:00 A.M. to 7:00 P.M. | 65 |
| | 7:00 P.M. to 10:00 P.M. | 60 |
| | 10:00 P.M. to 7:00 A.M. | 60 |
| Industrial or Agricultural | 7:00 A.M. to 7:00 P.M. | 75 |
| | 7:00 P.M. to 10:00 P.M. | 75 |
| | 10:00 P.M. to 7:00 A.M. | 75 |

d. Construction Noise

Construction noise is regulated by the City's Municipal Code. Section 59.5.0404 of the Municipal Code, the City's Noise Abatement and Control Ordinance, states that:

- It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . . .
- . . . it shall be unlawful for any person, including the City, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M.

4.8.1.2 Existing Ambient Noise

Ambient noise levels at the project site are primarily due to traffic on La Jolla Village Drive, La Jolla Scenic Way, and Torrey Pines Road. Three measurements were made at the project site. Figure 4.8-1 shows the locations of these measurements.

Measurement 1 was located on the project site adjacent to La Jolla Village Drive. During the measurement period, traffic on La Jolla Village Drive was affected by the traffic lights located at the intersection of La Jolla Village Drive and Torrey Pines Road and the



-  Project Boundary
-  Noise Measurement Locations

FIGURE 4.8-1

Noise Measurement Locations

intersection of La Jolla Village Drive and La Jolla Scenic Way. The posted speed on La Jolla Village Drive is 40 miles per hour. However, during the measurement period, the average observed traffic speed was 30 miles per hour past the project site. This is because of the heavy traffic volumes and the close proximity of several busy intersections with traffic lights. Noise levels were measured for 15 minutes, and traffic on La Jolla Village Drive was counted during the interval. Traffic on La Jolla Village Drive was the dominant noise source. The average measured noise level was 67.4 dB(A) L_{eq} at Measurement Location 1.

Measurement 2 was located just south of the project site adjacent to Torrey Pines Road. Traffic on Torrey Pines Road and La Jolla Village Drive were the dominant noise sources. Noise levels were measured for 15 minutes, and traffic on Torrey Pines Road was counted during the interval. The average measured noise level was 70.9 dB(A) L_{eq} at Measurement Location 2.

Measurement 3 was located on the project site adjacent to the intersection of La Jolla Scenic Way and La Jolla Scenic Drive North. Traffic on La Jolla Scenic Way and traffic on La Jolla Village Drive were the dominant noise sources. Noise levels were measured for 15 minutes, and traffic on La Jolla Scenic Way was counted during the interval. The average measured noise level was 61.2 dB(A) L_{eq} at Measurement Location 3.

4.8.2 Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, impacts related to noise would be significant if the project would:

- Result in or create a significant increase in the existing ambient noise levels;
- Expose people to noise levels which exceed the City's adopted noise ordinance; and/or
- Result in the exposure of people to current or future transportation noise levels, which exceed standards established in the General Plan or an adopted ALUCP.

According to the City's Significance Determination Thresholds, the following criteria are used to determine a potential threshold at which noise levels would be considered significant under CEQA:

4.8.2.1 Traffic Noise

- **Exterior noise** levels would be considered significant if projected traffic would result in noise levels exceeding 65 CNEL at exterior usable areas. (City of San Diego General Plan, 2008, Table NE-3 Land Use-Noise Compatibility Guidelines).

- **Interior noise** levels would be considered significant if interior noise levels would exceed 45 CNEL (City of San Diego General Plan, 2008, Table NE-3 Land Use-Noise Compatibility Guidelines).

4.8.2.2 On-Site Stationary Noise

- Noise levels would be considered significant if projected on-site generated noise levels would exceed the applicable limits specified in the Noise Ordinance. These limits are summarized in Table 4.8-1 above.

4.8.2.3 Construction Noise

- Pursuant to the City's Noise Ordinance, temporary construction noise that exceeds 75 dB(A) L_{eq} at a sensitive receptor would be considered significant.

4.8.3 Issues 1 and 2: Ambient Noise Level Increase

Would the project result in or create a significant increase in the existing ambient noise levels? Would the project expose people to noise levels which exceed the City's adopted noise ordinance?

4.8.3.1 Impacts

a. Phase 1/Phase 2

On-Site Generated Noise

Phase 1/Phase 2 would accommodate additional programs and activities in the outdoor gathering areas. On-site noise sources would be those associated with typical student activities at the courtyard and patios. These activities would typically consist of conversations, meetings, and general social gatherings, and are not anticipated to exceed the applicable noise ordinance standards. In addition, as discussed in Section 4.8.1.2, Existing Ambient Noise, measured noise levels due to traffic on surrounding roadways exceed 60 dB(A) L_{eq} and are as high as 70 dB(A) L_{eq} . Noise due to student activities would not be significant when compared to existing and future traffic noise levels.

On rare occasions, the facility would have larger gatherings. Based on information provided by the applicant, it is expected that with the proposed facility, a typical Hillel program would draw between 10 and, at most, 50 students to the site. A normal speaking voice has a sound power level of 65 dB. This is approximately equal to a sound pressure level of 56 dB(A) L_{eq} at 3 feet. Assuming all 50 students were speaking at the same time, it was calculated that the noise level would be 73 dB(A) L_{eq} at 3 feet. The center of this noise source would be the center of the proposed courtyard. A noise level of 73 dB(A) L_{eq} at 3 feet would attenuate to 43.4 dB(A) L_{eq} at the closest adjacent residential receiver 90 feet away. This is less than the daytime and evening noise ordinance limits of 50 and 45 dB(A) L_{eq} .

respectively, for single-family residential uses. The project would be required to comply with the City's Noise Ordinance; thus, the facility would not operate past 10:00 P.M.

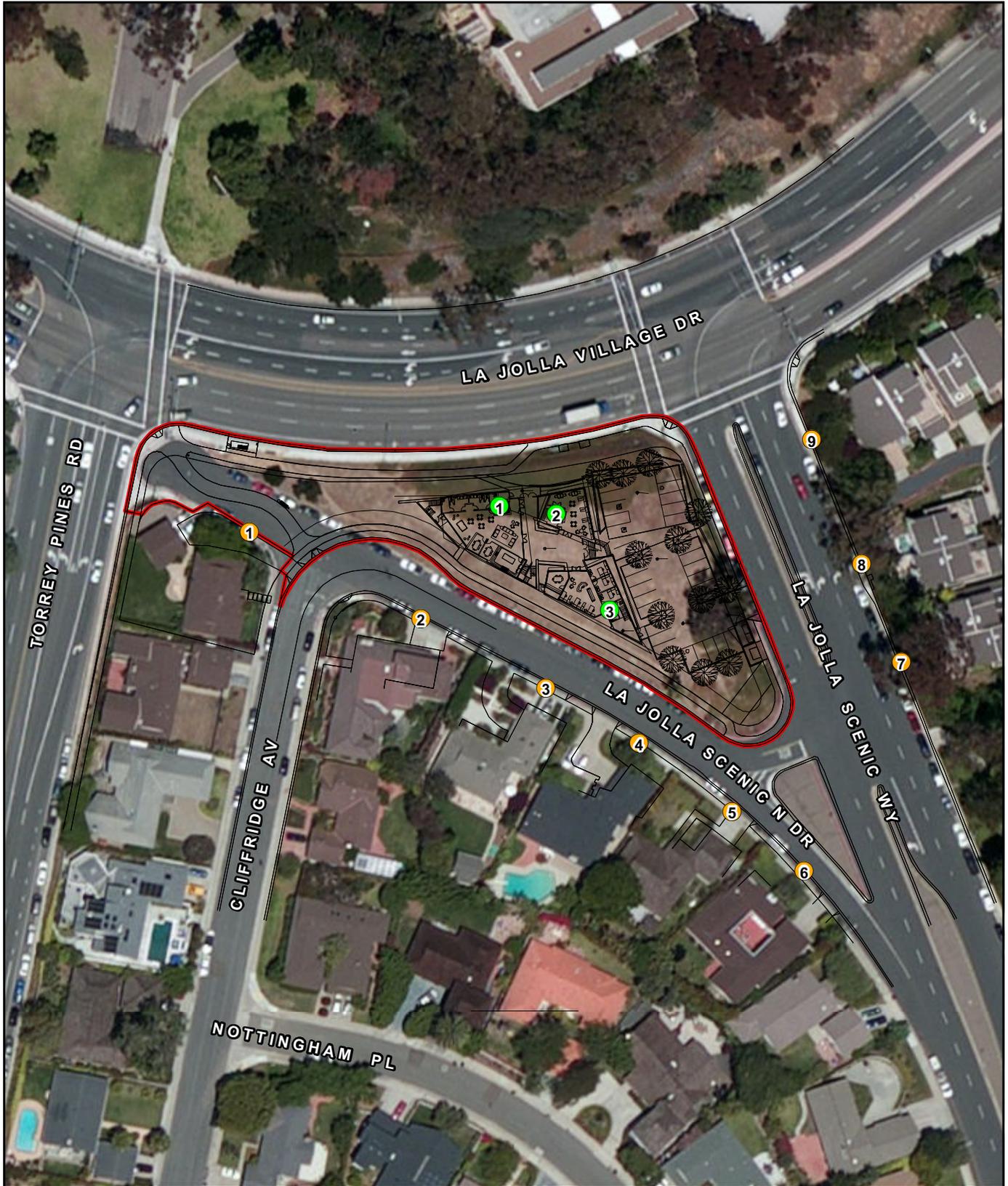
The proposed buildings would require HVAC for heating and cooling. Mechanical equipment wells would be located on the roof of each of the three buildings. The equipment wells would be shielded by a 3.5-foot parapet wall on top of the roofs. It is not known at this time which manufacturer, brand, or model of unit or units will be selected for use in the project. With a capacity of 1 ton required for 1,000 square feet of building space, it was conservatively calculated that a 5-ton unit would be required for each of the three buildings.

Based on review of various manufacturer specifications for example units, a representative noise level for a 5-ton unit would be a sound power level of 82 dB. This is approximately equal to a sound pressure level of 73 dB(A) L_{eq} at 3 feet. For a 5-ton unit, the representative noise level of 73 dB(A) L_{eq} at 3 feet was used for this analysis. Noise levels were modeled for a series of 9 receivers located at the adjacent residential properties. Receiver and source locations are shown in Figure 4.8-2. A sound level of 73 dB(A) L_{eq} at 3 feet was chosen as a representative noise level for each 5-ton unit.

Noise levels at the property lines due to the HVAC units were calculated, as described in the Noise Technical Report (Appendix G). The noise level of 73 dB(A) L_{eq} at 3 feet for the units on each proposed building was adjusted for the distance and height from the proposed HVAC units to the adjacent residential property lines. Noise reduction provided by the parapet walls were determined first by calculating the Fresnel number and then converting this to an insertion loss. Table 4.8-2 summarizes the HVAC noise levels at each receiver. As shown, HVAC noise levels are not projected to exceed 40 dB(A) L_{eq} at the adjacent residential properties.

TABLE 4.8-2
HVAC NOISE LEVELS [dB(A) L_{eq}]

| Receiver | HVAC 1 Noise Level | HVAC 2 Noise Level | HVAC 3 Noise Level | Total Noise Level |
|----------|-----------------------|-----------------------|-----------------------|----------------------|
| 1 | 25 | 25 | 23 | 29 |
| 2 | 28 | 29 | 28 | 33 |
| 3 | 27 | 29 | 32 | 35 |
| 4 | 25 | 27 | 31 | 33 |
| 5 | 22 | 24 | 27 | 29 |
| 6 | 21 | 23 | 24 | 28 |
| 7 | 21 | 23 | 25 | 28 |
| 8 | 22 | 25 | 25 | 29 |
| 9 | 22 | 25 | 25 | 29 |



-  Project Boundary
-  Project Lines
-  HVAC Receiver
-  HVAC Location



FIGURE 4.8-2
HVAC Locations and Modeled Receivers

Construction Noise

Noise associated with the earthwork, excavation, construction, and surface preparation for Phase 2 would result in short-term impacts to adjacent residential properties. A variety of noise-generating equipment would be used during the construction phase of the project, such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, and concrete mixers, along with others.

Construction activities would include the recompaction and export of 4,000 cubic yards of soil, excavation for footings and utilities, fine site grading, deliveries, and building construction. The loudest noise levels would occur during grading operations. Table 4.8-3 summarizes the equipment that would be required during grading operations, the maximum noise levels, the usage factors, and the average hourly noise level produced by each piece of equipment. The usage factor is the percentage of time that the equipment would produce the maximum noise level at full power.

**TABLE 4.8-3
CONSTRUCTION EQUIPMENT**

| Equipment ¹ | Maximum Noise Level [dB(A) L_{eq}] at 50 Feet ² | Usage Factor ² | Average Hourly Noise Level at 50 Feet [dB(A) $L_{eq(1)}$] | Average Hourly Noise Level at 100 Feet [dB(A) $L_{eq(1)}$] |
|------------------------|---|---------------------------|--|---|
| Dozer | 81.7 | 40% | 77.7 | 73.7 |
| Loader | 79.1 | 40% | 75.1 | 69.1 |
| Water Truck | 76.5 | 40% | 72.5 | 66.5 |
| Dump Truck | 76.5 | 40% | 72.5 | 66.5 |
| TOTAL | | | 79.8 | 73.8 |

¹SOURCE: Kovtun pers.com. 2010

²SOURCE: FHWA 2006

For a worst-case analysis, it was assumed that all the equipment listed in Table 4.8-3 would operate simultaneously. As shown, the worst-case average hourly noise level at 100 feet would be 73.8 dB(A) $L_{eq(1)}$.

Grading would occur over the entire site and would not be situated at any one location for a long period. Therefore, the acoustic center of the construction activity was assumed to be the center of the vacant site. Neighboring uses are more than 100 feet from the center of the vacant site. Therefore, construction noise levels are projected to be within City standards and impacts would be less than significant.

Ground-Borne Vibration/Noise

Phase 1/Phase 2 does not propose any uses that would generate ground-borne vibration or noise. Construction would not require pile driving. Ground-borne vibration impacts would be less than significant.

b. Existing with Improvements Option

On-site Generated Noise

Noise related to on-site uses for the Existing with Improvements option would be consistent with existing measured noise levels, and therefore would not be significant when compared to existing and future traffic noise levels.

Construction Noise

Noise associated with the minor grading for the new surface parking lot and new driveway connecting to the existing cul-de-sac for the Existing with Improvements option would not be of a duration or level that would exceed City standards. Impacts would be less than significant.

Ground-Borne Vibration/Noise

This option would not generate ground-borne vibration or noise. Ground-borne vibration impacts would be less than significant.

4.8.3.2 Significance of Impacts

a. Phase 1/Phase 2

On-site noise due to outdoor activities and HVAC units would not exceed the applicable noise ordinance limits. In addition, construction noise levels are projected to be within City standards. Phase 1/Phase 2 would be required to comply with City noise standards. There would be no sources of ground-borne vibration or noise. Noise generated from construction and operation of Phase 1/Phase 2 would result in less than significant noise impacts.

b. Existing with Improvements Option

Noise related to on-site uses for the Existing with Improvements option would be consistent with existing measured noise levels. Noise associated with the minor grading would not exceed City standards. The Existing with Improvements option would be required to comply with City noise standards. There would be no sources of ground-borne vibration or noise. Noise impacts associated with the Existing with Improvements option would be less than significant.

4.8.3.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.8.4 Issue 3: Traffic Noise

Would the project result in the exposure of people to current or future transportation noise levels, which exceed standards established in the General Plan or an adopted ALUCP?

4.8.4.1 Impacts

a. Phase 1/Phase 2

Exterior Noise

Noise generated by future traffic from Phase 1/Phase 2 was modeled using the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5. The Traffic Noise Model program calculates noise levels at selected receiver locations using input parameter estimates such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures.

Future (Year 2030) traffic volumes on La Jolla Village Drive, La Jolla Scenic Way, and Torrey Pines Road in the project vicinity were obtained from the traffic report (Appendix B). Noise levels were modeled for a series of 75 ground-floor receivers located throughout the vacant site associated with Phase 2 to determine the future noise contours over the site due to traffic on the area roadways.

The resulting noise contours at 5 feet above the ground are shown in Figure 4.8-3. These noise contours include the effects of future grading on the vacant site and the effects of the existing wall and residences on Torrey Pines Road, but do not take into account any shielding provided by the buildings. "Pavement" ground conditions were used in modeling noise levels at these receivers to account for the future site condition. As seen from Figure 4.8-3, future traffic noise levels are projected to exceed 65 CNEL across the vacant site associated with Phase 2. Noise levels are projected to exceed 70 CNEL on the northern half of the site adjacent to La Jolla Village Drive.

Noise levels were also modeled for six receivers located at the courtyard, the second floor patio, and the northern entryway, as shown in Figure 4.8-4. Noise levels were modeled at first-floor receivers 1 through 5, five feet above ground level; and at the second-floor receiver 6, five feet above the elevation of the patio. Receivers 1–4 and Receiver 6 are located at the exterior usable areas to determine compliance with the 65 CNEL exterior noise standard. Receiver 5 is located at the northern entry to the courtyard and does not represent exterior usable space. Noise levels were modeled at this location to determine the



 Project Boundary  Project Lines **Noise Contour**
 70 CNEL





● Model Receiver



FIGURE 4.8-4
Modeled Receivers

need for an interior noise analysis. Noise levels at these locations include the effects of topography and shielding provided by the buildings associated with Phase 2.

Table 4.8-4 indicates the projected future noise levels at the six modeled receivers. As seen from this table, the noise levels are not projected to exceed 65 CNEL at the exterior usable areas.

**TABLE 4.8-4
FUTURE PROJECTED NOISE LEVELS (CNEL)**

| Receiver | Location | Projected Noise Level |
|----------|------------------------------|-----------------------|
| 1 | Ground Floor Courtyard | 56 |
| 2 | Ground Floor Courtyard | 60 |
| 3 | Ground Floor Courtyard | 59 |
| 4 | Ground Floor Courtyard | 63 |
| 5 | Northern Entry to Courtyard* | 68 |
| 6 | Second Floor Patio | 61 |

* Not exterior usable space

Interior Noise

As discussed above, noise-sensitive interior spaces have an interior standard of 45 CNEL. The City conservatively assumes that standard construction materials will provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior sources are 60 CNEL or less. As shown in Table 4.8-4, exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL, resulting in a significant impact.

b. Existing with Improvements Option

Exterior Noise

As discussed in Chapter 3.0, Project Description, a paved parking lot would be constructed where the garage and patio are currently located; thus, there would be no exterior use areas under the Existing with Improvements option. Therefore, this option would not result in the exposure of people to current or future traffic noise. Conformance to existing standards would be met, and no impact would result.

Interior Noise

As shown in Figure 4.8-3, the 70 CNEL noise contour extends to the immediate north of the Cliffridge property, running parallel with La Jolla Village Drive. As discussed above, the existing barrier on Torrey Pines Road, as well as the house south of Cliffridge property, were modeled in order to determine the future noise levels. The noise levels exceed 65 CNEL on the Cliffridge property site. Noise-sensitive interior spaces have an interior standard of

45 CNEL. The City conservatively assumes that standard construction materials will provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, it can be assumed to that the Cliffridge property would have interior noise levels of 50 CNEL; hence, interior noise levels could exceed 45 CNEL, resulting in a significant impact.

4.8.4.2 Significance of Impacts

a. Phase 1/Phase 2

Exterior Noise

As shown in Table 4.8-4, exterior noise levels at the exterior usable areas are projected to be less than the threshold of 65 CNEL at the exterior usable areas. Exterior noise impacts would be less than significant.

Interior Noise

As shown in Table 4.8-4, exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant.

b. Existing with Improvements Option

Exterior Noise

There would be no exterior use areas under the Existing with Improvements option. Conformance to existing standards would be met, and no impact would result.

Interior Noise

Exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant.

4.8.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

Exterior Noise

No mitigation is required.

Interior Noise

The following measures would reduce interior noise levels for Phase 2 and shall be a condition of project approval.

NOS-1 At the time that building plans are available for the buildings associated with Phase 2, and prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels due to exterior sources would be at or below the 45 CNEL standard.

Possible interior noise attenuation measures include using construction materials with greater noise reduction properties. The exterior to interior noise reduction provided by the building structure is partially a function of the sound transmission class (STC) values of the window, door, wall, and roof components used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less, which may range from STC 25 to STC 35 for window and door components and STC 42 to STC 46 for exterior wall and roof components, would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.

NOS-2 The design for the buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.

b. Existing with Improvements Option

Exterior Noise

No mitigation is required.

Interior Noise

NOS-3 Prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels within the Cliffridge property due to exterior sources would be at or below the 45 CNEL standard.

Possible interior noise attenuation measures include using windows and doors with greater noise reduction properties, installing insulation, or isolating plumbing components. The exterior to interior noise reduction provided by the building structure is partially a function of the STC values of the windows and doors used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less, which may range from STC 25 to STC 35 for window and door components, would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of

the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.

NOS-4 The design for the buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.

4.8.4.4 Significance of Impacts After Mitigation

a. Phase 1/Phase 2

Interior Noise

Implementation of the mitigation measures identified above would ensure that interior noise levels would not exceed the 45 CNEL standard. Impacts would be mitigated to a level that is less than significant.

b. Existing with Improvements

Interior Noise

Implementation of the mitigation measures identified above would ensure that interior noise levels would not exceed the 45 CNEL standard. Impacts would be mitigated to a level that is less than significant.

4.9 Paleontological Resources

The following section provides background information on existing paleontological resources within the project area. This analysis is based on a review of available literature, including the City's General Plan, the geotechnical reconnaissance (see Appendix D), Kennedy maps, the City's Paleontological Guidelines, and the County of San Diego Paleontological Resources by Deméré and Walsh (1994).

4.9.1 Existing Conditions

4.9.1.1 Paleontological Resource Potential

Paleontological resources (fossils) are the remains and/or traces of prehistoric animal and plant life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, leaves, and other fossils are found in the geologic deposits (rock formations) within which they were originally buried. Fossil remains are important as they provide indicators of the earth's chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The potential for fossil remains at a given location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are entombed. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources, the presence and distribution of geologic formations and the respective potential for paleontological resources were reviewed.

Geologic formations are rated for paleontological resource potential according to the following scale (Deméré and Walsh 1994).

- High Sensitivity - these formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity - these formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.

- Low and/or Unknown Sensitivity - these formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are presently no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.
- Very Low Sensitivity - very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

As discussed in the Geology and Soils section of this EIR (Section 4.4), the project area is underlain by sediments of the Quaternary-age Lindavista Formation and Tertiary-age Scripps Formation. Current regional geologic mapping indicates on-site surface deposits to be very old paralic deposits (Qvop 10 and Qvop 10a) that were previously included in the Lindavista Formation and the Scripps Formation (refer to Figure 4.4-1). The very old paralic deposits in the project area are considered to have a moderate sensitivity level and the Scripps Formation is considered to have a high sensitivity potential for paleontological resources.

4.9.1.2 Regulatory Framework

Pursuant to Section 15065 of the State CEQA Guidelines (California Code of Regulations Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment where the project has the potential to eliminate important examples of the major periods of California prehistory, which includes the destruction of significant paleontological resources.

In addition, paleontological resources are protected under the Heritage Resources Element of the La Jolla Community Plan, which includes a policy “to ensure that sensitive paleontological resources in La Jolla are preserved through the recovery of significant fossils identified during the environmental review process.”

4.9.2 Significance Determination Thresholds

Based on the City’s 2011 Significance Determination Thresholds, impacts related to paleontological resources would be significant if the project would:

- Require over 1,000 cubic yards of excavation at a depth of 10 feet or greater in a high resource potential formation that would result in the loss of significant paleontological resources.
- Require over 2,000 cubic yards of excavation at a depth of 10 feet or greater in a moderate resource potential geologic formation that would result in the loss of significant paleontological resources.

4.9.3 Issue 1: Paleontological Resources

Would the project require over 1,000 cubic yards of excavation at a depth of 10 feet or greater in a high resource potential geologic formation or require over 2,000 cubic yards of excavation at a depth of 10 feet or greater in a moderate resource potential geologic formation?

4.9.3.1 Impacts

a. Phase 1/Phase 2

Our understanding of history is obtained, in part, through the discovery and analysis of paleontological resources. Fossils are buried in sedimentary rock layers and they are vulnerable to destructive processes of both natural weathering and erosion, as well as manmade earthmoving operations. Such activities could expose and unearth fossil remains, which could destroy paleontological resources if the fossils are not recovered and salvaged. Construction activities would therefore be significant if they involve excavation or grading of geologic formations that could contain fossil remains.

The project site is underlain by the Lindavista Formation (broadly correlative with very old paralic deposits), which has moderate sensitivity potential for paleontological resources, and the Scripps Formation, which has a high sensitivity potential for paleontological resources.

**TABLE 4.9-1
PALEONTOLOGICAL DETERMINATION MATRIX**

| Geological Deposit/ Formation/Rock Unit | Potential Fossil Localities | Sensitivity Rating |
|---|---|--------------------|
| Lindavista Formation (QIn, Qlb) ¹ | A. Mira Mesa/Tierrasanta | A. High |
| | B. All other areas | B. Moderate |
| Scripps Formation | All communities where this unit occurs | High |

SOURCE: City of San Diego CEQA Significance Determination Thresholds, January 2011.

¹ Broadly correlative with Qvop 1-13 (very old paralic deposits) of Kennedy and Tan (2008) new mapping nomenclature.

Phase 1/Phase 2 grading would involve 3,150 cubic yards of soil at depths of 10 feet or more, which exceeds the thresholds for high and moderate sensitivity areas. Therefore, impacts resulting from construction of Phase 1/Phase 2 would be significant.

b. Existing with Improvements Option

As the Existing with Improvements option would not involve grading exceeding the 1,000- and 2,000-cubic-yard thresholds for high and moderate paleontological sensitivity areas respectively, impacts would be less than significant.

4.9.3.2 Significance of Impacts

a. Phase 1/Phase 2

Because of the amount of grading in both the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a significant impact to paleontological resources.

b. Existing with Improvements Option

The Existing with Improvements option would not involve grading that exceeds the thresholds for high and moderate paleontological sensitivity areas. Impacts would be less than significant.

4.9.3.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

Significant impacts to paleontological resources are most often mitigated by the implementation of a monitoring program. The monitoring program would be carried out under the supervision of a qualified paleontologist and includes attendance at preconstruction meetings as well as on-site inspections of active excavations.

PALEO-1 The procedures outlined below shall be a condition of approval for Phase 1/Phase 2.

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD ED shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD ED

1. The applicant shall submit a letter of verification to MMC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction**A. Verification of Records Search**

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition, such as trenching activities, does not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract:
1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Preconstruction Meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 8 A.M. on the next business day.
 - b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8 A.M. on the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction:
1. The CM shall notify the RE, or BI as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate.

C. Curation of Fossil Remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the Draft Monitoring Report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

b. Existing with Improvements Option

No mitigation would be required.

4.9.3.4 Significance After Mitigation**a. Phase 1/Phase 2**

Implementation of the mitigation measure described above would reduce impacts to paleontological resources to below a level of significance.

4.10 Hydrology/Drainage

The following hydrology analysis is based on the water quality technical report and hydrology study for the project (Paul Design Group 2011a, 2011b). This technical report is included as Appendix H and Appendix I of this EIR. The study analyzed the existing and post-developed rate of runoff generated within the limits of the project site for purposes of determining the net impact to the existing downstream storm drain system.

4.10.1 Existing Conditions

4.10.1.1 Receiving Waters

The project site is located within the Los Peñasquitos Hydrologic Unit (HU 906.10 to 906.50), as defined by the Water Quality Control Plan for the San Diego Basin (RWQCB 1994). The Los Peñasquitos Hydrologic Unit covers a total land area of approximately 100 square miles including portions of the cities of San Diego, Poway, and Del Mar. Major water bodies within this hydrologic unit include the Los Peñasquitos Creek, Los Peñasquitos Lagoon, Rose Creek, Tecolote Creek, Mission Bay, and Miramar Reservoir. The project site is located within both the Scripps Hydrologic Sub Area (HSA 906.30) and Miramar HSA (906.40). The project site is located 0.61 mile from the Pacific Ocean, and 0.60 mile from an unnamed tributary to Rose Creek.

4.10.1.2 Drainage Patterns

The project site is composed of three drainage basins that allow positive runoff from all areas of the site (Figure 4.10-1). The largest of the three basins, Basin 1, allows surface runoff to enter the public drainage system at an existing inlet west of the intersection of La Jolla Scenic Way and La Jolla Scenic Drive North, which is connected to an 18-inch storm drain line and flows along La Jolla Village Drive. Basin 2 surface runoff enters the gutter line and flows along La Jolla Village Drive. Basin 3 surface runoff flows back into the end of the La Jolla Scenic Drive North cul-de-sac, where it enters into a ditch to be taken to the Torrey Pines Road gutter line.

4.10.1.3 Flood Hazards

The project site lies within Federal Emergency Management Agency flood insurance rate map 06073C1601F, Zone X. This is designated as being outside the 500-year floodplain.

4.10.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to hydrology and drainage would be significant if the project would:

- Result in a substantial increase in impervious surfaces and associated increased runoff?
- Result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

4.10.3 Issue 1: Surface Runoff

Would the project result in a substantial increase in impervious surfaces and associated increased runoff?

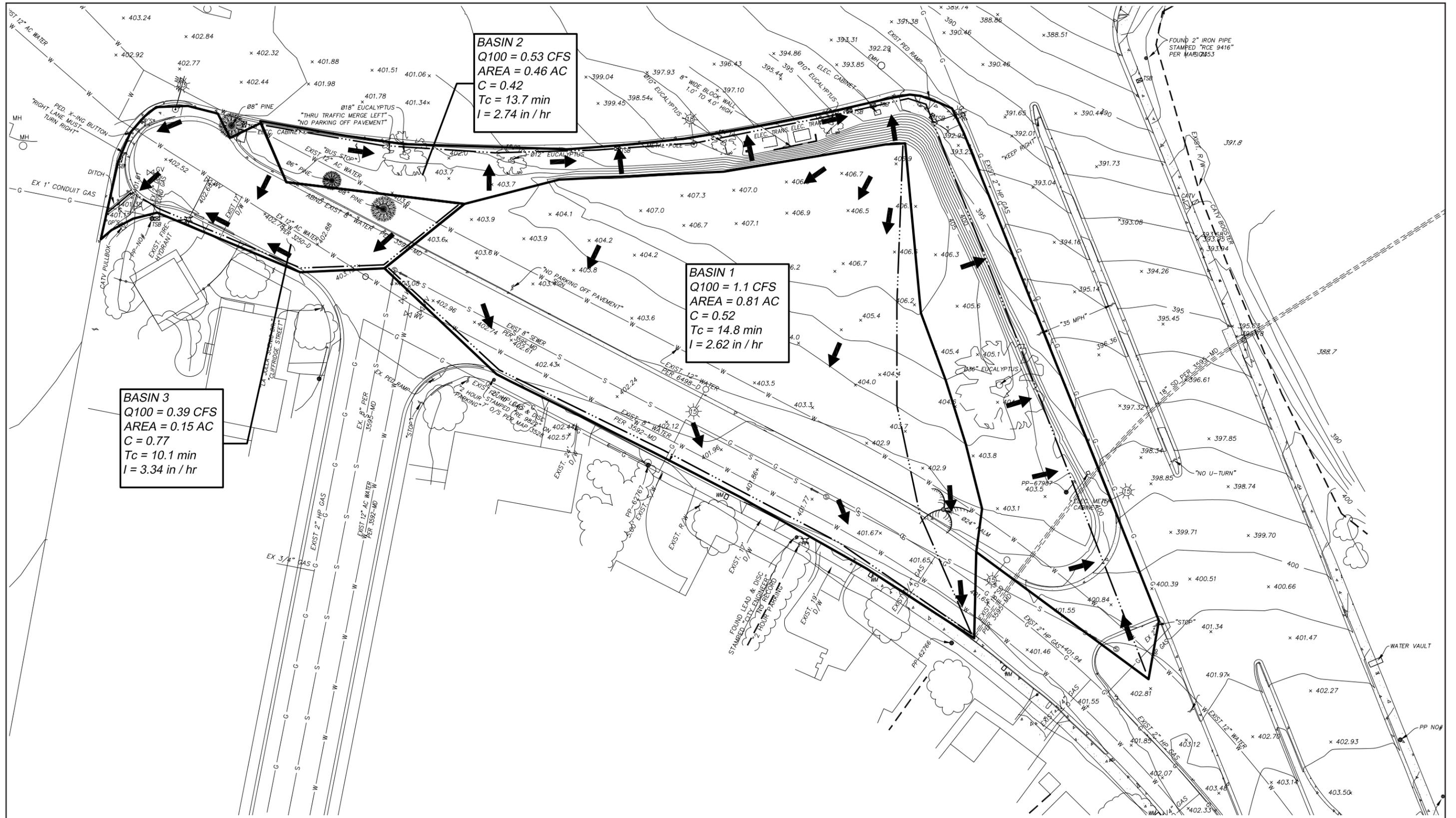
4.10.3.1 Impacts

a. Phase 1/Phase 2

Construction of three individual buildings and a parking lot would result in an increase in the amount of impervious surfaces on the existing vacant site; however, the project proposes the installation of permeable pavers along with planters around the parking lot to reduce runoff from the impervious surfaces. In addition, existing hardscaping in the cul-de-sac would be removed and replaced with landscaping and a pedestrian path.

Phase 1/Phase 2 would focus on low-impact design (LID) principles through implementation of integrated management practices (IMPs) for post-construction storm water management. Implementation of IMPs would include a small-scale treatment, retention, or detention facility integrated into the site layout, landscaping, and drainage design. LID IMPs would collectively minimize directly connected impervious areas and promote infiltration. Additionally, permeable pavers would be used for the parking lot. Stormwater from roof runoff and other impervious areas would be directed to bioretention basins in the parking lot via drains connected to an underground system discharging to the LID IMPs. Flows would then be directed through a private storm drain system from the LID devices to the 18-inch storm drain within La Jolla Scenic Way.

To compare the flow rates in the pre- and post-project conditions, a hydraulic analysis for the vacant site was performed using the City's *Drainage Design Manual* (see Tables 4.10-1 and 4.10-2 below). Under existing conditions, flows from Basins 1 and 2 are directed to storm drains in La Jolla Village Drive. Surface runoff from Basin 3 flows to the Torrey Pines Road gutter line. There would be no change to this condition for Phase 1.



No Scale

FIGURE 4.10-1
 Existing On-site Drainage Basins

As shown in Figure 4.10-2, the vacant site would be divided into four basins (A-D). Basin A would be composed of the building site, parking area (pervious paving), and the associated landscaping planter areas. Basin B would be located south of the building site and surface flows would be directed through landscaping to filter the water and into the existing A-2 inlet through the south side of La Jolla Scenic Drive North. Surface flows from Basin C would be directed through landscaping to filter the water before flowing into the gutter line of La Jolla Village Drive. Basin D surface flows would be filtered by directing flows through the landscaping before exiting into a ditch in the northwest corner of the property that flows into the Torrey Pines Road gutter line. Table 4.10-1 shows the calculated runoff rate without the project. Table 4.10-2 shows the calculated runoff rate with the project.

**TABLE 4.10-1
PRE-PROJECT FLOW**

| Basin | Q ₁₀₀ (cubic feet per second) | Area (acres) |
|--------------|---|-----------------|
| 1 | 1.10 | 0.81 |
| 2 | 0.53 | 0.46 |
| 3 | 0.39 | 0.15 |
| TOTAL | 2.02 | 1.42 |

Q= stormwater runoff rate (see Appendix H for detailed calculation)

SOURCE: Paul Design Group 2010a; see Appendix H.

**TABLE 4.10-2
POST-PROJECT FLOW**

| Basin | Q ₁₀₀ (cubic feet per second) | Area (acre) |
|--------------|---|----------------|
| A | 1.42 | 0.43 |
| B | 1.16 | 0.49 |
| C | 0.74 | 0.35 |
| D | 0.44 | 0.15 |
| TOTAL | 3.76 | 1.42 |

Q= stormwater runoff rate (see Appendix H for detailed calculation)

SOURCE: Paul Design Group 2010a; see Appendix H.

The tables above represent a worst-case scenario (i.e., a 100-year storm event). In addition, a conservative runoff factor of 1.0 was assumed for the parking lot (see Appendix H), even though permeable paving would be installed. Storm water runoff from impervious areas, such as the building roofs and courtyard, would be directed to the LID IMPs such as bioretention basins for infiltration.

A flow duration analysis was conducted in order to ensure that the design and sizing of the LID IMPs proposed in Basin A would comply with the City's hydromodification requirements identified in the Storm Water Standards Manual (2012). The other basins

(B–D) within the project site would all have a decrease in the pre-project impervious area; therefore, a flow duration analysis is implicitly not required.

The flow duration analysis comparing pre- and post-project conditions within Basin A was conducted using the San Diego Hydrology Model software developed by Clear Creek Solutions. A detailed summary of the methods and assumptions for the continuous simulation modeling is provided in the Water Quality Technical Report (Appendix H). The model analyzed flows from 10 percent of the two-year storm up to the 10-year storm.

For all flow levels analyzed by the continuous simulation modeling, the post-project condition showed a lower percentage of exceeding than did the pre-project condition. Accordingly, the project meets the Storm Water Standards Manual's goal of not allowing the post-project discharge rates and durations to deviate above the pre-project rates and duration by more than 10 percent over and more than 10 percent of the length of the flow duration curve. Therefore, Phase 1/Phase 2 would not result in a substantial increase in impervious surfaces and associated runoff. Impacts would be less than significant.

b. Existing with Improvements Option

This option would convert the Cliffridge property and residential structure to permanent office use for Hillel. The existing attached garage and patio would be demolished and an ornamental tree removed. These would be replaced by a new paved surface parking lot and a new driveway connecting to the existing cul-de-sac. The parking lot would be in a location where the garage and deck were once located. Replacement of the garage and deck with the proposed parking lot would not result in a substantial increase in impervious surfaces. Impacts would be less than significant.

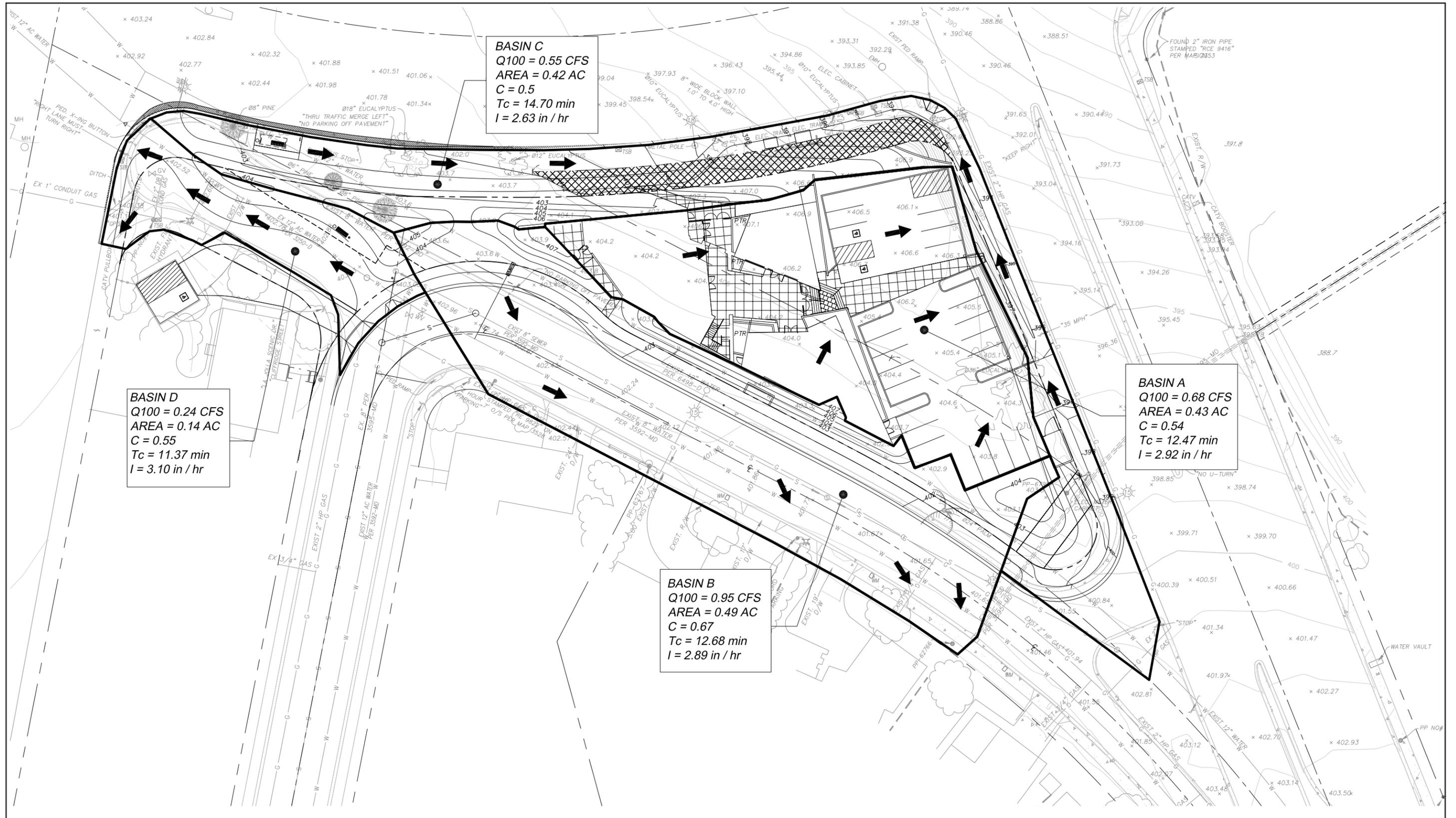
4.10.3.2 Significance of Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2 would not result in a substantial increase in impervious surfaces and associated runoff. Impacts would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not result in a substantial increase in impervious surfaces and associated runoff. Impacts would be less than significant.



No Scale

4.10.3.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.10.4 Issue 2: Drainage Patterns

Would the project result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

4.10.4.1 Impacts

a. Phase 1/Phase 2

As discussed above, the 1.41-acre site would be broken up into four proposed basins (Figure 4.10-2). Basin A is composed of the building site, parking area (anticipated to be pervious paving), and the associated landscaping planter areas. The building site comprises the western portion of this basin and would drain to bioretention basins located around the parking area to the east. The parking area, covering the eastern portion of this basin would also drain to these bioretention basins. From these basins, flows exceeding the treatment volume would be captured by risers and directed via an on-site storm drain to a proposed connection to the existing storm drain running along the southeastern portion of the site.

Basin B is located south of the building; the majority of this basin is made up of La Jolla Scenic Drive (impervious). Additionally, portions of the landscaped areas from the project site make up this basin, which would surface flow into the existing A-2 inlet on the south side of La Jolla Scenic Drive North. Basin C consists of landscaping from the project site as well as pedestrian corridor improvements (curb and sidewalk) for La Jolla Village Drive and La Jolla Scenic Way, which would drain into the gutter lines of those streets and leave the site as surface flow at the northeastern corner of the project. Basin D is primarily landscaping and would surface flow into an existing sidewalk under-drain at the westernmost edge of the property, ultimately discharging to the Torrey Pines Road gutter line.

Overall, there would not be a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes (see Figures 3-15 and 4.10-2). The project would implement minor grading changes to the project site and storm water control measures to capture and infiltrate storm water runoff where pervious areas would be introduced. Impacts associated with drainage patterns would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would involve construction of a paved surface parking lot in a location where the garage and deck were once located; thus, there would not be a substantial alteration to on- and off-site drainage patterns. Impacts would be less than significant.

4.10.4.2 Significance of Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2 would not substantially alter on- and off-site drainage patterns due to changes in runoff flow rates or volumes. Therefore, impacts to drainage patterns would be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not substantially alter on- and off-site drainage patterns. Impacts would be less than significant.

4.10.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.11 Water Quality

The following water quality analysis is based on the Water Quality Technical Report prepared to meet the requirements of the City (Paul Design Group 2011a). This technical report is included in its entirety as Appendix H of this EIR.

4.11.1 Existing Conditions

4.11.1.1 Impaired Receiving Waters

As described in Section 4.10.1.1, the project site is located within the Los Peñasquitos Hydrologic Unit (HU 906.10 to 906.50), as defined by the Water Quality Control Plan for the San Diego Basin (RWQCB 1995). The project site is located within both the Scripps HSA (906.30) and Miramar HSA (906.40). As described in Section 4.10.1.1, the project site is located 0.61 mile from the Pacific Ocean, and 0.60 mile from an unnamed tributary to Rose Creek.

Existing beneficial uses of the Pacific Ocean include industrial service supply, navigation, contact and non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special significance, wildlife and rare habitat, rare, threatened, or endangered species, aquaculture, migration of aquatic organisms, spawning, reproduction, and/or early development, and shellfish harvesting (RWQCB 1995). Existing beneficial uses for Rose Creek include contact and non-contact water recreation, warm freshwater habitat, and wildlife habitat (RWQCB 1995).

According to the State Impaired Water Bodies 303(d) List of Water Quality Limited Segments (State Water Resources Control Board [SWRCB] 2010), impairment to water quality in the Scripps HSA is located along the Pacific Ocean Shoreline—at Avenida de la Playa at La Jolla Shores Beach, Children's Pool, La Jolla Cove, Pacific Beach Point, Pacific Beach, Ravina, and Vallecitos Court at La Jolla Shores Beach. The pollutants causing impairment to the Pacific Ocean Shoreline include total coliform, enterococcus, and fecal coliform. Impairment to water quality in the Miramar HSA is located at Rose Creek. The pollutants causing impairment to Rose Creek include metals/metalloids and toxicity.

4.11.1.2 Existing Pollutant Discharge

Potential sources of the identified pollutants include:

- Urban runoff/storm sewers
- Unknown non-point source

- Unknown point source
- Non-point/point source
- Other urban runoff

The pollutants and/or stressors may or may not be present, but each is a potential impact if the storm water runoff from the site contains similar pollutants of concern. Runoff from the project site ultimately discharges to an Area of Special Biological Significance (ASBS; Area 31). There are 34 ASBS monitored and maintained for water quality by the SWRCB. ASBS cover much of the length of California's coastal waters.

4.11.1.3 Regulatory Framework

Various federal, state, and local regulations impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of water quality pollutants.

The Conservation Element of the City General Plan includes citywide goals and policies on urban runoff. The Conservation Element policy relevant to the project is included below.

CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.

Construction of projects in the City is subject to the erosion control requirements of the City's Grading Ordinance. Projects must also comply with the federal and state Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the NPDES General Permit for the City (Municipal Permit), No. R9-2007-0001.

The NPDES Municipal Permit, issued in 2001 to the City by the San Diego RWQCB, requires the development and implementation, to the maximum extent practicable, of storm water pollution BMPs, both during project construction and in the project's permanent design to reduce discharge of pollutants. To address pollutants that may be generated from new development during and post-construction, the Municipal Permit further requires that the City implement a series of construction and permanent best management practices (BMPs) described in the Model Standard Urban Storm Water Mitigation Plan (SUSMP), which is contained in the Storm Water Standards Manual (City of San Diego 2012). The Storm Water Standards Manual provides information to project applicants on how to comply with all of the City's construction and post-construction permanent storm water BMP requirements, including the SUSMP.

For every project upon formal project submittal, applicants must complete and submit the Storm Water Requirements Applicability Checklist (SWRAC) in order to determine the project's storm water BMPs required during construction and post-construction. If the project requires treatment control BMPs, per the SWRAC, the applicant must submit a water quality technical report consistent with the City's Storm Water Standards. The SWRAC was completed for the Phase 1/Phase 2 and it was determined to be a "Priority Development Project". Thus, a water quality technical report was prepared and submitted to the City. The report included appropriate BMP selection, BMP maintenance schedules, and the responsible party for future maintenance and associated costs. The report also addressed water quality by describing the type of pollutants that would be generated during construction and post-construction, as well as identifying pollutants captured and treated by the proposed BMPs.

4.11.2 Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, impacts related to land use would be significant if the project would:

- Result in an increase in pollutant discharge, including downstream sedimentation, to receiving waters during or following construction, including discharge to an already impaired water body.

4.11.3 Issue 1: Pollutant Discharge

Would the project result in pollutant discharge, including downstream sedimentation, to receiving waters during or following construction, including discharge to an already impaired water body?

4.11.3.1 Impacts

As stated in the City's Significance Determination Thresholds for water quality, compliance with federal, state, and local water quality standards is assured through project adherence to the City's Storm Water Standards (2012) and related conditions placed on building permits prior to project approval. Adherence to the City's Storm Water Standards is considered to preclude water quality impacts unless substantial evidence supports a fair argument that a significant impact would still occur. Project adherence to the City's Storm Water Standards comprises the City's water quality threshold.

a. Phase 1/Phase 2

Water quality is affected by sedimentation caused by erosion, runoff carrying contaminants, and direct discharge of pollutants. Land development generally leads to increased opportunity for contaminated runoff that carries oil, heavy metals, pesticides,

fertilizers, and other contaminants to enter a watershed. Table 4-1 of the City's Storm Water Standards Manual (2012) identifies general pollutant categories that are anticipated or potential pollutants for general project categories.

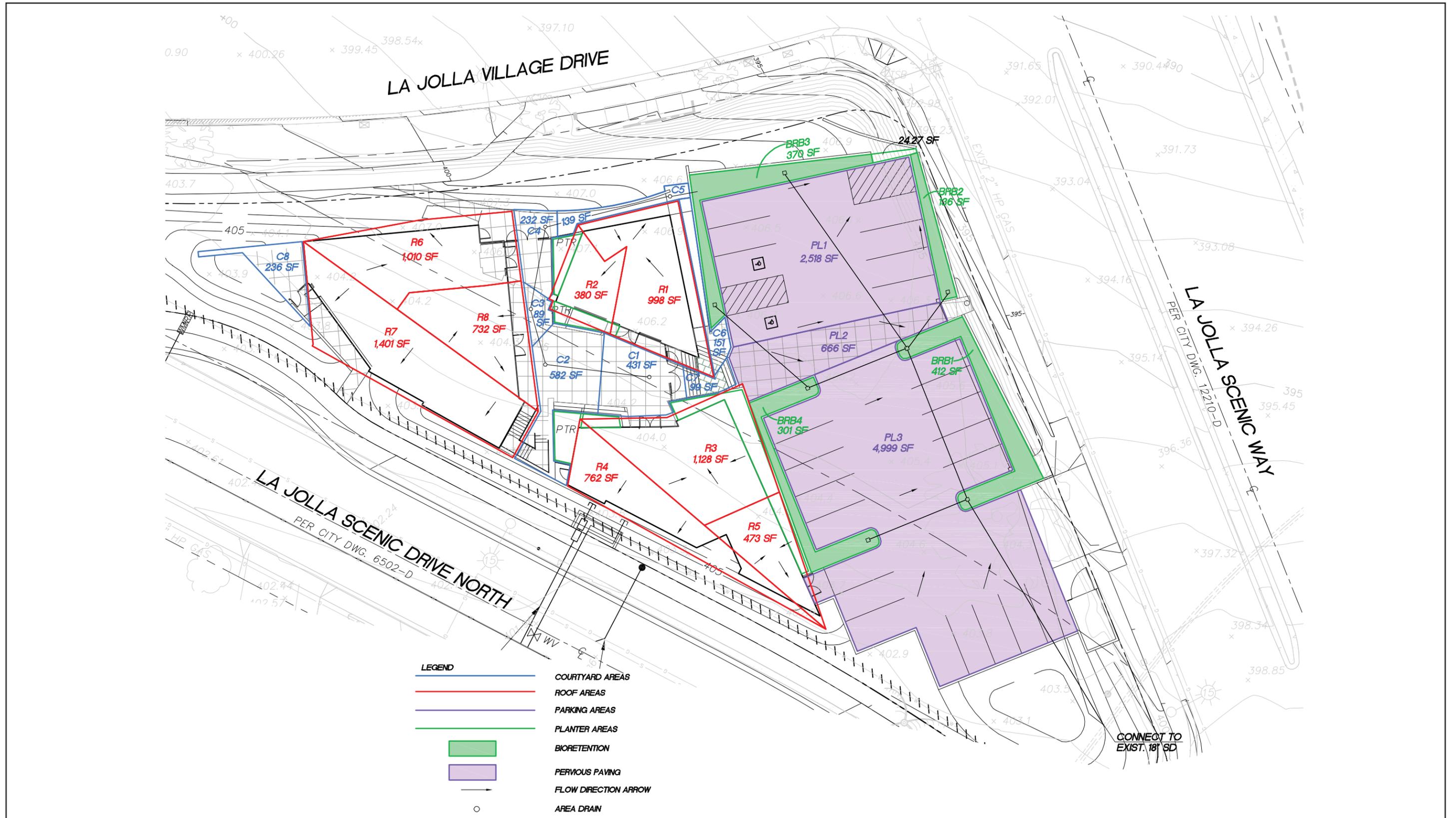
According to the Water Quality Technical Report (see Appendix H), development of the Phase 1/Phase 2 would generate trash and debris, oil and grease, and heavy metals. Bacteria indicators are a potential pollutant from the project site that is also identified as being potential pollutants/stressors to impaired water bodies. Furthermore, Phase 1/Phase 2 has the potential to generate the following pollutants: sediment, nutrients, organic compounds, oxygen demanding substances, bacteria and viruses, and pesticides.

Under developed conditions, storm events of low intensity or short duration would produce slightly increased amounts of runoff due to the increase in impervious surfaces. With the short-term increase in runoff associated with first flush, some pollutant loads of organic wastes, nitrogen, phosphorous, hydrocarbons, heavy metals, and pesticides would increase over existing conditions.

To meet water quality requirements, Phase 1/Phase 2 would incorporate LID site design, source control, treatment control, and construction BMPs, as shown in Figure 4.11-1. BMP selection depends on procedures set forth in the Storm Water Standards Manual and are selected for their effectiveness in precluding or lessening pollutants and conditions of concern specific to Phase 1/Phase 2 and the associated vacant site. The BMPs for Phase 1/Phase 2 are described below.

Construction BMPs

The main water quality pollutant of concern on the vacant site during construction activities would be sediment from soil erosion. Erosion control and management of construction activities for the project would be conducted in accordance with the City's Storm Water Standards and applicable state storm water requirements. Construction activities would be required to comply with the SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity. Per this Permit, the project would be required to submit a Notice of Intent to the SWRCB and prepare a Storm Water Pollution Prevention Plan (SWPPP) detailing the management of storm water on the construction site. A monitoring and reporting program would also be prepared, in accordance with requirements set forth in the Permit. Implementation of the SWPPP and monitoring and reporting program would be subject to inspection and enforcement by the RWQCB.



No Scale

FIGURE 4.11-1
Location and Types of Project BMPs

Site Design LID IMPs

Phase 1/Phase 2 would incorporate LID IMPs where feasible to minimize impervious surface areas and promote infiltration and evaporation of on-site runoff. To manage the quantity and quality of storm water runoff, LID practices use site design and specific devices to create a post-development condition that is the same as the hydrologic condition that existed prior to development. The following LID IMPs have been incorporated into the project design:

- Minimize impervious footprint
- Conserve natural areas
- Minimize directly connected impervious areas
- Maximize canopy interception and water conservation
- Construct minimum width sidewalks and parking aisles
- Minimize impervious surfaces
- Protect slopes and channels
- Drain sidewalks into landscaping
- Preserve natural drainage systems

Source Control BMPs

Phase 1/Phase 2 has been designed to reduce sediments, trash and debris, and oil and grease; increase awareness of BMPs; employ pest management principles; and employ efficient irrigation and landscape design. The source control BMPs are outlined below.

- Design outdoor material storage area to reduce pollution
- Design trash storage areas to reduce pollution introduction
- Employ integrated pest management principles
- Use effective irrigation systems and landscape design
- Provide storm water conveyance system stenciling and signage
- Management and maintenance personnel training

Priority Project BMPs

Based on the City's SWRAC, Phase 1/Phase 2 is a priority project and would be required to implement additional BMPs to prevent water quality impacts related to the proposed private roads, residential driveways, guest parking, and surface parking areas.

Roads: There are no new roads proposed. The existing cul-de-sac, however, would be removed, which would cause an increase in the pervious area.

Dock Areas: There are no dock areas proposed.

Maintenance Bays: There are no maintenance bays proposed.

Vehicle Wash Areas: There are no vehicle wash areas proposed.

Outdoor Processing Areas: There are no outdoor processing areas proposed.

Surface Parking Areas: The surface parking areas would be constructed using permeable paving. Additionally, landscaping proposed in the parking area would be incorporated into the drainage design and serve as LID IMPs.

Fueling Areas: There are no fueling areas proposed.

Hillside Landscaping: All project slopes would be landscaped.

Low Impact Design Integrated Best Management Practices

An IMP is a facility that provides small-scale treatment, retention, or detention, and is integrated into the site layout, landscaping, and drainage design. LID IMPs would collectively minimize directly connected impervious areas and promote infiltration. It is possible to incorporate LID features as well as water quality within one LID IMP. The LID IMPs are proposed as the primary method of treatment from the project site. Appendix E of the Water Quality Technical Report provides additional detail on the IMPs, which include bioretention systems and pervious asphalt paving for the parking lot. As detailed in Section 4.10, Hydrology/Drainage, the flow duration analysis conducted for the project showed that the design and sizing of the LID IMPs proposed would comply with the City's hydromodification requirements identified in the Storm Water Standards Manual (2012).

Sizing Criteria

The first step in LID design is to divide the project site into Drainage Management Areas (DMAs). Each DMA would be one of the following four types: self-treating areas, self-retaining areas (also called "zero-discharge areas"), impervious areas draining to self-retaining, or areas that drain to IMPs. The project would utilize the self-treating areas

and areas draining to IMPs. The self-treating areas are areas that do not need additional treatment because pollutants in rainfall and windblown dust would tend to become entrained in the vegetation and soils of landscaped areas. All open areas of landscaping, including landscaping associated with the park, and the non-LID IMP planters, are considered self-treating areas.

Treatment Efficiency

The LID IMPs, consisting of bioretention basins, would provide treatment for runoff from the vacant site similar to the infiltration categories of BMPs from Table 5 of the Storm Water Standards Manual. Based on the information in Table 5 for the bio-filtration category, a medium to high level of treatment can be expected for all of the pollutants anticipated from the project site except pesticides. The removal efficiency for pesticides is listed as “unknown” for the bio-filtration categories and is not listed as high or medium for any category, and oxygen demanding substances, for which the efficiency is low.

Storm Water BMP Maintenance

Maintenance is a major and integral part of any successful storm water treatment best management program. BMP inspection and maintenance recommendations are provided in the Water Quality Technical Report. These recommendations would assure that the project remains in full compliance with all applicable local, state, and federal regulations relating to storm water management and quality. It shall be the responsibility of the owner to execute a maintenance agreement with the City that meets the City's requirements.

- Routine inspection of the project site before and after events
- Sweeping and cleaning of the project site after each event
- Inspection and maintenance of the landscape and irrigation systems
- Routine inspection of the project site drainage system
- Long-term maintenance of the project site drainage system

The project applicant shall be responsible for the maintenance of all on-site BMPs, including the LID IMPs.

The site, in general, would be inspected before each rainy season. The maintenance schedule would be adjusted as experience dictates to assure that the permanent BMPs function as intended. Inspections should occur after each significant storm. Initial inspection is to occur shortly before the rainy season. Non-structural BMPs such as cleaning and sweeping would be performed on a routine schedule adequate to keep the project site relatively free of silt and trash.

At a minimum, the parking lot would be swept and cleaned on a scheduled monthly basis. Landscape maintenance would be monitored to assure that excess use of fertilizers and pesticides does not occur. Irrigation would be adjusted to avoid runoff. Application of fertilizers and pesticides would be scheduled during the dry season and not prior to anticipated storms. Trimmings and clippings would be gathered and properly disposed of rather than left on the ground to enter the site's drainage system.

b. Existing with Improvements Option

Because the parking lot would be in a location where the garage and deck were once located, there would not be a substantial increase in impervious surfaces and associated runoff. This option would not result in an increase of pollutant discharge. Impacts would be less than significant.

4.11.4.2 Significance of Impacts

a. Phase 1/Phase 2

The design of Phase 1/Phase 2 incorporates features to reduce pollutant discharge off-site, thus avoiding significant runoff water quality. Phase 1/Phase 2 would comply with all applicable federal, state, and local water quality standards through adherence to the City's Storm Water Standards. Implementation of the proposed BMPs would preclude significant potential impacts to increases in pollutant discharge, including downstream sedimentation, to receiving waters during or following construction.

b. Existing with Improvements Option

Implementation of standard construction BMPs would protect storm water and ensure that the risk associated with pollutant discharge is minimized. Therefore, the Existing with Improvements option would not result in an increase of pollutant discharge. Impacts would be less than significant.

4.11.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.12 Visual Effects and Neighborhood Character

This section analyzes potential project impacts to neighborhood visual character. The visual aspects of the project, including the height, bulk, scale, and architectural design, are assessed for consistency with relevant design regulations of the General Plan, LDC, LJSPD, and Coastal Height Overlay. Also assessed is the project's design compatibility with the existing viewsheds and character of the surrounding neighborhood.

4.12.1 Existing Conditions

4.12.1.1 Site Visibility

The La Jolla Community Plan places emphasis on protection of natural areas, open space, residential character, and viewsheds. The Natural Resources and Open Space Systems Element designates view corridors, viewsheds, partial vistas, and scenic overlooks within the La Jolla Community Plan area; there are no designated visual elements on or adjacent to the project site.

The project site is surrounded to the north and west by institutional uses and roadways and to the south and east by a variety of residential development. The project site is east and at a slightly lower elevation than views to the ocean. The northwestern corner of the project site, including the cul-de-sac, are visible from Cliffridge Avenue, La Jolla Village Drive, Torrey Pines Road, and the southwestern portion of the UCSD campus. The intersection of La Jolla Village Drive and Torrey Pines Road provides an open view to this area; however, tall trees and landscaping along the roadways screens views of structures on the university campus.

4.12.1.2 Neighborhood Character

The character of the LJPSD area within the project vicinity is described in the LJPSD Ordinance (Municipal Code, Chapter 11, Article 3, Division 2) as a primarily single-family residential community.

In this primarily single-family residential community, a typical home is characterized by extensive use of glass, shake or shingle overhanging roof, and a low, rambling silhouette. Patios, the atrium or enclosed courtyard, and decks facilitate the "inside-outside" orientation of life in Southern California.

Spanish Mediterranean and Mexican influences are seen in the prevalent use of the arch and of terra cotta and glazed tiles. The residential and commercial structures incorporate an honest use of natural building materials and, in many instances, are characterized as a truly American style of architecture, fusing the purity and geometry of the Mexican-Spanish period with a simplicity of materials and detail with integrated landscape design.

As shown in Figure 4.12-1, the neighborhood adjacent to the project site on the south largely fits this description. The neighborhood is suburban in character; residences here are single-family and mostly one-story rambling-style structures with sloped overhanging roofs and large front yard setbacks. Many were built in the late 1950s and early 1960s. Some have stepped-back two-story elements, most notably in the couple of newer homes that were built in the 1970s and 1980s.

A single-family home (attached, multiple units) development, built in the mid-1970s, lies across La Jolla Scenic Way to the east. West of the project site, across Torrey Pines Road, lies vacant land that is planned and permitted for institutional uses (owned by UCSD). To the north of the project site lies the six-lane La Jolla Village Drive and to the north of it the La Jolla Playhouses and UCSD Campus. The Mandell-Weiss Theatre and Forum and Potiker Theatre are the UCSD structures closest to the project site. These structures are large (seating 492, 400, and 350 patrons respectively) and of a modern design with geometric lines, extensive glazing, and sloping metal overhanging or arching roofs, with materials consisting of natural wood and stone and light or earth-toned stucco and concrete.

As shown in Figure 4.12-1, the undeveloped site where Phase 2 facilities would be located is largely covered with disturbed grasses and dirt foot trails. Two pine trees exist at the far west end of the undeveloped lot. A large palm tree and eucalyptus tree exist on the far eastern portion of the site. Along the northeast corner of the site the pad slopes down approximately 10 feet to the intersection of La Jolla Village Drive and La Jolla Scenic Way.

4.12.1.3 Applicable Design Regulations

Several existing design guidelines and development regulations provide pertinent visual quality and neighborhood character criteria for development in the project vicinity. The General Plan contains aesthetics guidelines, as do the height, bulk, and scale requirements of the LJSPD and Coastal Height Limit Overlay contained within the City's Land Development Code. These are discussed below.



FIGURE 4.12-1

Overview of Neighborhood Characters

a. General Plan

The City General Plan implements the City of Villages concept through design considerations such as the provision of high-quality public spaces and civic architecture and the enhancement of visual quality of all types of development. Specifically, the Urban Design Element contains policies for architecture, landscape, and design relevant. Relevant design policies are listed below.

Architecture

UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.

- b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well-established, distinctive character.
- c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character.
- d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
- f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level.
- g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street.
- j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.

UD-A.6. Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.

- e. Minimize the visual impact of garages, parking, and parking portals to the pedestrian and street façades.

Landscape

UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

- a. Maximize the planting of new trees, street trees and other plants for their shading, air quality and livability benefits.
- b. Encourage water conservation through the use of drought tolerant landscape.
- c. Use landscape, especially revegetation, to support storm water management goals and BMPs for filtration, percolation, and erosion control.
- d. Use landscape to provide unique identities within neighborhoods and villages.
- g. Unify communities by using street trees to link residential areas.
- h. Provide “shade over pavement” in concrete areas, especially parking areas (vehicular use areas).
- k. Consider landscaped areas as useable and functional amenities for people activities.

Transit Integration

UD-A.9. Incorporate existing and proposed transit stops or stations into project design.

- d. Locate buildings along transit corridors to allow convenient and direct access to transit.

Surface Parking

UD-A.12. Reduce the amount and visual impact of surface parking lots.

- i. Use trees, shade structures, and other landscape to provide shade, and screening and filtering of storm water runoff, in parking lots including roof-level parking areas.

Residential Design

UD-B.1. Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.

- a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods, but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.

- b. Design new construction to respect the pedestrian orientation of neighborhoods.

Residential Street Frontages

UD-B.4. Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.

- a. Locate buildings on the site so that they reinforce street frontages.
- b. Relate buildings to existing and planned adjacent uses.
- e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community.
- g. Minimize the number of curb-cuts along residential streets.

b. Land Development Code/La Jolla Shores Planned District Ordinance

The LDC contains the City's planning, zoning, subdivision, and building regulations that dictate how land is to be developed within the City. Through specified maximum building heights; lot coverage; floor area ratios; front, rear, and side yard setback requirements; and restrictions on signage, fencing, outdoor storage, lighting, and so on, the City's LDC provides guidelines for project design. Because the project site also lies within the LJSPD, it is subject to the additional development regulations of the LJSPD ordinance to address the specific needs of the La Jolla Shores area.

As outlined in the LJSPD regulations (Municipal Code Sections 1510.0101 et. seq.), the intent of the LJSPD is to "protect the La Jolla Shores Area from impairment in value and to retain and enhance its distinctive residential character and open seascape orientation. Development of land in La Jolla Shores should protect and enhance the area's unique ocean-oriented setting, architectural character and natural terrain, and enable the area to maintain its distinctive identity as part of one of the outstanding residential areas of the Pacific Coast."

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General Design Principle and Requirements

The LJSPD ordinance includes the following excerpted design principle and requirements:

Design Principle:

Originality and diversity in architecture are encouraged. The theme “unity with variety” shall be a guiding principle. Unity without variety means simple monotony; variety by itself is chaos. No structure shall be approved which is substantially like any other structure located on an adjacent parcel. Conversely, no structure will be approved that is so different in quality, form, materials, color, and relationship as to disrupt the architectural unity of the area.

Design Requirements:

- Building materials and color are the most critical unifying elements. For this reason, roof materials within the LJSPD shall be limited to wood shakes, wood shingles, clay tile, slate or copper of good quality where the pitch is 4 in 12 or greater or other materials which would contribute to the character of the surrounding neighborhood. Roofs with a pitch of less than 4 in 12 may also be covered with crushed stone of muted dark tone.
- Exterior wall materials shall be limited to wood siding, wood shingles, adobe and concrete blocks, brick, stucco, concrete, or natural stone. White and natural earth colors should predominate. Primary colors may be used for accent.
- Lighting which highlights architectural features of a structure shall be permitted. Such lighting shall be unobtrusive and shielded so as not to fall excessively on adjacent properties.
- Appurtenances on the roof shall be enclosed or otherwise designed or shielded to be attractive.

Grading Regulations

The intent of the Grading Regulations of the LJSPD are to “preserve canyons and to prevent the cutting of steep slopes and the excessive filling to create level lots. No grading or disruption of the natural terrain shall be permitted until a permit which includes grading has been approved by the City Manager”.

Grading plans may be approved if:

- the development would result in minimum disturbance of the natural terrain and vegetation commensurate with the use of the lot or premises;

- grading, excavation and filling in connection with the development would not result in soil erosion, silting of lower slopes, slide damage, flooding problems, or excessive cutting or scarring; and
- the development would strive to preserve and enhance the natural environment and any existing aesthetic qualities of the site.

Single-Family Zone Development Regulations

The specific LJSPD Development Regulations for the Single Family Zone that are relevant to the visual aspects of the project include the following:

- Building and structure setbacks shall be in general conformity with those in the vicinity.
- No building or structure shall be erected, constructed, altered, moved, or enlarged to a greater height than 30 feet. (This is consistent with the Coastal Height Limit Overlay Zone.)
- No building or structure shall be erected, constructed, altered, moved in, or enlarged to cover more than 60 percent of the lot or parcel.

Landscaping

- In the Single Family Zone, all of the property not used or occupied by structures, unplanted recreational areas, walks, and driveways shall be landscaped and may include native materials, and in no case shall this landscaped area be less than 30 percent of the total parcel area. All landscaping and irrigation shall be developed in conformance with the Landscape Guidelines of the Land Development Manual.
- All landscaping shall be completed within six months of occupancy or within one year of the notice of completion of a residence.
- All landscaped material shall be permanently maintained in a growing and healthy condition, including trimming as appropriate to the landscaping material.

Parking

- Off-street parking shall be provided in accordance with Land Development Code Chapter 14, Article 2, Division 5 (Parking Regulations).
- All parking areas (excluding ingress and egress, but including areas between driveways) shall be screened from public rights-of-way and adjoining properties by fences, walls, buildings, planting, or a combination thereof. Said fences, walls,

buildings and planting shall have a height of not less than four feet except that higher than four-foot fences, walls, buildings or planting may be required to provide adequate screening if the adjoining property is substantially higher than the parking area.

- A minimum of 10 percent of the interior of parking lots containing more than 20 parking spaces shall be landscaped and provided with a permanent underground watering system. This requirement is in addition to planting used for screening as permitted above.

c. La Jolla Shores Design Manual

As detailed in Section 4.1, Land Use, architectural criteria and design standards are set forth in the La Jolla Shores Design Manual (adopted in 1974) and are to be used in the evaluation of the appropriateness of any development within the LJSPD. The Design Manual includes General Design Guidelines (including grading, lighting, landscaping, and off-street parking), as well as Residential and Visitor Area Guidelines (including building heights and lot coverage, the house, and street environment). In some instances, guidelines from the La Jolla Shores Design Manual are included in the LJSPDO (detailed above), and thus are not repeated below. The additional applicable guidelines in relation to visual effects and neighborhood character contained within the Design Manual are outlined below.

General Design Guidelines

The intent of the General Design Guidelines is to preserve and enhance the environmental quality of La Jolla Shores as a place to live. Large high-rise buildings out of scale with other structures within the community as well as automobile drive-in and drive-through establishments are prohibited. To conserve important design character in La Jolla Shores, some uniformity of detail, scale, proportion, texture, materials, color, and building form is necessary. Specific recommendations provided within the General Design Guidelines are detailed below.

- Large buildings interposed into communities characterized by small-scale structures without adequate transition should be avoided.
- Visually strong buildings which contrast severely with their surroundings impair the character of the area.
- Structures shall conform or complement the general design and bulk of the buildings in surrounding and adjacent areas.
- Promote harmony in the visual relationships and transitions between new and older buildings.

- New buildings should be made sympathetic to the scale, form and proportion of older development. This can be done by repeating existing building lines and surface treatment.
- Originality and diversity in architectural design is encouraged. Except under unusual circumstances no structure shall be approved which is substantially like any other structure unless those structures complement each other.
- Extreme contrasts in color, shape, and organization of architectural elements should be avoided, so that new structures do not stand out in excess of their importance. Materials should be compatible with the existing character of La Jolla Shores.
- Roof materials should be limited to wood shakes, wood shingles, clay tile, slate or copper of good quality, where the pitch is 4 in 12 or greater. Roofs less than 4 in 12 may also be covered with crushed stones of muted dark tones.
- Exterior wall materials should be limited to wood siding, wood shingles, clapboard, adobe blocks, brick, stucco, concrete or natural stone of good quality. In selecting building materials, the efficient use of natural materials and natural resources should be considered in evaluating the merits of the project.
- Colors should be muted, white or natural earth colors (browns, greens, grays, etc.). The use of non-earth colors is allowed for architectural accent.

Grading

It is the intent of the guidelines to preserve natural land forms. Where grading is necessary, the slopes should be contour graded and landscaped. Decrease to the extent possible the necessity of grading and the creation of large, level land areas.

- Retain smooth flow of grand form; minimize steep slopes. Avoid harsh, easily eroded forms and high, steep banks.
- Permit narrower roadways by elimination of the on-street parking requirement. Additional parking should be provided in private motor courts.
- Permit grading of the roadway. Leave or shape into a natural form as much of the right-of-way as possible.

Lighting

Light quality must be geared to the specific use of the area, such as warm, simple lighting. The lighting must be more human in scale, closer spaced, and lower than is usually found in other areas. Each light must also be attractive to look at during the day when the pole, base, and light add another dimension to the urban scene.

- The public sidewalks, places and alleys, exteriors, roofs, outer walls and fences of buildings and other constructions and signs visible from any public street, place or position shall not be illuminated by privately controlled floodlights or any other illumination except as permitted herein.
- Building or roof outline tube lighting shall not be acceptable. Building or wall lighting shall be indirect. A limited number of spotlights may be used to create shadow, relief or outline effects when such lighting is concealed or indirect.
- Interior building lighting shall not be used as an advertising device.
- Define the organization of streets and circulation. Lighting of pedestrian walks, plazas, and buildings should be well lit with numerous small fixtures. If floodlighting is used, their sources should be well hidden. Light sources should be low and closely spaced to maintain pedestrian scale. The maximum height, with the exceptions of safety lights at intersections, should be approximately 12 feet. Intersections might have increased wattage for definition and to alleviate automobile/pedestrian conflicts. The effect would be one of varying-size pools of light. Either gas or electric lights would be suitable. Do not use neon, mercury vapor, exposed florescent, or any high intensity lights for permanent installations.
- Parking areas should be well lit, but with numerous small fixtures or floodlights from a hidden light source.

Landscaping

The landscaping design should take into consideration and be compatible with the shape and topography of the area, the architecture of the project, the architectural characteristics of adjacent landscaping, and topography. The livability, amenity, and character of residential areas are greatly enhanced by trees, more so than by any other single element.

- In areas where houses have no front yard, a sense of nature should be provided by planting in the sidewalk area.
- Areas of poor environmental quality can often be improved by the addition of benches, trees, shrubs, and textured paving.

- Trees form one of the single most important visual features of the city. Linear tree plantings shade and enhance the neighborhood and core area streets. Informally grouped groves in neighborhood parks and tot lots impart a naturalistic effect. Large specimen trees provide focal points in small plazas and can be grouped with seating areas and fountains.

Off-street Parking

This section is intended to provide to the developers of off-street parking lots information and guidance regarding the requirements for the dimensioning and landscaping of parking lots. These requirements have since been updated for the LJSPD within the Municipal Code (§1510.0401 Off-Street Parking Construction, Maintenance and Operation Regulations). Applicable requirements related to the visual aspect of off-street parking were previously identified under the LJSPDO regulations.

Residential and Visitor Area Guidelines

The intent of these guidelines is to preserve and enhance the environmental quality of La Jolla Shores as a place to live. These guidelines include general recommendations, as well as specific guidance for building heights and lot coverage, the house, and street environment.

Building Heights and Lot Coverage

The requirements for building heights and lot coverage are the same as within the LJSPDO, as identified above (see Single-Family Zone Development Regulations).

The House

This section of the Design Manual does not provide specific guidance for non-residential use. However, the section contains guidelines for higher-density residential buildings, such as apartments, in order to better blend in within a single-family residential zone. Thus, this portion of the guidelines is outlined below, as they would be applicable to Phase 1/Phase 2.

- Design apartments to present less apparent bulk. Use care in the choice of materials to blend the apartments in with the surrounding neighborhood.
- Arrange apartment development in such a way as to harmonize with adjacent single family districts. Minimize clash of scale and activity pattern between apartments and houses by arranging apartment buildings adjacent to two-story, duplex, or townhouses to provide a scale transition.

- Provide visual separation. Set apartments in a group of their own, particularly if they are bulky. Provide a landscaped buffer. If apartments and single family houses are not visible in one glance, then any clash of scale disappears.

Roofs are a visually most important element; no other single element of design will contribute to neighborhood continuity as effectively as the use of similar roof materials and colors.

- Use simple shapes
- Use a simple range of colors and materials.
- For interest and variety yet with overall unity the following roof forms are permitted (singularly or in combinations): flat roofs, mansard roofs, hipped roofs, gabled roofs, and shed roofs.

Street Environment

Residential streets should provide safe, convenient traffic circulation and access to homes within the neighborhood.

- Reduce pavement width where possible to bring the street into a better scale relationship to the houses.
- Provide the maximum street tree planting.
- Underground all utilities
- Design all curves, intersections and cul-de-sacs and their relationships to houses for the best visual effect.

A detailed analysis of these regulations is contained within Section 4.1, Land Use.

4.12.2 Significance Determination Thresholds

Based on the City's 2011 CEQA Significance Determination Thresholds, impacts related to visual quality and neighborhood character would be significant if the project would result in:

- The creation of a negative aesthetic site or project;
- Substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area;

- Substantial change in the existing landform;
- Substantial light or glare which would adversely affect daytime or nighttime views in the area.

4.12.3 Issue 1: Development Features

Would the project result in the creation of a negative aesthetic site or project?

Pursuant to the City's Significance Determination Thresholds, impacts related to development features would be significant if:

- **Organized Appearance:** The project would create a disorganized appearance and would substantially conflict with City codes;
- **Height, Bulk, and Coverage Consistency:** The project significantly conflicts with the height, bulk, or coverage regulations of the zone that does not provide architectural interest;
- **Visible Walls:** The project includes crib, retaining, or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public; or
- **Varied Visual Environment:** The project is large and would result in an exceedingly monotonous visual environment.

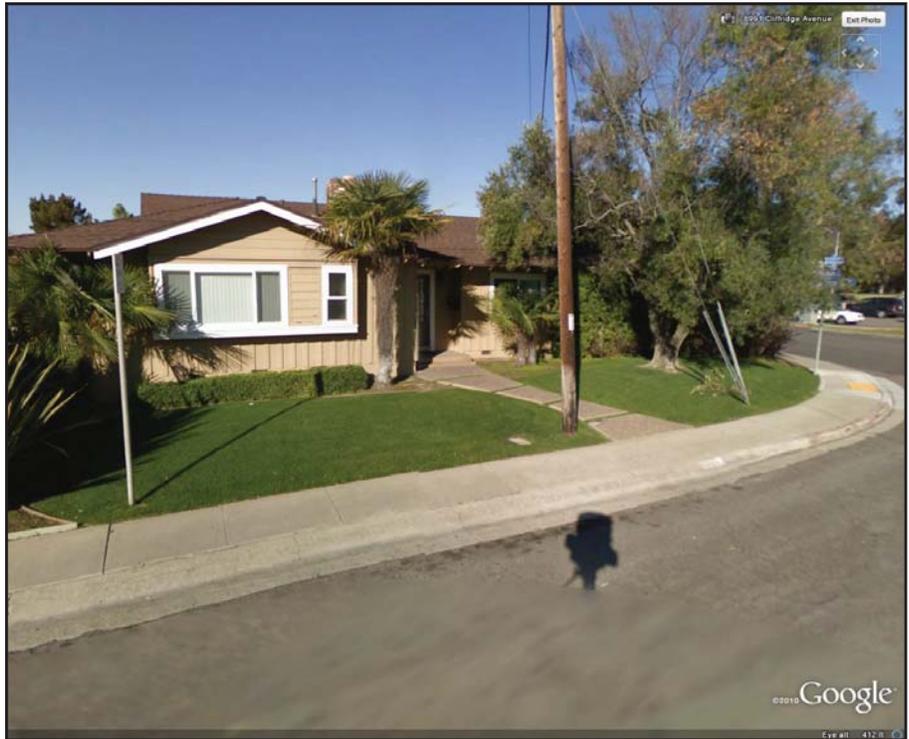
4.12.3.1 Impacts

a. Phase 1/Phase 2

Organized Appearance

The General Plan, LJSPD, and the La Jolla Shores Design Manual set forth design guidelines and requirements, as detailed above in Section 4.12.1.3. The underlying principle for each of these is that originality and diversity in architecture are encouraged, and the theme "unity with variety" shall be a guiding principle.

Phase 1 would involve the temporary use of the Cliffridge property during construction of Phase 2. The temporary use of the property would continue as it has for the past several years, without any disruption of the site's organized appearance. Phase 1/Phase 2 would involve new and enhanced landscaping to create a more visually pleasing and well-organized appearance to the site than what exists today. The existing visual environment of the cul-de-sac area is shown in bottom photo of Figure 4.12-2. The existing driveway to the Cliffridge property is shown in the center of the photo. As



Front of Existing Cliffridge Property



Driveway and Garage of Existing Cliffridge Property

FIGURE 4.12-2
Existing Cliffridge Property

illustrated in Figure 3-9, the landscape concept plan for Phase 1 includes the placement of native trees and shrubs on the northern portion of the site where the cul-de-sac was to add visual interest to the site and to screen the property from the sidewalk and La Jolla Village Drive.

Figures 3-4, 3-5, 3-6, 3-12, and 3-13 illustrate the layout and profile of Phase 2. As shown in these figures, the siting and orientation of the three buildings around a central courtyard, with the parking area off to the rear, would comprise a well-organized site. The almost interlocking form of the three structures and their rhythmic sloping rooflines, glazing placement, and patterned use of stone veneer with earth-toned stucco and concrete surfaces, would yield a well-organized visual appearance.

The landscaping for Phase 2 (see Figures 3-10 and 3-11) would provide further organization of the site through selective placement of shade trees, flowering shrubs and screening vegetation, and through the patterned provision of street trees along the north, east, and south street frontages. The street trees would be Torrey pines, planted at regular intervals, thus maintaining continuity with the Torrey pines theme of the LJSPD area.

A landscaped, park-like amenity west of the structures would contain a well-planned arrangement of groundcover plantings, low-spreading shrubs, and taller trees. A meandering bike path would traverse the far west portion of this park-like area and contain a bench, trash can, and drinking fountain. This area would maintain the present open-space feel of the site and provide a balance to the new structures. Overall, Phase 1/Phase 2 would have an organized, unified appearance while also providing variety, in accordance with the principles of the General Plan, LJSPD, and Design Manual.

Height, Bulk, and Coverage Consistency

As previously detailed in Section 4.1.4.1a, Phase 1/Phase 2 would comply with relevant height, bulk, and coverage regulations. Neither phase proposes any deviation to the LDC's height, bulk, or coverage regulations. During Phase 1, building height and coverage would remain as existing. Phase 2 building heights would range from 18 to 28 feet, and would be consistent with the LDC, Coastal Height Overlay Zone, and the Design Manual by not exceeding 30 feet. The proposed lot coverage for Phase 2, with the landscaped area, would be 15.8 percent, and would be consistent with the LDC, LJSPD, and the Design Manual by not exceeding 60 percent of the lot. As detailed in Section 4.1.4.1a (see also Figure 4.1-1), the approximate 10-foot setback from La Jolla Scenic Drive North would generally conform to other neighboring building setbacks, which average approximately 9 feet.

Phase 1/Phase 2 would comply with all other relevant development and design regulations with the exception of one deviation being requested from the LDC. This deviation is discussed briefly below in terms of its aesthetic effects.

The deviation being requested for Phase 1/Phase 2 includes a deviation from the LDC's Driveway Curb Cut regulations requiring a 24-foot-wide driveway cut. As outlined in Chapter 3, Project Description, Municipal Code Section 142.0560 (Development and Design Regulations for Parking Facilities) requires lots for nonresidential uses greater than 50 feet in width to provide a 24-foot-wide driveway curb cut. During Phase 1 (i.e., construction of Phase 2), the project applicant proposes a 12-foot-wide temporary curb cut in order to accommodate the non-residential uses on a temporary basis until Phase 2 is approved. Upon approval of Phase 2, the Cliffridge property would return to residential use and the 12-foot-wide driveway would be adequate. This aspect of the deviation would have no aesthetic effect.

Visible Walls

Phase 1/Phase 2 would include the construction of retaining walls along the northeastern edge of the proposed parking lot and along the westerly perimeter and northwest corner of the proposed two-story HCJL center building that would be visible to the public (see Figures 3-12 through 3-14). However, these walls would be less than six feet in height from the proposed grade and would be visually screened with vegetation. The retaining walls would also be consistent with the Design Manual, specifically the guideline which states that "fence lines and planting should blend with the terrain rather than strike off at an angle against it" (page 44 of the Design Manual).

Varied Visual Environment

The proposed architecture and landscape of Phase 1/Phase 2 would be varied in form, material, and color to avoid a monotonous visual environment, while at the same time it would provide a rhythmic, well-organized appearance consistent with the LJSPD's "unity with variety" design principle. The rhythmic sloping rooflines and articulated facades of the three separate structures would provide visual variety, as would the structures' use of stone, earth-toned stucco, concrete, and metal. The patterned use of these various materials, in complementary earth tones, would add unity and organization, as would the patterned glazing placement and exterior landscaping. The design features would ensure that the appearance of the project site, the architectural design, and the overall visual environment would not have a negative visual appearance. As detailed above, the theme "unity with variety" is the guiding principle of the LJSPD and Design Manual. Originality and diversity in architectural design is encouraged. Phase 1/Phase 2 would be consistent with this guiding principle of the LJSPD and Design Manual. Therefore, impacts related to the visual appearance would be less than significant.

b. Existing with Improvements Option

Organized Appearance

The Existing with Improvements option would comply with all relevant City codes, with the exception of a deviation from the maximum hardscape in residential zone requirement. This deviation is minor in scope and does not comprise a substantial conflict with the City's LDC. The negligible aesthetic effect is discussed below under Height, Bulk, and Coverage Consistency.

The appearance of the Cliffridge property that comprises the Existing with Improvements option is well organized. It is a one-story structure with a detached garage, a large landscaped front and back yard, and perimeter. A photograph of the front of the Cliffridge property is shown in Figure 4.12-2.

Modifications to the site for the Existing with Improvements option would include interior structural upgrades, landscaping, redesign of the driveway to the garage, and construction of a parking lot and a new 24-foot-wide driveway cut on Cliffridge Avenue north of the Cliffridge property. These modifications would comply with the aesthetic elements of all City codes, including the design guidelines of the LJSPD. This would ensure that the appearance of the site would remain well organized. Demolition of the garage and patio structures is required to accommodate the on-site parking lot. As discussed below, landscaping is intended to screen this area.

Height, Bulk, and Coverage Consistency

The building height of the residential structure on the Cliffridge property would remain the same. The building coverage would also remain the same and would be consistent with the LDC and LJSPD and would not exceed 60 percent of the lot. The Existing with Improvements option would comply with all other relevant development and design regulations with the exception of the deviation being requested from the LDC. This is discussed briefly below in terms of its aesthetic effect.

Deviation from the Maximum Paving and Hardscape in Residential Zones Requirement

Per this regulation, paving and hardscape for vehicle use on lots less than 10,000 square feet in residential zones are required to be limited to off-street surface parking for a maximum of four vehicles. The Existing with Improvements option would require a deviation from this requirement to allow hardscape improvements to accommodate six on-site parking spaces. The additional parking paving would be provided as part of the driveway redesign and would be sufficiently screened with existing and new landscape materials to preclude a negative aesthetic effect.

Visible Walls

The existing wall at the property boundary would remain intact. The Existing with Improvements option would not involve any crib or retaining walls or any unscreened noise walls greater than six feet in height and 50 feet in length.

Varied Visual Environment

The Existing with Improvements option would not create a monotonous visual environment. As shown in Figure 4.12-2, the appearance of the residential structure on the Cliffridge property is varied, with an articulated front façade, recessed door entrance, protruding front window, and varied, sloped roofline. Trees and shrubbery on the corners of the lot provide variety and balance to the front lawn.

If the project components in the Existing with Improvements option are implemented, the Cliffridge property would be modified on the interior, the utility pole (shown in the right of the upper photo in Figure 4.12-2) would be moved and the utility line undergrounded, a new curb cut, a driveway would be paved along the northerly edge of the lot next to the tree and shrubbery shown in the right corner of the upper photo in Figure 4.12-2 (which would remain), and landscaping would be provided along the north edge of the lot. Similar to existing site conditions, this landscaping would be composed of a variety of drought-tolerant plant species in varying heights, shapes, and colors. The resulting visual environment would not be monotonous.

4.12.3.2 Significance of Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2 would not result in a disorganized appearance inconsistent with relevant City codes, would not exceed height, bulk, or coverage regulations, would not construct walls in excess of height or length maximums, and would not create a monotonous visual environment. The design of Phase 1/Phase 2 would instead result in the creation of a well-organized visual environment. A negative visual appearance would not result from implementation of Phase 1/Phase 2, and visual impacts would therefore be less than significant.

b. Existing with Improvements Option

The Existing with Improvements option would not result in a disorganized appearance inconsistent with relevant City codes, would not exceed height, bulk, or coverage regulations, would not construct walls in excess of height or length maximums, and would not create a monotonous visual environment. The Existing with Improvements option would instead maintain a well-organized visual environment. A negative visual

appearance would not result from this option, and visual impacts would therefore be less than significant.

4.12.3.3 Mitigation Monitoring and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.12.4 Issue 2: Neighborhood Character

Would the project result in substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area?

Pursuant to the City's Significance Determination Thresholds, impacts related to neighborhood character would be significant if:

- **Bulk and Scale:** The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.
- **Architectural Style and Building Materials:** The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme.
- **Community Landmarks:** The project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan, or local coastal program.
- **Highly Visible Area:** The project is located in a highly visible area (e.g., on a canyon edge, hilltop, or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.

4.12.4.1 Impacts

a. Phase 1/Phase 2

Bulk and Scale

The oblique aerial in Figure 4.12-3 shows the immediate neighborhood of the project site and gives a sense of its bulk and scale. The neighborhood is suburban in character, with one- and two-story single-family residences to the south, one- and two-story single-family attached homes east across La Jolla Scenic Way, and the six-lane La Jolla Village Drive and UCSD Campus to the north, where the La Jolla Playhouses are in a clustered arrangement. Each playhouse seats upwards of 400 people and has a building square footage in the range of 6,500.

A general bulk and scale survey of existing residential structures proximate to the project site is provided in Table 4.12-1. This data was obtained from online public records and includes the 12 closest single-family residences facing the project site from the south, and the single-family attached homes to the east. The 13 structures identified in the table are shown numbered in Figure 4.12-3.

**TABLE 4.12-1
NEIGHORHOOD BULK AND SCALE SURVEY**

| Unit | Building SF | Lot SF | Bedrooms/ Baths | Year Built |
|--|-------------|--------|--------------------|---------------|
| 1 (Existing Cliffridge Property) | 1,740 | 7,800 | 3/2 | 1958 |
| 2 | 2,338 | 8,000 | 3/2 | 1958 |
| 3 | 1,817 | 8,000 | 3/2 | 1959* |
| 4 | 3,469 | 8,000 | 4/4 | 1970 |
| 5 | 2,424 | 8,400 | 4/3 | 1958 |
| 6 | 1,655 | 8,000 | 3/2 | 1958 |
| 7 | 3,464 | 9,200 | 4/4 | 1980 |
| 8 | 1,818 | 10,000 | 3/2 | 1961 |
| 9 | 2,336 | 9,800 | 3/2 | 1962 |
| 10 | 1,724 | 8,800 | 3/2 | 1960 |
| 11 | 2,458 | 8,500 | 4/3 | 1962 |
| 12 | 2,030 | 8,000 | 3/2 | 1961 |
| 13** | 3,078 | 4,970 | 6/4.5 | 1974 |
| Average | 2,335 | 8,267 | | |

SF = square feet

*Original owner

**Two attached, single-family homes considered one structure and one lot area



FIGURE 4.12-3
Bulk and Scale Surveyed Residences

As shown in this table, many of the nearby existing homes are three-bedroom, two-bath homes with two-car garages on large lots typical of the time. The larger four-bedroom homes have three-car garages. The average building and lot size of the surveyed single-family homes is 2,335 square feet of building on 8,267 square feet of lot. The attached single-family homes have a shared wall and occur in a single, larger structure.

As detailed above in Section 4.12.3.1, the LJSPD and Design Manual also set requirements for height, bulk, and coverage consistency within the area. Phase 2 would consist of the construction of three individual structures with an overall building net square footage of 5,772 square feet, situated around a central outdoor courtyard. The proposed partial two-story (i.e., stepped back second story) HCJL Center would have a net square footage of 3,298. It would be the most westerly of the three buildings and adjoin the proposed park-like space. The Library/Chapel would be the smallest of the three buildings and would be located in the central portion of the developed area, north of the courtyard and east of the HCJL center. The Library/Chapel would be a one-story building of 984 net square feet. The Professional Leadership Building would be an approximate 1,813 net square foot one-story building south of the courtyard and library/chapel and southeast of the HCJL center.

Parking associated with these uses would be provided in a 27-space surface parking lot located east of the three structures. Portions of the parking area (eastern and southern parking spaces) would include a carport structure with solar photovoltaic panels on top.

The height of the Phase 2 structures would conform to regulated height maximums and with existing heights in the neighborhood. The neighboring existing homes to the south are generally 15 to 24 feet in height, while the attached single-family units to the east are lower, as they are approximately 4 to 12 feet below grade. The Phase 2 structures would be from 18 to 28 feet in height. The bulk and scale of the Phase 2 structures would also be comparable with existing residences. The 3,298-square-foot HCJL center, the largest of the proposed structures, would be the same approximate size of one of the larger four-bedroom homes south of La Jolla Scenic Drive North and of the four-bedroom attached single-family units east of La Jolla Scenic Way. The smaller Professional Leadership Building (1,813 gross square feet) and Library/Chapel (984 gross square feet) would be comparable in size to some of the three-bedroom existing homes on La Jolla Scenic Drive North and Cliffridge Avenue.

The three structures would be clustered, and when combined their total net square footage of 5,772 would exceed the average size of existing single-family homes, but would be comparable to the size of one of the La Jolla Playhouses. Given that the clustered design incorporates open spaces between the structures and a large open central courtyard, the resulting sense of scale is minimized and the bulk of the project would not be out of scale or monotonous. As shown in the project building elevations in Figures 3-12A-B, it is the intent of the design that when the structures are viewed from adjacent streets and houses, they would appear interrelated but separate, with views

extending through the site's open pathways and spaces. Also as shown in these elevations, the sloping rooflines and other angled planes of the structures' facades would additionally serve to add a sense of movement and hence lightness to the overall design. Overall, Phase 1/Phase 2 would not exceed the allowable height or bulk regulations, nor would it exceed the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.

Architectural Style and Building Materials

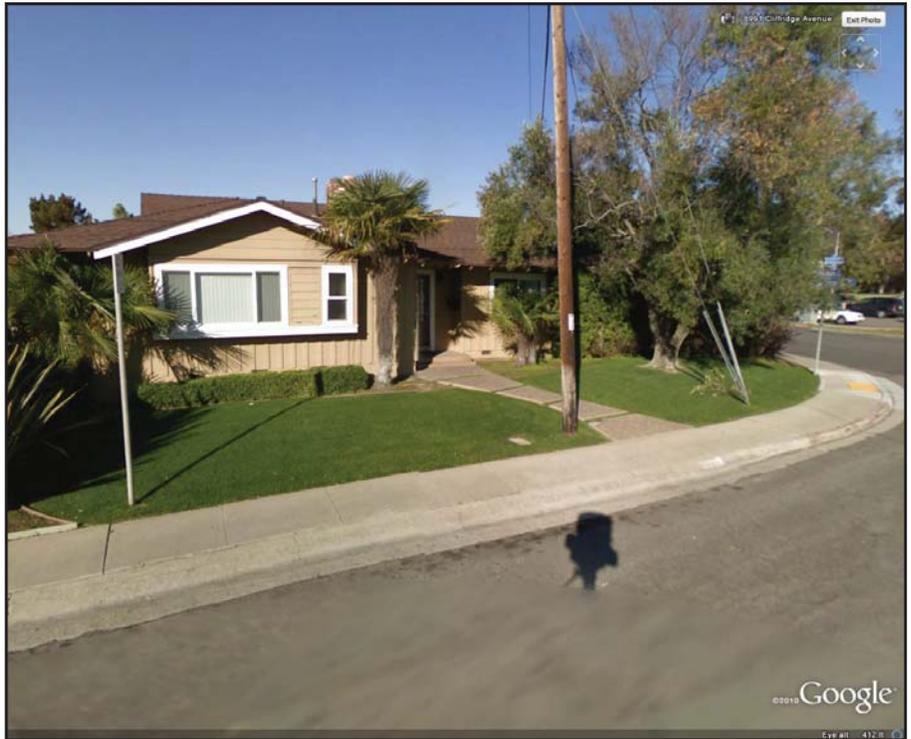
The continued use of the Cliffridge property as temporary office space during Phase 1 would not result in any changes to the existing architectural style. New landscaping associated with Phase 1 would be installed in the area immediately north of the lot that would further screen the structure from the north and provide landscaping.

The vacant site associated with Phase 2 could be considered to be in a transitional area, where suburban residential development borders attached single-family homes, major roadways, and institutional uses (Figure 4.12-4). While the character of the neighborhood to the south is low-density and post-war, the character of the attached single-family homes to the east is denser, and the area to the north is of an institutional character with large utilitarian structures.

The Phase 2 architectural design reflects a contemporary architectural style that would relate in scale and design to the single-family residential area along La Jolla Scenic Drive North through the siting of three individual structures around an outdoor courtyard and through use of complementary architectural form, materials, and color.

Color renderings of the Phase 2 project are shown in Figures 3-12 through 3-14. The sloped rooflines, rambling profile, articulated facade, recessed entries, windowed projections, and inner courtyard would reflect common elements of LJSPD and neighborhood design. The use of glass, natural stone and wood, and earth-toned stucco and concrete surfaces proposed for Phase 2 would conform to LJSPD design and Design Manual requirements, as well as to materials and colors used in the existing neighborhood.

The views of the existing cul-de-sac from La Jolla Scenic Drive North and from the intersection of La Jolla Village Drive at Torrey Pines Road are shown in Figure 4.12-5. This area would be enhanced with landscaping and pedestrian amenities. The landscape plan of Phase 1/Phase 2 includes a variety of plants, shrubs, and trees, and emphasizes California native species, including Torrey pines, which reflect the neighborhood's emphasis on landscape features and the broader community's emphasis on Torrey pines as a symbol of the community. Specifically, through street tree plantings of Torrey pines and a landscaped pedestrian pathway where the cul-de-sac was, Phase 1/Phase 2 would enhance the corner of Torrey Pines Road and La Jolla Village Drive and provide an appealing entrance to the La Jolla Shores community.



Bedroom Residence



Existing La Jolla Scenic Drive North Streetscape

FIGURE 4.12-4
Existing Neighborhood Character



Existing Cul de Sac Viewed from
La Jolla Scenic Drive North at Cliffridge Avenue



Existing Cul de Sac Viewed from
La Jolla Village Drive at Torrey Pines Road

The park like area proposed west of the structures would also provide a community amenity as well as retain the open space feel of the existing lot for neighboring residents. A meandering bike path through this area would provide enhanced pedestrian and bicycle connectivity from the neighborhood at La Jolla Scenic Drive North to Torrey Pines Road/La Jolla Village Drive. A bench, trash receptacle, and drinking fountain located to the side of the bike path would add to the neighborhood park feel.

Other neighborhood-sensitive design features that would be incorporated into Phase 2 include the grading of the parking lot four to six feet lower than the courtyard and building pad level to help soften the perceived height of the site at the corner of La Jolla Village Drive. The siting of the parking lot and street yard would provide a spatial buffer along La Jolla Scenic Way to the multi-family residential development across the street. The landscaping and partial height walls along this edge would also provide a visual screening of the parking lot.

Overall, the architectural and landscape design of the Phase 2, including the use of building materials and plant palette, would blend in with the residential neighborhood to the south and the community as a whole. Some features of the project design could also be seen as enhancing neighborhood character, such as the provision of Torrey pine trees along La Jolla Village Drive and La Jolla Scenic Drive North frontages, the provision of the landscaped park-like amenity and walk/bike path in the northwest portion of the site, and the provision of a community service.

Community Landmarks

As stated above, impacts would be considered significant if the project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan, or local coastal program. One of the goals of the La Jolla Community Plan is to “protect the environmentally sensitive resources of La Jolla’s open areas including its coastal bluffs, sensitive steep hillside slopes, canyons, native plant life and wildlife habitat linkages.” No environmentally sensitive resources, including coastal bluffs, sensitive steep hillside slopes, canyons, or wildlife habitat linkages exist on the project site. As detailed in Section 143.0110 of the Municipal code: “Generally, the steep hillside regulations of the Environmentally Sensitive Lands Regulations are applicable when development is proposed on a site containing any portions with a natural gradient of at least 25 percent (25 feet of vertical distance for every 100 feet of horizontal distance) and a vertical elevation of at least 50 feet.” The moderate slopes on the project site do not meet these criteria. As detailed in Section 4.3, the project site contains disturbed habitat with primarily non-native plant species.

The Phase 1/Phase 2 project would enhance the landscaping and would use California native species and Torrey pines. The landscaping is intended to be drought-tolerant. Through a landscaped pedestrian pathway, the Phase 2 would enhance the corner of

Torrey Pines Road and La Jolla Village Drive and provide a new entrance to the La Jolla Shores community from the north. Therefore, Phase 1/Phase 2 would not result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in any applicable plans.

Highly Visible Area

The vacant site associated with Phase 1/Phase 2 is not located in a highly visible area, such as on a canyon edge, hilltop, or adjacent to an interstate highway. The site is visible from La Jolla Village Drive, a Primary Arterial roadway where 44,790 vehicles travel per day. As detailed above, Phase 1/Phase 2 would not strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections. As discussed above in Section 4.12.3.1a, Phase 1/Phase 2 would comply with all relevant height, bulk, and coverage regulations. No building signage or architectural projections are proposed under Phase 1/Phase 2. As discussed above, some features of the project design would enhance neighborhood character. These features include the provision of Torrey pine trees along La Jolla Village Drive and La Jolla Scenic Drive North frontages, the provision of the landscaped park-like amenity and walk/bike path in the northwest portion of the site, and the enhanced pedestrian orientation of the area surrounding the project site.

Overall, neighborhood character impacts associated with Phase 2's architectural design, use of building materials, and preservation of community landmarks would not be significantly adverse.

b. Existing with Improvements Option

Bulk and Scale

The bulk and scale of the Cliffridge property is typical of the adjacent neighborhood. The Existing with Improvements option would consist of minor interior and exterior upgrades, none of which would generate any change in bulk or scale relative to the surrounding neighborhood.

Architectural Style and Building Materials

The Cliffridge property being used by Hillel is a one-story, clapboard-sided, rambling style, three-bedroom, two-bath house built in 1958 (see Figure 4.12-2). The adjacent houses on Cliffridge Avenue and east along La Jolla Scenic Drive North are also mostly one-story, each different than the next, but of similar vintage and rambling ranch house or cottage silhouette with large front and rear yards, hence an emphasis on landscaping features. All have pitched overhanging roofs, and some have bay or protruding windows. Most have articulated front facades and recessed entrances. Many of the facades are

stucco, some with Mexican- or Spanish Colonial-influenced features (arches, tiling), and many others are wood-sided similar to the Cliffridge property. Some have front walls or fencing, but the majority have unfenced open front yards. A few of the neighboring existing homes are shown in Figure 4.12-4.

Community Landmarks

The permanent use of the Cliffridge property as office space would not result in the loss of any community landmarks. Minor interior and exterior upgrades to the existing Cliffridge property would similarly not result in the loss of any community landmarks.

The permanent use of the Cliffridge property as office space would not result in any changes to the existing architectural style. The existing visual environment of this area is shown in the lower photo in Figure 4.12-2. Landscaping and site modification that would occur with the Existing with Improvements option would not substantially alter the Cliffridge property's architectural style, nor would it result in the loss of community landmarks. Given that the Cliffridge property conforms to the architectural style and use of building materials in the broader neighborhood, neighborhood character impacts associated with the Existing with Improvements option would be less than significant.

4.12.4.2 Significance of Impacts

a. Phase 1/Phase 2

For Phase 1/Phase 2, the bulk, scale, architectural style, and building materials would not be in contrast to adjacent development; therefore, impacts would be less than significant.

b. Existing with Improvements Option

The bulk, scale, architectural style, and building materials associated with the Existing with Improvements option would be maintained and would therefore not be in contrast to adjacent development. Impacts would be less than significant.

4.12.4.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.12.5 Issue 3: Landform Alteration

Would the project result in substantial change to the existing landform?

Pursuant to the City's Significance Determination Thresholds, impacts related to landform alteration would be significant if:

- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill, and one or more of the following conditions apply:
 - 1) The project would disturb steep hillsides in excess of the encroachment allowance of the ESL regulations;
 - 2) The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50 percent) slope gradient;
 - 3) The project would result in a change in elevation of steep hillsides as determined by the City's LDC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site; or
 - 4) The project design includes mass terracing of natural slopes with cut or fill slopes to construct flat-pad structures.
- b. However, the above conditions may not be considered significant if one or more of the following apply:
 - 1) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through naturalized variable slopes.
 - 2) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
 - 3) The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project's overall grading requirements.

4.12.5.1 Impacts

a. Phase 1/Phase 2

During the Phase 1 temporary use, no physical modifications to the existing property would occur. The project site is fairly flat and level. The vacant lot appears to have been previously mass graded and not of its natural landform.

Phase 2 construction would entail approximately 3,450 cubic yards of cut and 300 cubic yards of fill, necessitating the export of 3,150 cubic yards. Landform cutting would mostly occur along the northeast edge of the lot. The project would not disturb steep hillsides, nor would it create manufactured slopes higher than 10 feet or steeper than 2:1 (50 percent) slope gradient. The project would result in a change in elevation of steep hillsides and would not involve mass terracing of natural slopes with cut or fill slopes to construct flat-pad structures.

Because landform alteration would be minor, landform alteration impacts under Phase 2 would be less than significant.

b. Existing with Improvements Option

For the Existing with Improvements option, the curb cut of the existing driveway to the Cliffridge property would be widened, involving minor demolition of the existing curb and then new curb and driveway construction. Substantial alteration of the natural landform would not occur.

4.12.5.2 Significance of Impacts

a. Phase 1/Phase 2

Grading would be minor; therefore, landform alteration impacts under Phase 1/Phase 2 would be less than significant.

b. Existing with Improvements Option

Grading would be minor and landform alteration impacts under this option would be less than significant.

4.12.5.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

4.12.6 Issue 4: Light and Glare

Would the project shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky?

Pursuant to the City's Significance Determination Thresholds, impacts related to light and glare would be significant if:

- The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent (see LDC Section 142.07330(a)), and the project is adjacent to a major public roadway or public area.
- The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

4.12.6.1 Impacts

a. Phase 1/Phase 2

Phase 1/Phase 2 is not anticipated to shed substantial light onto adjacent, light-sensitive property or land use, nor would it emit a substantial amount of ambient light into the nighttime sky.

In Phase 2, interior and exterior lighting would be designed to comply with applicable regulations, including the City's Outdoor Lighting Regulations (LDC, Section 142.0740) and the LJSPD supplemental development regulations. Phase 1/Phase 2 would also be designed to meet LEED light pollution reduction criteria, as outlined in Section 3.6.1.1 of this EIR.

Exterior lighting would be designed to only light areas as required for safety and comfort while complying with all lighting requirements. Exterior parking areas, building grounds, building facades, and select landscape features would be lit at a pedestrian scale using appropriate lighting power densities. Through compliance with limits on illumination and direction, all exterior site and building luminaires would maintain safe light levels while minimizing light trespass and avoiding off-site lighting impacts. Site lighting would be minimized where possible, and technologies to reduce light pollution, such as full cutoff

luminaires, low-reflectance surfaces, low-angle spotlights, installation of timers or motion-sensors, and shields or diffusers, would be utilized.

Portions of the parking area (eastern and southern parking spaces) would be bordered by a retaining wall and include a carport structure with solar photovoltaic panels on top. The partial retaining wall and landscaping combined with the solar canopy/carport would provide some shielding of headlights at night as vehicles exit the parking lot on La Jolla Scenic Way.

Phase 2 would include extensive glazing (windows or glass surfaces). Compliance with relevant development regulations concerning selection of building materials and reflective surfaces would minimize glare (i.e., light reflected off surfaces). As described in the Architectural Design and LEED design sections of the Project Description, the majority of building facades would be colored and textured or shaded/shielded to minimize reflectivity, as well as to enhance aesthetics. Roof overhangs would also help shield glazing. Most of the paved areas would be shaded by trees and other landscaping. The metal roof surfaces and building glazing have been designed to meet solar reflectivity criteria contained in LEED in order to deliberately reflect light back into the atmosphere and reduce heat island and global warming effects.

Through compliance with City lighting codes and LEED environmental design criteria, light and glare would be minimized and impacts on adjacent day and nighttime views would be less than significant.

b. Existing with Improvements Option

Under the Existing with Improvements option, no changes in lighting or window glazing would occur. Impacts would be less than significant.

4.12.6.2 Significance of Impacts

a. Phase 1/Phase 2

Given project compliance with applicable lighting regulations and LEED design criteria, light and glare impacts would not be significant for Phase 1/Phase 2.

b. Existing with Improvements Option

Under this option, no changes in lighting or window glazing would occur. Impacts would be less than significant.

4.12.6.3 Mitigation, Monitoring, and Reporting

a. Phase 1/Phase 2

No mitigation is required.

b. Existing with Improvements Option

No mitigation is required.

5.0 Significant Unavoidable Environmental Effects/Irreversible Changes

CEQA Guidelines Section 15126.2 (b) and (c) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the project EIR.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. All significant impacts identified in Chapter 4, Environmental Analysis, of this EIR as resulting from project implementation can be reduced to below a level of significance with the mitigation measures identified in Chapter 4 and in the MMRP (Chapter 10). Thus, the project would not result in any unavoidable impacts.

5.2 Irreversible Environmental Changes Which Would Result if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (c): "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Nonrenewable resources generally include agricultural land, mineral deposits, water resources, historic and paleontologic resources, and some energy sources. As evaluated in Chapters 4, Environmental Analysis, and 8, Effects Not Found to be Significant, implementation of the project would not result in significant irreversible impacts to agricultural, mineral, historic, or paleontologic resources. Implementation of

5.0 Significant Unavoidable Environmental Effects/Irreversible Changes

the project, however, would, require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

To minimize the use of energy, water, and other natural resources from development of Phase 1/Phase 2, the project has incorporated sustainable building practices into its site, architectural, and landscape design. As described in Section 3.5.1 of this EIR, design considerations aimed at improving energy efficiency and reducing water use have been incorporated into the project design and may serve to reduce irreversible water, energy, and building materials consumption associated with construction and occupation of the development. Because the Existing with Improvements option would maintain current levels of operations, energy, water, and use of other natural resources would be consistent with current use.

6.0 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The City's 2011 Significance Determination Thresholds provide further guidance to determine potential significance for growth inducement. Based on the Thresholds, a significant impact could occur if a project would "induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment."

6.1 Population/Economic Growth

The project would provide facilities for religious use by UCSD students. No new housing would be provided and these students would reside in existing housing not related to the project. Thus, the project would not induce population growth. Furthermore, the HCJL does contain any elements that would stimulate economic growth or the need for additional housing.

6.2 Indirect Growth Inducement

The project proposes a land use that is in conformance with existing zoning and underlying community plan land use designation for the project site. The project would be located in an area already served by public infrastructure including roads, water and wastewater facilities, and transit. Because the project is located in an already urbanized area, project implementation would not remove obstacles to population growth through construction of new roads or public infrastructure in areas not currently accessible to

development. Therefore, development of the project would not indirectly contribute to an incremental growth as defined by CEQA or City guidelines.

6.3 Potential for Setting Precedent

Precedent-setting actions include changes in zoning, a general plan designation, or general plan text, or the approval of exceptions to existing regulations that could provide favorable conditions for other properties to develop.

UCSD students are served by approximately 500 student organizations, of which 54 are considered “spiritual” organizations. Hillel of San Diego is organized as a 501(c)3 California nonprofit religious organization and is not registered as a student organization with UCSD. While the project is planned to serve UCSD students, it is required to be an off-campus facility due to its religious purpose.

Under the La Jolla Community Plan, the project site is currently designated as residential with “churches, temples, or buildings of a permanent nature, used primarily for religious purposes” (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]); therefore, Hillel’s use of the project site would be consistent with that designation according to the LJSPD regulations. As discussed in Chapter 3, Project Description, Phase 1/Phase 2 would result in the development of permanent structures to be used primarily for religious purposes, and would not include a change in zoning, a general plan designation, or general plan text.

Both Phase 1/Phase 2 and the Existing with Improvements option include deviations to existing development regulations. Phase 1/Phase 2 proposes a deviation from the driveway curb cut requirements of Municipal Code during construction because the Cliffridge property would revert back to its original use upon completion of the HCJL. The Existing with Improvements option proposes a deviation from Maximum Paving and Hardscape in Residential Zones requirements of the Campus Parking Impact Overlay Zone in order to accommodate on-site parking. These deviations do not pertain to the type of use that would be allowed, but rather to the technical development regulations. As such, the requested deviations are site-specific and would not set a precedent or encourage redevelopment of surrounding properties.

While there is a potential for other UCSD student religious organizations to seek off-campus facilities in the project area, the constraints of finding a suitable site would be a limiting factor. The area in which the project is proposed is mostly developed, with UCSD and Scripps in close proximity to the project site as well as existing residential uses. Although there are small pockets of undeveloped land nearby, future development in this area is largely constrained by existing development, allowed uses, permitting and environmental review requirements, and the cost of acquiring land. Therefore, development of the project would not encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

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7.0 Cumulative Impacts

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(c), “means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects “need not be provided in as great detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.”

The following evaluation of cumulative impacts considers both existing and future projects in the project vicinity. For this evaluation, the project vicinity is defined as the La Jolla Community Plan area, which is bordered by University to the north, Clairemont Mesa to the east, Pacific Beach to the south, and the Pacific Ocean to the west. According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be on either (a) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency,” or (b) “a summary of projections contained in an adopted plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.”

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue. For this analysis, where evaluation of potential cumulative impacts are localized (e.g., noise and traffic), a list of project methods was employed. For potential cumulative impacts that are more regional in scope (e.g., greenhouse gas emissions, biological, and cultural resources), planning documents were additionally used in the analysis.

List of Projects Considered for Cumulative Analysis

The list below shows the past, present, and probable future projects considered in this cumulative effects evaluation. The development status of each cumulative project below is included, and is current as of October 2013 (the time of this writing). Figure 7-1 shows the location of each of these projects.

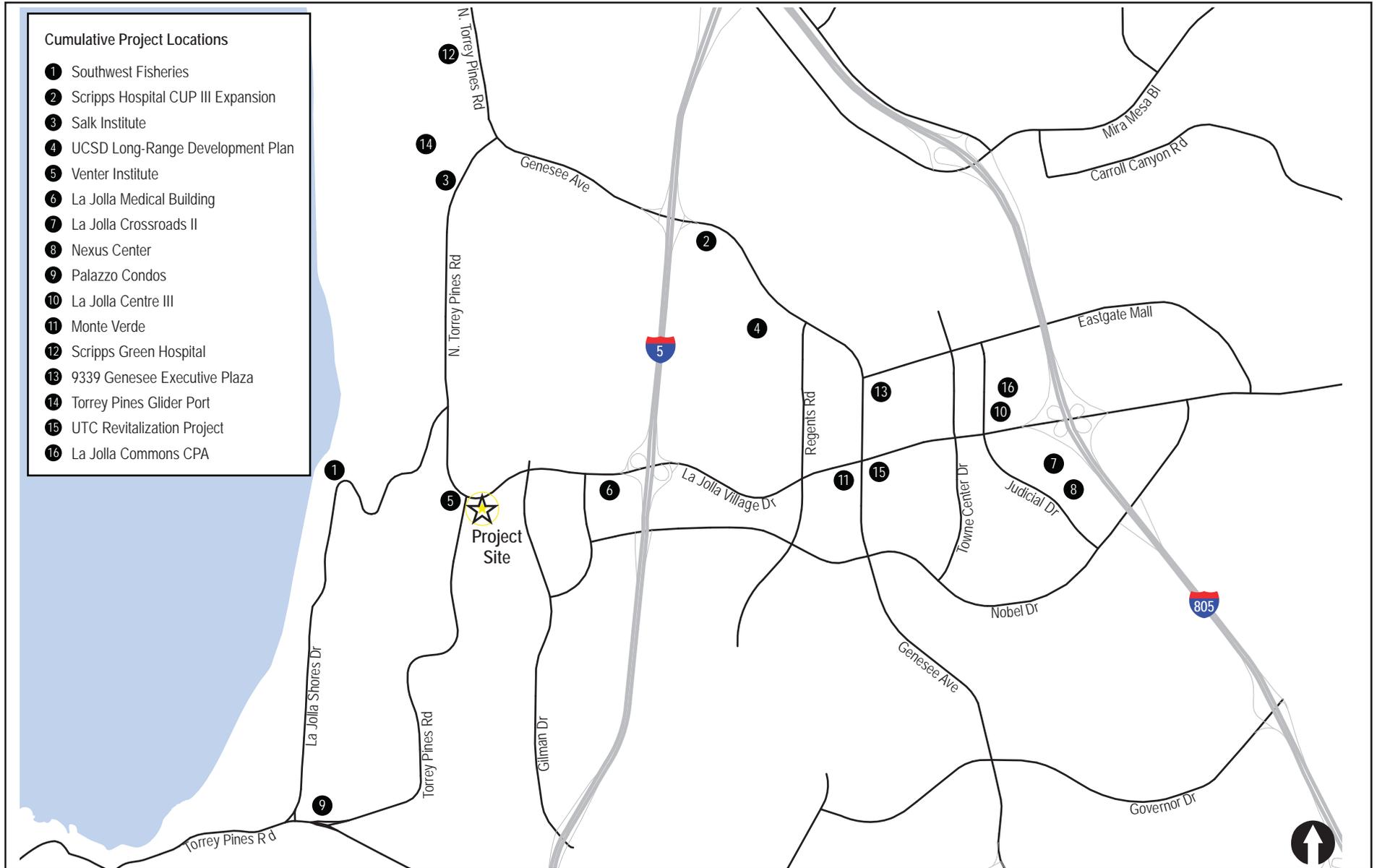


FIGURE 7-1
Cumulative Projects

1. **Southwest Fisheries** project is bound by La Jolla Shores Drive on the west, north, and east sides and Shellback Way on the south, within the UCSD/SIO campus in the City of San Diego. The existing site lies along the west side of La Jolla Shores Drive and just north of the Biological Grade Driveway. The project proposes to demolish two (approximately 40,000 square feet) of the four existing structures on the west side of La Jolla Shores Drive and replace them with a new 124,000 square foot research and development building on the east side of La Jolla Shores Drive, a net increase of 84,000 square feet. This project is approved, but not yet constructed.
2. **Scripps Hospital CUP III Expansion** project involves the demolition, renovation, and construction of new hospital and medical offices at the existing Scripps Memorial Hospital campus site within the University Community Plan Area. This project is approved.
3. **Salk Institute** is an institute for Biological Studies. This project is approved, but not yet constructed.
4. **UCSD Long-Range Development Plan** Based upon discussion with UCSD, it was determined that several potential near-term projects could be constructed and occupied by the time the proposed project comes online in 2015. These cumulative, on-campus projects include East Campus developments such as the Clinical and Technical Research Institute, East Campus Bed Tower, the Sulpizio Cardiovascular Center, and the East Campus Office Building. On the West Campus, UCSD anticipates development of additional on-campus housing units by 2015-2016.
 - a. **Clinical and Technical Research Institute** is located on the UCSD East Campus Medical Center in the Health Sciences Neighborhood, sits north of the Sulpizio Cardiovascular Center and Thornton Hospital and west of the East Campus Parking Structure, above the southwest end of the north canyon which extends easterly from the I-5 corridor. The project proposes construction of a 360,000 gross square foot building providing easy access between research and clinical activities due to its proximity to the East Campus Medical Center.
 - b. **East Campus Bed Tower** proposes to expand the existing Thornton Hospital by adding a bed tower with up to 245 beds.
 - c. **Sulpizio Cardiovascular Center** recently opened in 2011 after completion of construction to develop a 125,000 square foot dedicated cardiovascular patient center in December 2010.

7.0 Cumulative Impacts

- d. **East Campus Office Building** is currently under construction to develop approximately 45,000 square feet of new space for office, administrative, and clinical research activities.
5. **Venter Institute** is located at the southwest corner of the intersection of La Jolla Village Drive and Torrey Pines Road as part of the UCSD campus. The Venter Institute is a 45,000-square foot scientific research and development center located on Parcel 4 of the Scripps Upper Mesa neighborhood within the Scripps Institute of Oceanography. The Venter Institute has revised the site plan to only provide access to Expedition Way (full access driveway). Access to Torrey Pines Road would be eliminated. The cumulative analysis in this report assumes the trip assignment associated with the full access on Expedition Way. This project is approved, and is currently under construction.
6. **La Jolla Medical Building** is a redevelopment of the El Torito restaurant located at 8910 La Jolla Village Drive. The project proposes to construct approximately 15,000 square feet of medical office space. This project is currently under review.
7. **La Jolla Crossroads II** proposes to construct 309 multi-family residences at 9015 Judicial Drive in the Community of University City. This project is approved, but not yet under construction.
8. **Nexus Center** is located adjacent to the La Jolla Crossroads project on Judicial Drive and proposes to construct approximately 191,000 square feet of research and development office space. This project is approved, and is currently under construction.
9. **Palazzo Condominiums** proposes to construct approximately 30 multi-family residences at 2402 N. Torrey Pines Road. This cumulative project is approved, and is currently under construction.
10. **La Jolla Centre III** proposes to construct approximately 278,800 square feet of commercial office space and is located near the intersections of Judicial Drive, Executive Drive, and Town Centre Drive in the Community of University City. This project is approved, but not yet under construction.
11. **Monte Verde** proposes to construct approximately 560 multi-family residences and is located near the intersections of La Jolla Village Drive, Regents Road, and Campus Point Drive in the Community of University City. This project is approved, but is not yet constructed.

12. **Scripps Green Hospital** proposes to construct approximately 39,024 square feet of hospital land use located on Genesee Avenue north of N. Torrey Pines Road. This project is approved, but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
13. **9339 Genesee Executive Plaza** proposes to convert approximately 22,500 square feet of existing standard commercial office space to medical office space located at 9339 Genesee Avenue in the Community of University City. This project is approved, but is not yet constructed.
14. **Torrey Pines Glider Port Expansion** proposes to expand the operations of the existing City Park (glider port) located at 2800 Torrey Pines Scenic Drive in the Community of La Jolla. This project is approved, but is not yet constructed.
15. **UTC Revitalization Project** is a master planned development plan with variable development programs that can respond to changing market conditions and desire of the community of University City. The original project proposed up to 750,000 square feet retail and 250 dwelling units with several alternative project scenarios based on a trip generation equivalency. The intent is to allow flexibility in the development program while ensuring the alternative project scenarios have been addressed by the analysis of the original project. This project is approved, and is partially completed and open.
16. **La Jolla Commons III CPA** proposes land use changes to the current plan for a mixed-use development of a 450,000–square-foot mid-rise office building, a 25-story residential tower with 120 units, a 325-room hotel, other general office development (mainly for scientific research), and open space. The amendment would eliminate the residential uses to increase the Development Intensity Element of the University Community Plan designating this portion of the site to develop as office use, a hotel, or a mix of hotel and office use. The project is bound by Executive Drive, La Jolla Village Drive, and Judicial Drive. One mid-rise office building tower of the project is completed and partially occupied. This cumulative project has been approved by the City, with the exception of the proposed changes to eliminate the residential uses in the CPA.

Plans Considered for Cumulative Effects Analysis

This cumulative analysis relies on regional planning documents and associated CEQA documents to serve as an additional basis for the analysis of the broader, regional cumulative effects of the project, such as air quality and GHG emissions. The regional planning documents used in this analysis include SANDAG's Regional Comprehensive Plan and the City General Plan. For technical issues such as air quality and biology, regional planning documents such as the SDAPCD Regional Air Quality Strategy, multiple state and local guidance documents concerning GHG emission reductions (see

7.0 Cumulative Impacts

Section 4.6.1.2), and the MSCP were used. These plans are discussed in Section 2.6 and throughout Chapter 4 of this EIR, and are incorporated by reference in the appropriate sections of the cumulative analysis below.

7.1 Land Use

As a general rule, and as stated in the City's Significance Determination Thresholds for land use, projects that are consistent with the applicable community or specific plan and are compatible with surrounding land uses should not result in significant land use impacts. Phase 1/Phase 2 is proposed on a residential site that allows "churches, temples, or buildings of a permanent nature, used primarily for religious purposes" (Municipal Code Section 1510.0303(e) [Single-Family Zone – Permitted Uses]). As the facility is intended to foster religious growth and study for Jewish college students, the project is consistent with current planning regulations and documents.

Phase 1/Phase 2 has been designed to provide space for programs considered essential to the Jewish religion and Jewish identity and living. Under Phase 1/Phase 2, a right-of-way vacation is proposed to allow use of unutilized land and enhance the pedestrian environment along with the construction of sidewalks and landscaping features in place of the cul-de-sac and a wider parkway strip between the sidewalks and La Jolla Scenic Drive North. Typically, cumulative impacts associated with deviations from land use regulations would result if they are permanent and would contribute to such effects as the degradation of community character. The deviation from Driveway Curb Cut Requirements is requested in order to bring the project into better scale with the residential character of the neighborhood. The proposed deviation is temporary and would not result in secondary environmental effects, such as traffic safety impacts. The parking area with the 12-foot-wide curb cut would be used by the Hillel staff members. Thus, due to the temporary nature of the deviation and the low amount of vehicles using the lot, this deviation would not result in significant cumulative environmental effects.

Phase 1/Phase 2 would result in significant impacts to biological resources, paleontological resources, and noise. After the incorporation of mitigation measures, these impacts would be less than significant. Past projects have contributed, and planned/future projects would contribute, to localized and regional effects on GHG emissions, biological and cultural resources, and traffic, as a result of land uses. The project's direct contribution to these cumulative effects is evaluated below, and would be the same as those identified in Chapter 4.

Based on the limited construction to the Cliffridge property proposed under the Existing with Improvements option, impacts were determined to be less than significant.

7.2 Traffic/Circulation/Parking

As discussed in Section 4.2, Traffic/Circulation/Parking, the TIA prepared for Phase 1/Phase 2 includes an analysis of the existing, existing plus near-term, and Year 2030 traffic impacts both in terms of direct and cumulative effects. The identified cumulative traffic effects resulting from project implementation would be negligible and would not reduce the level of service at any of the intersections or street segments.

For the Existing with Improvements option, there are virtually no changes in the delay and V/C ratio between with the current zoning and with improvements analyses under existing conditions. Thus, the same results would be expected under the near-term cumulative conditions. It can therefore be concluded that no significant direct or cumulative impacts would be expected with the Existing with Improvements option.

7.3 Biological Resources

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City are managed through the adopted MSCP Subarea Plan which is also part of the adopted General Plan. The La Jolla Community Plan also provides protection measures and policies related to the protection of natural areas and dedicated open space. As discussed in Section 4.3, Biological Resources, the vacant site associated with Phase 1/Phase 2 has been previously disturbed as a result of past grading activities and residential development. Phase 1/Phase 2 would not result in cumulative impacts to plant or wildlife species because the project would be developed in an urbanized area of the City on a site identified as developed and disturbed land. Potential impacts to raptors and nesting migratory birds from construction during Phase 1/Phase 2 would be mitigated to below a level of significance. As discussed in Section 4.3, Biological Resources, the project site is not within or adjacent to a City MHPA; therefore, development of the site would not result in cumulative impacts to any City MHPA. In addition, there are no Tier I, Tier II, Tier IIIA, or Tier IIIB habitats on the vacant site. Overall, no cumulative impacts would occur under Phase 1/Phase 2.

The Existing with Improvements option involves minor grading and interior upgrades. The Existing with Improvements option would result in the loss of a single ornamental tree in order to construct the new parking lot. This option would not require substantial clearing or grading or result in excessive construction noise affecting off-site resources. There would be no cumulative impacts to sensitive plant or wildlife species, nor would this option result in cumulative impacts to the City MHPA.

7.4 Geology and Soils

As discussed in the geologic reconnaissance report prepared for Phase 1/Phase 2 and Section 4.4 of this EIR, there are no geologic hazards on the vacant site. Phase 1/Phase 2, as with all other projects in the City, would follow standard construction practices and engineering codes to ensure no geologic impacts would result from project development.

Similar to Phase 1/Phase 2, potential impacts from future development would be reduced through implementation of remedial measures required by the City's Grading Regulation for all new development within the City. In addition, conformance to building construction standards for seismic safety with the Uniform Building Code would assure that new structures would be able to withstand anticipated seismic events. Therefore, implementation of Phase 1/Phase 2 and associated future development in the subregion would not contribute to cumulative impacts related to geology and soils.

Similarly, the construction activities associated with the Existing with Improvements option would follow standard construction practices and engineering codes, and would be required to comply with the grading ordinance. As such, this option would not contribute to cumulative impacts related to geology and soils.

7.5 Energy Use and Conservation

The area of projects that would be considered for the energy conservation cumulative effects analysis is defined as the San Diego region. As discussed in Section 4.5, Phase 1/Phase 2 would achieve a minimum 15 percent improvement in energy efficiency over the previous building code by incorporating design measures (related to electricity, natural gas, and water use) and building in accordance with CalGreen. Given the energy efficient design in accordance with mandated energy efficiency standards, Phase 1/Phase 2 would not result in the use of excessive amounts of electricity, natural gas, or water during its long-term operation.

The Existing with Improvements option does not involve major modifications or expansion of the existing building operations or performance, and energy use would be similar to current levels. Therefore, the project's contribution to regional energy demand would not be considered cumulatively significant.

7.6 Greenhouse Gases

Global climate change is, by nature, a cumulative issue; however, it is addressed in its own section within the EIR (Section 4.6). As discussed therein, GHG emissions due to Phase 1/Phase 2 would be less than the 900 metric ton screening threshold. The analysis concluded that the project's contribution to statewide emissions would be less than significant. Furthermore, the GHG-reducing design features for the project would

ensure that the project does not conflict with local or state plans that aim to reduce GHG emissions.

Modifications to convert the Cliffridge property from temporary to permanent use under the Existing with Improvements option would not expand or intensify the existing building operations or vehicle traffic. Therefore, the Existing with Improvements option would also not generate GHG emissions in excess of 900 MT. Thus, impacts associated with the project's contribution of GHGs to cumulative statewide emissions would be less than significant.

7.7 Historical Resources

As addressed in Section 4.7 of this EIR, the archaeological survey and testing program did not result in the discovery of any archaeological sites or features. However, three isolated artifacts were collected from the surface of the project area. No cultural deposits were located and no historic sites or structures were identified within the project area. In addition, no religious or sacred uses were identified within the project area. As the project would not directly impact cultural resources, there would be no contribution to a cumulative impact from either Phase 1/Phase 2 or the Existing with Improvements option.

7.8 Noise

In the project vicinity, cumulative noise impacts would generally be attributed to increases in traffic volumes. The noise analysis conducted for this EIR used cumulative traffic volumes identified for area roads. As such, the project noise analysis provides a cumulative analysis as well.

Section 4.8 of this EIR evaluated the potential effects of noise from increases in traffic on area roadways. An increase of 3 dB is considered to result in a perceptible increase in noise, and in cases where existing noise levels already exceed applicable noise guidelines, a project-related increase of 3 dB may be considered significant. An increase in 3 dB would result from a doubling of the traffic volume on a roadway. The noise analysis in Table 7-1 shows that on a cumulative basis, Phase 1/Phase 2 would not elevate noise levels above 3 dB, which means that there would not be a noticeable increase in noise. Because the Existing with Improvements option would not expand or intensify existing operations, this option would not elevate noise levels. Therefore, cumulative impacts would be less than significant.

**TABLE 7-1
CUMULATIVE NOISE INCREASE**

| Roadway | Existing ADT | Existing Plus Project ADT | Increase in dB * | Cumulative without Project ADT | Cumulative Plus Project ADT | Cumulative Increase without Project in dB | Total Increase in Cumulative with Project in dB | Project Contribution in dB * |
|---|--------------|---------------------------|------------------|--------------------------------|-----------------------------|---|---|------------------------------|
| La Jolla Village Drive | | | | | | | | |
| Expedition Way to Torrey Pines Road | 32,570.0 | 32,585.0 | 0.002 | 36,680.0 | 36,695.0 | 0.5 | 0.5 | 0.0 |
| Torrey Pines Road to La Jolla Scenic Way | 44,790.0 | 44,810.0 | 0.002 | 49,060.0 | 49,080.0 | 0.4 | 0.4 | 0.0 |
| La Jolla Scenic Way to Gilman Drive | 49,200.0 | 49,237.0 | 0.003 | 53,580.0 | 53,617.0 | 0.4 | 0.4 | 0.0 |
| Torrey Pines Road | | | | | | | | |
| La Jolla Village Drive to Glenbrook Way | 26,740.0 | 26,746.0 | 0.001 | 27,440.0 | 27,446.0 | 0.1 | 0.1 | 0.0 |
| La Jolla Scenic Way | | | | | | | | |
| La Jolla Villa Drive to La Jolla Scenic Drive North | 10,090.0 | 10,148.0 | 0.025 | 10,380.0 | 10,438.0 | 0.1 | 0.1 | 0.0 |
| La Jolla Scenic Drive North | | | | | | | | |
| Cliffridge Avenue to La Jolla Scenic Way | 1,320.0 | 1,321.0 | 0.003 | 1,350.0 | 1,351.0 | 0.1 | 0.1 | 0.0 |

*Due to the certified accuracy of noise modeling, noise levels should be reported as whole decibels, thus the noise levels level changes presented at this level of detail are for informational purposes only.

7.9 Paleontological Resources

The City requires mitigation measures to address the potential for impacts to paleontological resources. These measures are applied to development projects within geologic formations that have a high and moderate potential for fossils throughout the City and include monitoring during grading, collection, and report preparation. All discretionary projects within the project area and throughout the City would be reviewed to determine the likelihood of paleontological resources. Implementation of the mitigation measures noted above would also reduce cumulative impacts to below a level of significance.

Furthermore, the project-level mitigation measures would reduce the contribution to cumulative cultural resource from Phase 1/Phase 2 impacts to a less than significant level. With implementation of an approved monitoring program, the project's contribution to cumulative impacts would be less than cumulatively considerable, and thus not significant. The project-specific mitigation measures would require monitoring, collection, recordation, and curation and documentation of any significant resources. The Existing with Improvements option would not involve excavation or grading of geologic formations at a depth of 10 feet or greater where fossils could occur. Therefore, the project would not considerably contribute to the loss of significant paleontological resources.

7.10 Hydrology

As discussed in Section 4.10 of this EIR, Hydrology, the project would not substantially or adversely impact existing drainage patterns, increase runoff, or create flood hazards on-site or downstream. Development of Phase 1/Phase 2 would involve features such as pervious pavers in the outdoor areas and parking lot and other LID and IMPs that would minimize impervious areas and promote on-site retention and infiltration for storm water runoff. These LID features on the project site would preclude potential hydrology impacts by reducing the flow and volume of runoff.

For the Existing with Improvements option, the proposed parking lot would be in a location where the garage and deck were once located; thus, there would not be a substantial increase in impervious surfaces. The project would therefore not contribute to any cumulative hydrologic effects in the project area due to cumulative project development. Other projects would be similarly mandated to adhere to state and local engineering requirements and regulations on runoff, drainage, and water quality.

7.11 Water Quality

Phase 1/Phase 2 has been designed to comply with existing regulations protecting water quality and a SWPPP that sets forth construction and permanent, post-construction BMPs to minimize water quality impacts both during the construction and operation

7.0 Cumulative Impacts

phase of the project would be prepared. Future projects would also be required to implement these mandated water quality protection measures, and through adherence to the City's NPDES permit, SUSMP, and Stormwater Standards Manual, would prepare project-specific storm water pollution prevention plans and implement practices that would preclude significant water quality impacts. Implementation of these requirements would avoid potentially significant cumulative impacts. Because the paved parking lot associated with the Existing with Improvements option is proposed in a location where the garage and deck were once located, there would not be a substantial increase in impervious surfaces and associated runoff. Therefore, cumulative impacts from implementation of this option would also be less than significant.

7.12 Visual Effects and Neighborhood Character

The project would comply with relevant height, bulk, and coverage regulations. The site plan, architecture, and scale of the project have been designed in consideration of the residential character of the adjacent neighborhood. As the site is partially vacant, Phase 1/Phase 2 would result in a change in the visual character of the existing site, but the change would not be considered adverse or incompatible with surrounding uses, as discussed in Section 4.12 of this EIR. The project would provide an enhanced pedestrian environment and connectivity through pathways and landscaping. Landscaping and partial retaining walls would also screen the parking area. The proposed architecture and landscape plan for Phase 2 would be varied in form, material, and color to avoid a monotonous visual environment, while also maintaining unity and blend in with the preferred materials and character of the neighborhood structures. Because the Existing with Improvements option proposes only minor modifications to the Cliffridge property, this option would also maintain the existing visual environment. Therefore, impacts would not be adverse and the project would not result in potentially significant cumulative impacts.

8.0 Effects Found Not to be Significant

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant, and were therefore not discussed in detail in the EIR.

8.1 Agricultural Resources

The project site is located within an existing developed residential neighborhood. The project site is not known to have historically supported agricultural operations and does not contain prime agricultural soils or farmlands as designated by the California Department of Conservation. The project site is not subject to, nor near, a Williamson Act contract parcel. Neither the Phase 1/Phase 2 project nor the Existing with Improvements option would impact agricultural resources.

8.2 Mineral Resources

Neither the Phase 1/Phase 2 project nor the Existing with Improvements option would result in the loss of availability of valuable known mineral resources or of a locally important mineral recovery site as identified in the City General Plan or the La Jolla Community Plan. The project site is located within Mineral Resource Zone Three (MRZ-3), as identified in the General Plan's Generalized Mineral Land Classification map (General Plan, Figure CE-6), which indicates areas containing mineral deposits, the significance of which cannot be evaluated from available data. Pursuant to the City's Significance Determination Thresholds for mineral resources, because the project site has been previously graded, is currently developed in urban uses, is not currently being mined, and is too small to support an economically feasible mineral resource extraction operation, the Phase 1/Phase 2 project and the Existing with Improvements option would have no effect on mineral resources.

8.3 Air Quality/Odor

Air emissions would result from construction and operation of Phase 1/Phase 2, which would generate 58 ADT. Emissions for Phase 1/Phase 2 were calculated using the URBEMIS 2007 model. As a worst-case assumption, the analysis was based on construction beginning in January 2012 and lasting for approximately one year. Primary inputs were the numbers of each piece of equipment and the length of each construction stage.

8.0 Effects Found Not to be Significant

Tables 8-1 and 8-2 summarize the construction and operational emissions that would result from the project. As shown, emissions are projected to be less than the applicable thresholds for all pollutants.

**TABLE 8-1
SUMMARY OF WORST-CASE CONSTRUCTION EMISSIONS
(pounds per day)**

| Pollutant | Year 2012 | SDAPCD Significance Thresholds ² |
|------------------------------|-----------|---|
| ROG | 7 | 137 |
| NO _x | 22 | 250 |
| CO | 12 | 550 |
| SO _x ¹ | 0 | 250 |
| PM ₁₀ Dust | 5 | 100 |
| PM ₁₀ Exhaust | 1 | – |
| PM ₁₀ | 6 | – |
| PM _{2.5} Dust | 1 | 55 |
| PM _{2.5} Exhaust | 1 | – |
| PM _{2.5} | 2 | – |

¹Emissions calculated by URBEMIS 2007 are for SO₂.

²Threshold for PM_{2.5} was obtained from the SCAQMD

**TABLE 8-2
PROJECT (YEAR 2012) AVERAGE DAILY EMISSIONS TO THE SAN DIEGO AIR BASIN
(pounds/day)**

| Season | Pollutant | Area Source Emission | Operational (Vehicle) Emission | Total Emission | SDAPCD Significance Threshold ² |
|--------|------------------------------|----------------------|--------------------------------|----------------|--|
| Summer | ROG | 0.16 | 0.27 | 0.43 | 137 |
| | NO _x | 0.06 | 0.33 | 0.39 | 250 |
| | CO | 1.59 | 2.91 | 4.50 | 550 |
| | SO _x ¹ | 0.00 | 0.00 | 0.00 | 250 |
| | PM ₁₀ | 0.01 | 0.58 | 0.59 | 100 |
| | PM _{2.5} | 0.01 | 0.11 | 0.12 | 55 |
| Winter | ROG | 0.04 | 0.27 | 0.31 | 137 |
| | NO _x | 0.04 | 0.39 | 0.43 | 250 |
| | CO | 0.04 | 2.85 | 2.89 | 550 |
| | SO _x ¹ | 0.00 | 0.00 | 0.00 | 250 |
| | PM ₁₀ | 0.00 | 0.58 | 0.58 | 100 |
| | PM _{2.5} | 0.00 | 0.11 | 0.11 | 55 |

Note: Totals may vary due to independent rounding.

¹Emissions calculated by URBEMIS 2007 are for SO₂.

²Thresholds for ROG and PM_{2.5} were obtained from the SCAQMD.

Normal construction activity is not typically considered to be an odor source. Odors generated from vehicles and/or equipment exhaust during construction of the project would be temporary, localized, and occur at levels that would not affect people. Upon completion of construction activities, there would be no pollutant emissions from operation of the project. Because the Existing with Improvements option would not expand operations or staff, emissions would be consistent with current levels. Emissions related to GHG emissions from construction and operation of the project are discussed in Section 4.6.

8.4 Public Services/Facilities

Phase 1/Phase 2 includes the HCJL Student Center, the Library/Chapel, and the Professional Leadership Building. Under the Existing with Improvements option, construction of permanent on-site parking and other improvements are proposed to bring the Cliffridge property into compliance with the Municipal Code. The Phase 1/Phase 2 project does not include housing or any other component that would reasonably be expected to generate a population increase. As a result, there would be no corresponding increase in demand for public services or facilities. Therefore, no impact to public services would occur under either the Phase 1/Phase 2 project or the Existing with Improvements option.

8.5 Parks and Recreation

As a religious facility, neither the Phase 1/Phase 2 project or the Existing with Improvements option would not result in an increased demand for recreational resources, or increase the use of existing neighborhood or regional recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Neither the Phase 1/Phase 2 project nor the Existing with Improvements option require that recreational facilities be constructed; thus, no impact to recreational resources would occur.

8.6 Utilities and Service Systems

Neither the Phase 1/Phase 2 project nor the Existing with Improvements option involve housing or any other component that could reasonably be expected to generate a population increase. As a result, there would be no increase in demand for utilities or service systems, including water supply, wastewater (septic/sewer), and solid waste.

8.7 Hazardous Materials and Public Health

Compliance with applicable federal, state, and local regulations would reduce the potential for accidental hazardous substance spills during construction for the Phase 1/Phase 2 project and the Existing with Improvements option; thus, the impacts related to hazardous materials would be less than significant. Similarly, operation of the Phase 1/Phase 2 project and the Existing with Improvements option would not result in any health risks associated with the use or generation of hazardous materials.

8.8 Population and Housing

Neither the Phase 1/Phase 2 project nor the Existing with Improvements option involve housing or any other component that could reasonably be expected to generate a population increase; nor would either result in a population change or demand for housing. No impacts to population or housing would occur.

9.0 Project Alternatives

In order to fully evaluate the environmental effects of projects, CEQA mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives. As discussed in Section 4.0, Phase 1/Phase 2 could result in significant, direct, and/or cumulative environmental impacts related to biological resources, paleontological resources, and noise. Mitigation measures have been identified that would reduce all direct and cumulative impacts to below a level of significance.

In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the Phase 1/Phase 2 and eliminate or substantially reduce significant environmental impacts. As identified in Section 3.2, objectives of Phase 1/Phase 2 include the following:

- Fulfill the religious mission of the HCJL by providing a facility for learning, community-building, and spiritual counseling that nurtures the religious, spiritual, and intellectual growth of Jewish students at UCSD.
- Provide a permanent religious space in a centralized location for Jewish students at UCSD which, because of separation of church and state issues, cannot be built on the UCSD campus but is located close to UCSD to serve students where they live and attend classes.
- Contribute to the longevity, stability, and financial feasibility of the local Hillel organization by providing a dedicated space for religious uses on a property owned and maintained by Hillel for use by UCSD students.
- Provide a consolidated location with enough space for programs and activities and offices for religious leaders.
- Contribute to regional goals to reduce vehicle use and promote walkability by providing a facility within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus and transit connections.
- Enhance the pedestrian access, orientation, and walkability of the area surrounding the project site.

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- Enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces.
- Implement the sustainable development goals through the installation of sustainable design features and building practices that would achieve optimal water conservation, on-site renewable energy, natural daylighting and ventilation, and a reduction in vehicle use through enhanced bicycle and pedestrian facilities. Exceed City goals to reduce waste and conserve regional landfill space by incorporating design measures that satisfy LEED criteria for 75 percent diversion (reuse, recycling) of construction and operational waste.

The alternatives identified in this section are intended to further reduce or avoid significant environmental effects of Phase 1/Phase 2. The Existing with Improvements option is also an alternative to the Phase 1/Phase 2 project, but was analyzed at an equal level of detail throughout the EIR. The EIR also addresses alternatives considered but rejected, as well as the No Project Alternative, the Reduced Project Footprint on Vacant Parcel Alternative, and the alternate location known as the Site 675 Alternative. Each major issue area included in the impact analysis of this EIR has been given consideration in the alternatives analyses.

As required under Section 15126.6 (e) (2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Section 9.5 addresses the Environmentally Superior Alternative.

9.1 Alternatives Considered but Rejected

Alternate Land Use

The option of developing the existing vacant land portion of the project site as a community park to serve the surrounding residential neighborhood was considered. However, this alternative would not meet any of the project objectives discussed above. Development of the project site as a community park would not provide a central location for Hillel to fulfill its mission of “nurturing the religious, spiritual, and intellectual growth of Jewish students at UCSD in a pluralistic setting through community building, Jewish learning and spiritual counseling.” In addition, it would not provide staff offices and meeting space for religious programs nor maximize the opportunities for religious study, meditation, inspiration, and community-building activities through the design and character of indoor and outdoor spaces. Furthermore, the City does not own the project site; it is privately owned. For these reasons, alternative land use was not considered further.

Alternate Location

According to the CEQA Guidelines (Section 15126.6 (f) (2) (A):

The key question and first step in (alternative location) analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

Consistent with the La Jolla Community Plan, the project site was selected for development of office and meeting space used for religious activities. In order to accomplish the objectives of the project, it would be necessary to identify an alternative site of comparable size (approximately 6,500 square feet of office space or 1.39 acres for design-build) which is appropriately designated and zoned for single-family residential in the LJSPD, which allows buildings for religious purposes. In addition, an alternate location would need to be within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus. While there may be other sites that meet these criteria, they are not in the applicant's ownership.

Several alternate location options were analyzed for feasibility by MarketPoint, as discussed below.

Acquiring a Vacant Lot in the Area

The corner of Genesee and La Jolla Village Drive is a vacant multi-acre site owned by Garden Communities that is currently planned for four high-rise residential towers. The site would be suitable for a Hillel facility, but is planned for development and is not available for the project.

There are two other vacant sites in the area, both at Judicial Drive and Executive Drive to the east of Genesee Avenue. One site is being planned for a high-rise hotel or combination condominium/hotel, and the other is designated scientific/research. Neither of these sites is appropriate for a Hillel facility because they have differing designated land uses and are too distant (2.25 miles) from campus. Thus, neither of these vacant sites would be within a convenient and walkable distance to activities in the southern portion of the UCSD campus. For these reasons, acquiring a vacant lot in the area of the project was not considered further.

Leasable Facilities, Flex Space for Sale, and Shared Space

The potential for leasing available office space within walking distance of campus was also considered. The feasibility study identified five properties ranging between 4,000 and 6,000 square feet within one-mile of UCSD. However, leasing available office

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space in the area would not meet the project objective of providing a permanent religious facility on property owned by Hillel. Leasing space would also not provide the environment conducive to religious study and meditation or accomplish the same design goals and character of indoor and outdoor spaces outlined in the project objectives.

Purchasing flex space was considered but rejected because there are currently no office/flex (multi-purpose) spaces available within a reasonable distance of campus. The largest blocks of multi-purpose space for sale are in Otay Mesa and in the Carlsbad/San Marcos areas. Relocating the project to one of these available areas would not meet the project objective of contributing to regional goals to reduce vehicle use and promote walkability by providing a facility within a convenient and walkable (1/4 mile) distance to activities in the southern portion of the UCSD campus. In addition, it would not provide a religious space in a centralized location for Jewish students at UCSD.

The option of sharing space with the three Jewish institutions within walking distance of the UCSD campus (Beth El Synagogue, Adat Yeshurun Synagogue, and the Jewish Community Center) was also considered. However, all three venues have exhausted their supply of usable land and therefore would not be able to accommodate the programs and religious offices for staff proposed by the Hillel facility.

For these reasons, the alternative locations discussed above were not considered further. One alternative, Site 675, was determined to be a possible site for the Phase 1/Phase 2, and is discussed in Section 9.2.4 below.

9.2 Alternatives Fully Analyzed

9.2.1 Existing with Improvements Option

As described throughout the EIR, under this alternative, Hillel would use the Cliffridge property to provide for religious programs in the existing residential structure on a permanent basis. This would involve construction of permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code for this use. Modifications would be completed to the interior of the structure, but the existing architectural design would remain intact except for the parking improvements. The impact analysis for the Existing with Improvements option, although analyzed throughout the EIR, is summarized here.

9.2.1.1 Land Use

The Existing with Improvements option would have similar land use impacts as the Phase 1/Phase 2 project. Like the Phase 1/Phase 2 project, this alternative would require a SDP for development according to the LJSPD and a deviation. The deviations

for both Phase 1/Phase 2 and Existing with Improvements would not result in direct or secondary physical environmental effects. Furthermore, both Phase 1/Phase 2 and Existing with Improvements would not result in a significant land use conflict, as both would be permitted uses in this single-family zone. Therefore, land use-related impacts would be less than significant and similar to Phase 1/Phase 2.

9.2.1.2 Transportation/Circulation/Parking

Because there would be no increase in operations at the Cliffridge property, existing and projected traffic conditions would remain the same under this alternative, and no additional trips on the area roadways would occur. All street segments, with the exception of Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS E), and all key signalized intersections would continue to operate at an acceptable LOS. Based on the traffic analysis completed for the project, there would be four City roadways operating at LOS E or worse in the near-term and 2030 condition with or without the project. Therefore, traffic-related impacts would remain the same under Existing with Improvements.

9.2.1.3 Biological Resources

The Phase 1/Phase 2 project would reduce impacts to raptors and nesting birds to a less than significant level through avoidance of the breeding season. Under Existing with Improvements, there would be minor construction activities which would not disrupt raptors or breeding or nesting birds. With only minor disturbance to biological resources under Existing with Improvements, impacts would be less than significant, and impacts would be less than Phase 1/Phase 2.

9.2.1.4 Geologic Conditions

Geologic conditions at the project site would remain unchanged under Existing with Improvements. According to the geotechnical investigation, the native formational materials at the site are generally suitable for the support of low- to mid-rise structures. While impacts would be less than significant under either Phase 1/Phase 2 or Existing with Improvements, because there would be only minor construction activities, impacts would be considered less than Phase 1/Phase 2.

9.2.1.5 Energy Conservation

Existing with Improvements would result in a minor increase in the consumption of electricity, natural gas, or gasoline over existing conditions due to minor construction activities. Below is a comparison of the electricity consumption between the Existing with Improvements and Phase 1/Phase 2.

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Phase 1/Phase 2 would construct three new buildings with a GFA of 6,479 square feet. The total electricity consumption would be 30,855 to 43,197 kWh per year. The Cliffridge house is 1,792 square feet (GFA) and was constructed in 1958. Based on a study of household power usage in southern California (Silverman 2007), the average 1,500-square-foot single-family residence uses approximately 6,000 kWh in electricity per year. That number was based on an average of three full-time residents in a household. Conservatively, it can be assumed that the Cliffridge property under Existing with Improvements would use approximately 10,000 kWh per year.

While impacts would be less than significant under either Phase 1/Phase 2 or Existing with Improvements, due to reduced square footage it can be reasonably assumed that energy usage would be considered less under the Existing with Improvements option.

9.2.1.6 Greenhouse Gases

Phase 1/Phase 2 is estimated to generate a worst-case total of 181.09 MTCO₂E of GHG emissions each year. By accounting for the project design that includes on-site solar energy, and by accounting for vehicle emissions reductions anticipated by 2020 through state regulations, Phase 1/Phase 2 is projected to generate 132.66 MTCO₂E each year by 2020.

Under Existing with Improvements, there would be no new uses generating traffic or consuming electricity and water (major causes of GHG emissions). On a local basis, this alternative would contribute a minor amount of GHG emissions to the region in excess of the existing baseline condition due to minor construction activities. However, construction activities would be temporary, the Existing with Improvements option would have less than significant impacts, and impacts would be considered less than Phase 1/Phase 2.

9.2.1.7 Historical Resources

The archaeological study indicates that no significant prehistoric, historic, or cultural resources are present within the project site, and none are anticipated. In addition, there are no known religious or sacred uses on-site or within the immediate vicinity of the project site. Therefore, as with Phase 1/Phase 2, no impacts to historical resources would occur under Existing with Improvements. Overall, impacts would be similar as Phase 1/Phase 2.

9.2.1.8 Noise

Traffic volumes would not increase with the Existing with Improvements option. However, noise levels due to existing traffic would exceed 65 CNEL on the Cliffridge property site. Noise-sensitive interior spaces have an interior standard of 45 CNEL. The

City conservatively assumes that standard construction materials will provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, it can be assumed to that the Cliffridge property would have interior noise levels of 50 CNEL; hence, interior noise levels could exceed 45 CNEL, resulting in a significant impact. Phase 1/Phase 2 would also result in a potentially significant impact to interior spaces. With implementation of mitigation detailed in Section 4.8, impacts under both Existing with Improvements and Phase 1/Phase 2 would be reduced to less than significant. Therefore, impacts under Existing with Improvements would be the same as Phase 1/Phase 2.

9.2.1.9 Paleontological Resources

Minor grading would occur under the Existing with Improvements option; however, grading operations under this alternative would not exceed the City's volume and depth thresholds for both moderate and high paleontological sensitivity areas. Thus, there would be little to no potential to uncover subsurface paleontological resources. Any existing undiscovered resources, if present, would remain buried. Construction activities associated with Phase 1/Phase 2 would have the potential to result in significant impacts to paleontological resources as a result of grading activities. Phase 1/Phase 2 would require mitigation during construction to ensure the recovery of any resources. However, under Existing with Improvements, there would not be any loss of resources. Because there would be less grading and little to no potential to discover paleontological resources under the Existing with Improvements option, impacts are considered less than Phase 1/Phase 2.

9.2.1.10 Hydrology

Current drainage patterns on the vacant site associated with Phase 1/Phase 2 would remain unchanged under the Existing with Improvements option, and the basins serving the vacant site have sufficient capacity to handle current flows. Phase 1/Phase 2 would not substantially alter on- and off-site drainage patterns. Runoff volume and flow rates associated with Phase 1/Phase 2 conditions would increase slightly over the current condition, but would not be considered significant. Under developed conditions, flows would be directed into four drainage basins appropriately sized to handle calculated flows from the project, thereby avoiding significant hydrology impacts.

While impacts would be less than significant under both Phase 1/Phase 2 and the Existing with Improvements option, because there would be no change in hydrology under this alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.1.11 Water Quality

Water quality conditions on the vacant site associated with Phase 1/Phase 2 would remain unchanged if the Existing with Improvements option were implemented. The receiving waters for the project area are identified on the state's current list of impaired waters. The Existing with Improvements option would not result in any increase to pollutants which would further impair these waters. In accordance with stormwater quality regulations, Phase 1/Phase 2 would incorporate low-impact design, as well as source and structural BMPs, which would likely lessen or altogether avoid water quality impacts.

While impacts would be less than significant under either Phase 1/Phase 2 or the Existing with Improvements option, because there would be no change to the site that would result in an increase in pollutant discharge or impairments to water quality under this alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.1.12 Visual and Neighborhood Character

Compared to Phase 1/Phase 2, the Existing with Improvements would lessen visual changes because the currently vacant portion of the project site would remain unchanged. However, Phase 1/Phase 2 would also have no significant visual impacts, as it would utilize building materials consistent with the adjacent uses and result in improved landscaping similar to that found in the surrounding residential uses. Overall, visual impacts would be less under Existing with Improvements.

9.2.2 No Project Alternative

The following discussion of the No Project Alternative is based on the CEQA Guidelines Section 15126.6 (e) (3) (B), which states:

If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the No Project Alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this no project consequence should be discussed. In certain instances, the No Project Alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial

assumptions that would be required to preserve existing physical environment.

Further, according to Section 15126.6 (e) (3) (C):

After defining the No Project Alternative . . . , the lead agency should proceed to analyze the impacts of the No Project Alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under the No Project Alternative, existing conditions on the project site would be retained. Unlike Phase 1/Phase 2 or Existing with Improvements option, no new improvements would occur. As such, there would be no new impacts. The No Project Alternative would not meet major project objectives to provide a permanent religious space in a centralized location for Jewish students at UCSD; contribute to the longevity, stability, and financial feasibility of the local Hillel organization by providing a dedicated space for religious uses; provide a consolidated location with enough space for programs and activities and offices for religious leaders; enhance the pedestrian access, orientation, and walkability within the project site; or enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces. Furthermore, the No Project Alternative would not maximize use of land owned by the applicant or provide the enhanced pedestrian environment and inviting entrance to the community as compared to the Phase 1/Phase 2 project.

9.2.2.1 Land Use

Under the No Project Alternative, no improvements are proposed. The existing land uses would remain. The code violation related to the site use would require resolution with the City, but land use-related impacts would be less than significant and similar to Phase 1/Phase 2.

9.2.2.2 Transportation/Circulation/Parking

Existing and projected traffic conditions would remain unchanged with the continuation of the existing use because no additional trips on the area roadways would occur. All street segments, with the exception of Torrey Pines Road between La Jolla Village Drive and Glenbrook Way (LOS E), and all key signalized intersections would continue to operate at an acceptable LOS. Based on the traffic analysis completed for the project, there would be four City roadways operating at LOS E or worse in the near-term and 2030 condition without the project. The V/C ratio increase due to the Phase 1/Phase 2 project on the street segments operating at LOS E does not exceed the City's threshold.

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Therefore, traffic-related impacts would remain the same with or without Phase 1/Phase 2.

9.2.2.3 Biological Resources

The project would reduce impacts to raptors and nesting birds to a level less than significant through compliance with mitigation measures detailed in Section 4.3, Biological Resources. Under the No Project Alternative, there would be no clearing and construction activities; therefore, short-term disruption to raptors and breeding or nesting birds would not occur. Because there would be no disturbance to biological resources under the No Project Alternative, construction-related impacts would be avoided and would be less than Phase 1/Phase 2.

9.2.2.4 Geologic Conditions

Geologic conditions at the project site would remain unchanged under the No Project Alternative. According to the geotechnical investigation, the native formational materials at the site are generally competent and suitable for the support of low- to mid-rise structures. While impacts would be less than significant under either the project or the No Project Alternative, because there would be no development of the site under the No Project Alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.2.5 Energy Conservation

The No Project Alternative would not result in an increase in the consumption of electricity, natural gas, or gasoline over existing conditions because no new or altered uses would be introduced. Therefore, there would be no impacts to energy resources as a result of this alternative.

Phase 1/Phase 2 incorporates an energy efficient design (i.e., energy-efficient three-coat stucco exteriors; energy-efficient lighting; and high-efficiency window glazing) in accordance with mandated energy efficiency standards. In addition, Phase 1/Phase 2 includes on-site renewable energy in the form of solar photovoltaic panels on top of the carport structures in the surface parking lot, which would supply 30 to 50 percent of the on-site energy demand. As such, the Phase 1/Phase 2 would not result in the use of excessive amounts of electricity during its long-term operation.

While impacts would be less than significant under either Phase 1/Phase 2 or the No Project Alternative, because there would be no development of the site under the No Project Alternative, impacts would be considered less than the Phase 1/Phase 2.

9.2.2.6 Greenhouse Gases

Phase 1/Phase 2 is estimated to generate a worst-case total of 123.36 MTCO₂E of GHG emissions each year. By accounting for the project design that includes on-site solar energy, and by accounting for vehicle emissions reductions anticipated by 2020 through state regulations, Phase 1/Phase 2 is projected to generate 94.89 MTCO₂E each year by 2020.

Under the No Project Alternative, there would be no new uses generating traffic or consuming electricity and water (major causes of GHG emissions). On a local basis, the No Project Alternative would not add any new GHG emissions to the region in excess of the existing baseline condition. Therefore, while Phase 1/Phase 2's level of impacts would be less than significant, impacts associated with this alternative would be less than the Phase 1/Phase 2.

9.2.2.7 Historical Resources

The archaeological study indicates that no significant prehistoric, historic, or cultural resources are present within the project site and none are anticipated. In addition, there are no known religious or sacred uses on-site or within the immediate vicinity of the project site. Therefore, as with Phase 1/Phase 2, no impacts to historical resources would occur under the No Project Alternative. Overall, impacts would be similar as Phase 1/Phase 2.

9.2.2.8 Noise

Under the No Project Alternative, existing use of the site would remain unchanged; therefore, no increase in traffic or area noise would occur compared to the Phase 1/Phase 2, which would generate an increase in traffic and associated noise. Because there would be no increase in noise levels under the No Project Alternative, impacts would be less than significant and less than the Phase 1/Phase 2.

9.2.2.9 Paleontological Resources

In the absence of grading under the No Project Alternative, there would be no potential to uncover subsurface cultural resources. Any existing undiscovered resources would remain buried. Construction activities associated with Phase 1/Phase 2 would have the potential to result in significant impacts to paleontological resources as a result of grading activities. Phase 1/Phase 2 would require mitigation during construction to ensure the recovery of any resources. However, under the No Project Alternative there would not be any loss of resources. Because there would be no grading under the No Project Alternative, impacts are considered less than Phase 1/Phase 2.

9.2.2.10 Hydrology

Current drainage patterns on the vacant site associated with Phase 1/Phase 2 would remain unchanged under the No Project Alternative and the basins serving the vacant site have sufficient capacity to handle current flows. Phase 1/Phase 2 would not substantially alter on- and off-site drainage patterns. Runoff volume and flow rates associated with Phase 1/Phase 2 conditions would increase slightly over the current condition, but would not be considered significant. Under developed conditions, flows would be directed into four drainage basins appropriately sized to handle calculated flows from the project, thereby avoiding significant hydrology impacts.

While impacts would be less than significant under either Phase 1/Phase 2 or the No Project Alternative, because there would be no change in hydrology under this alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.2.11 Water Quality

Water quality conditions on the vacant site associated with Phase 1/Phase 2 would remain unchanged with the No Project Alternative. The receiving waters for the project area are identified on the state's current list of impaired waters. The No Project Alternative would not result in any increase to pollutants which would further impair these waters. In accordance with stormwater quality regulations, Phase 1/Phase 2 would incorporate low-impact design, as well as source and structural BMPs, which would likely lessen or altogether avoid water quality impacts.

While impacts would be less than significant under either Phase 1/Phase 2 or the No Project Alternative, because there would be no change in water quality under this alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.2.12 Visual and Neighborhood Character

Compared to Phase 1/Phase 2, the No Project Alternative would lessen visual changes to the project site because the currently vacant portion of the project site would remain unchanged. However Phase 1/Phase 2 would also have no significant visual impacts, as it would utilize building materials consistent with the adjacent uses and result in improved landscaping similar to that found in the surrounding residential uses. Overall, visual impacts would be less under the No Project Alternative.

9.2.3 Reduced Project Footprint on Vacant Parcel Alternative

The intention of the Reduced Project Footprint on Vacant Parcel Alternative is to decrease the development footprint on the vacant parcel in order to reduce significant

biological, noise, and paleontological impacts associated with the Phase 1/Phase 2. Under this alternative, the development footprint for new construction would be reduced to approximately 1.34 acres (a 33 percent reduction). This alternative would be 6,099 square feet of GFA (the Cliffridge house is 1,792 square feet; on the vacant site, one building would be 2,494 square feet of GFA without the second floor, and the other would be 1,813 square feet of GFA). Compared to the Phase 1/Phase 2 project (6,479 square feet of GFA), this would represent a reduction of 380 square feet.

By reducing the development footprint from three to two new structures, this alternative would accommodate fewer people, which would reduce the parking demand, thereby requiring less surface parking than the Phase 1/Phase 2. The reduction in parking needed under this alternative would increase the amount of open space on-site and would provide an increase in the open space for the landscape plan.

Under this alternative, the existing residential structure at the Cliffridge property would be converted to permanent office use for Hillel and brought up to all applicable code requirements for the intended use and occupancy. Modifications to the residence would be to the interior, and the existing architectural design would remain intact. The Reduced Project Alternative would construct two one-story buildings similar in design and utilize similar building materials as the existing single-family residences in the area. As with the Phase 1/Phase 2, the cul-de-sac would be vacated and landscaped with native trees and shrubs to screen the residence/office from the sidewalk and La Jolla Village Drive. In addition, the courtyard/inner yard area would be increased over the Phase 1/Phase 2 project and landscaped with native and drought-tolerant trees, shrubs, and groundcover. A comparative analysis of the impacts associated with this alternative and the Phase 1/Phase 2 project is provided below.

9.2.3.1 Land Use

Land use impacts under the Reduced Project Footprint on Vacant Parcel Alternative would be similar to those of the Phase 1/Phase 2. While this alternative would reduce the development footprint compared to Phase 1/Phase 2, overall land use impacts would be the same as Phase 1/Phase 2 and would be less than significant.

9.2.3.2 Transportation/Circulation/Parking

As with Phase 1/Phase 2, under this alternative, the cul-de-sac would be vacated and La Jolla Scenic Drive North would be reconfigured as a curve into Cliffridge Drive. In addition, all street segments projected to operate at LOS E or worse in the near-term and Year 2030 condition would remain deficient with or without either the reduced project or Phase 1/Phase 2. Overall, impacts under the Reduced Project Footprint on Vacant Parcel Alternative would be similar when compared to Phase 1/Phase 2.

9.2.3.3 Biological Resources

As with the Phase 1/Phase 2 project, short-term disruption to raptors and breeding or nesting birds would occur under this alternative as a result of construction activities. This alternative would be required to implement mitigation measures similar to those identified for the Phase 1/Phase 2 to reduce impacts to below a level of significance. Overall, impacts under the Reduced Project Alternative would be the same as Phase 1/Phase 2.

9.2.3.4 Geologic Conditions

Geologic conditions on the vacant site associated with Phase 1/Phase 2 would pose the same constraints on development of this alternative due to its location in a seismically active area. These constraints would be addressed through specific measures and design considerations contained in the geotechnical investigation and City ordinances. As such, impacts from geologic hazards associated with the Reduced Project Alternative would be the same as Phase 1/Phase 2.

9.2.3.5 Energy Conservation

The Reduced Project Footprint on Vacant Parcel Alternative would decrease the development footprint by one-third over that of Phase 1/Phase 2, which would translate into a slightly decreased demand for electricity, natural gas, and gasoline. As with Phase 1/Phase 2, this alternative would incorporate energy efficient design measures (related to electricity, natural gas, and water use) and would be built in accordance with CalGreen for new structures. The Cliffridge property would be used under this alternative, which would not have the same energy-efficient design measures. Overall, it can be reasonably assumed that this alternative would have similar energy use rates to Phase 1/Phase 2.

9.2.3.6 Greenhouse Gases

The Reduced Project Footprint on Vacant Parcel Alternative would incorporate a similar project design as Phase 1/Phase 2 that includes on-site solar energy. The Cliffridge property would be used under this alternative, which would not have the same energy-efficient design measures as a new building. Overall, it can be reasonably assumed that this alternative would use similar amounts of energy, and thus have similar GHG emissions as Phase 1/Phase 2. Impacts associated with this alternative would be similar to Phase 1/Phase 2.

9.2.3.7 Historical Resources

Development of this alternative would result in the same impacts as Phase 1/Phase 2. No significant resources have been observed on the project site, and none are anticipated. In addition, there are no known religious or sacred uses on-site or within the immediate vicinity of the project site. Therefore, as with Phase 1/Phase 2, no impacts to historical resources would occur under this alternative.

9.2.3.8 Noise

Noise impacts associated with this alternative would be similar to those of Phase 1/Phase 2. While the development footprint would be reduced under this alternative, short-term construction noise would occur; however, like Phase 1/Phase 2, regulations on equipment and hours of operations would ensure that construction noise impacts to adjacent residential units would be less than significant.

The entire project site would be exposed to noise due to projected future traffic on area roads. Due to projected exterior noise levels, interior noise levels would exceed the 45 dB(A) CNEL threshold under both the Reduced Project Footprint on Vacant Parcel Alternative and Phase 1/Phase 2. Thus, mitigation would be required to reduce interior noise levels with this alternative and Phase 1/Phase 2 to below a level of significance. Overall, impacts would be similar to Phase 1/Phase 2.

9.2.3.9 Paleontological Resources

Impacts associated with paleontological resources resulting from the Reduced Project Footprint on Vacant Parcel Alternative would be similar to those of Phase 1/Phase 2. Grading operations associated with this alternative would exceed the threshold for the high paleontological sensitivity areas. This alternative would require mitigation during construction similar to Phase 1/Phase 2 to ensure the recovery of any resources. Overall, impacts would be similar.

9.2.3.10 Hydrology

As with Phase 1/Phase 2, the Reduced Project Footprint on Vacant Parcel Alternative would not substantially alter on- and off-site drainage patterns. Runoff volume and flow rates associated with this alternative would decrease slightly over those calculated for Phase 1/Phase 2. Under developed conditions, flows would be directed into a similar storm drain system as Phase 1/Phase 2. Impacts under both Phase 1/Phase 2 and the Reduced Project Footprint on Vacant Parcel Alternative are not considered significant. However, because the reduced project would result in an incremental decrease in runoff volume and flow rates, impacts would be considered less than Phase 1/Phase 2.

9.2.3.11 Water Quality

Impacts to water quality under the Reduced Project Alternative would slightly decrease compared to Phase 1/Phase 2 due to the reduced amounts of impervious surfaces. Similar to Phase 1/Phase 2, this alternative would incorporate a low-impact design, as well as source and structural BMPs, which would likely lessen or altogether avoid water quality impacts.

While impacts would be less than significant under either Phase 1/Phase 2 or the Reduced Project Alternatives, because there would be a decrease in the amount of surface runoff under this alternative, impacts would be considered less than Phase 1/Phase 2.

9.2.3.12 Visual and Neighborhood Character

The design of the Reduced Project Alternative provides a reduced scale, more similar to the surrounding single-family residential uses. This alternative would consist of two one-story buildings of similar architecture style and building materials as the existing on-site residence being used by Hillel and the adjacent houses on Cliffridge Avenue. However, Phase 1/Phase 2 would have no significant visual impacts. This alternative would have less visual impacts due to the increase in landscaped areas compared to that of the project.

9.2.4 Site 675 Alternative

The intention of this alternative is to locate the proposed Hillel facilities on an alternate site—Site 675—the only vacant and available non-UCSD-owned site near the UCSD campus (the Phase 1/Phase 2 project cannot be located on land owned by UCSD due to church and state separation issues). The heavily sloping 13,400-square-foot property is located at the intersection of La Jolla Village Drive and Gilman Drive, surrounded by UCSD lands. Figure 9-1 shows the location of the Site 675 alternative.

Under this alternative, similar to Phase 1/Phase 2, the Cliffridge property would be returned to its original use pending development of a permanent facility for Hillel. The Site 675 Alternative would construct three buildings similar in design and scale as those of Phase 1/Phase 2. In addition, the courtyard/inner yard area would be similar to the project and landscaped with native and drought-tolerant trees, shrubs, and groundcover.

A comparative analysis of the impacts associated with this alternative and Phase 1/Phase 2 is provided below.



-  Project Boundary
-  Site 675

FIGURE 9-1
Site 675 in Relation
to the Project Boundary

9.2.4.1 Land Use

The Site 675 Alternative would comprise the same land use changes as Phase 1/Phase 2, but would be located on a parcel owned by the City adjacent to La Jolla Village Drive and surrounded by UCSD. Site 675 is designated as Roads/Freeways/Transportation by the General Plan given its location near major roadways. The site is zoned for single-family residential, consistent with the northeastern portion of LJSPD Ordinance. Based on site design, this alternative may require a deviation from development regulations similar to Phase 1/Phase 2, or in addition to the deviation discussed for Phase 1/Phase 2. Since this alternative would be a similar footprint and concept as Phase 1/Phase 2, land use impacts would be similar and are not considered significant.

9.2.4.2 Transportation/Circulation/Parking

Traffic generation under this alternative would be the same as Phase 1/Phase 2. All street segments projected to operate at LOS E or worse in the near-term and Year 2030 condition would remain deficient with or without either the reduced project or Phase 1/Phase 2. However, neither the project nor this alternative's contribution to deficient area roadways would be significant.

Due to transportation constraints along La Jolla Village Drive, it is anticipated that the Site 675 Alternative would require access to the site from Scholars Drive South, which is on the UCSD campus. From there, construction of a road of several hundred feet through a grove of mature eucalyptus trees would be required. If this alternative is chosen, it is possible that subterranean parking would be required. Prior to the approval of development plans, a project-specific transportation impact analysis would need to be performed. Overall, impacts might be considered the same as Phase 1/Phase 2.

9.2.4.3 Biological Resources

The removal of on-site vegetation and mature eucalyptus trees to accommodate access under this alternative could result in significant impacts. In addition, short-term disruption to raptors and breeding or nesting birds could occur under the Site 675 Alternative as a result of construction activities. A detailed biological resources survey would need to be completed prior to the approval of development plans to determine project impacts to biological resources. The Site 675 Alternative would result in greater impacts to biological resources than Phase 1/Phase 2 due to the relatively undisturbed nature of the vegetation and steep slopes.

9.2.4.4 Geologic Conditions

Under this alternative, geologic conditions on the project site may pose constraints on development due to the heavily sloping topography of the site. In addition, as with the project, this alternative is located within a seismically active area. Under this alternative, a detailed geological investigation and soil study would need to be completed prior to the approval of development plans to ensure impacts to future development from geologic hazards are less than significant. Overall, compliance with the most recent building codes would reduce any significant impacts from the Site 675 Alternative, and impacts would be the same as Phase 1/Phase 2.

9.2.4.5 Energy Conservation

Because Phase 1/Phase 2 and the Site 675 Alternative would result in construction of similar facilities, demands for electricity and natural gas would be the same. As with Phase 1/Phase 2, the design of this alternative incorporates energy-efficient design measures (related to electricity, natural gas, and water use) and would be built in accordance with CalGreen. Given the highly energy-efficient design that exceeds mandated energy efficiency standards, both the Site 675 Alternative and Phase 1/Phase 2 would not result in the use of excessive amounts of energy during its long-term operation. Impacts would be the same as Phase 1/Phase 2.

9.2.4.6 Greenhouse Gases

Operational emissions of GHGs would be the same as Phase 1/Phase 2 under the Site 675 Alternative because it proposes the same land use. However, due to the additional construction activities required for site access, there would be a short-term increase in construction-related GHG emissions associated with this alternative. Therefore, impacts resulting from GHG emissions and this alternative's contribution to global warming would be greater than those of Phase 1/Phase 2, but would not be considered significant.

9.2.4.7 Historical Resources

The La Jolla area has been a rich source of both prehistoric and historic cultural resources, and as such, development of the Site 675 Alternative may impact historical resources. Prior to the approval of development plans, a site-specific cultural resources survey would be required to determine if significant prehistoric, historic, or cultural resources are present, and if so, mitigation would be required. As detailed in Section 4.7, the Phase 1/Phase 2 project would not disturb any historical resources. Thus, the alternative site would not be able to reduce any impacts associated with historical resources. Overall, however, future construction activities associated with the Site 675 would not be allowed to result in the loss of significant cultural resources due to City and

9.0 Project Alternatives

State historical resources regulations. Thus, impacts would be considered similar to that of the Phase 1/Phase 2 project.

9.2.4.8 Noise

Like the project, the design of this alternative would need to take into consideration noise constraints from traffic on La Jolla Village Drive. Under this alternative, future traffic noise levels on the southern portion of the site adjacent to La Jolla Village Drive may exceed 70 dB(A) CNEL. Due to projected exterior noise levels, interior noise levels could exceed 45 dB(A) CNEL threshold. In addition, potential impacts may occur unless useable exterior open space is planned in areas with noise levels less than 65 dB(A) CNEL. Prior to the approval of development plans, a site-specific noise study would need to be conducted to determine the location and extent of potentially significant impacts based on the site plan. Therefore, impacts related to noise would be similar to that of Phase 1/Phase 2.

9.2.4.9 Paleontological Resources

Impacts associated with paleontological resources resulting from the Site 675 Alternative would be the same as the project. Similar to the project site, Site 675 is in an area with moderate sensitivity for paleontological resources. Construction activities associated with this alternative would have the potential to result in significant impacts to paleontological resources as a result of grading activities and would require mitigation during construction.

9.2.4.10 Hydrology

Because the Site 675 Alternative is on a steep slope and proposes similar land uses as Phase 1/Phase 2, runoff volume and flow rates associated with this alternative may be higher or require additional analysis compared to the Phase 1/Phase 2 site. Prior to the approval of development plans, a site-specific hydrology and hydraulic study would need to be completed to determine the net impact to the existing downstream storm drain system. Overall, this alternative would require more grading and disturbance of pervious surfaces; thus, impacts would be greater than Phase 1/Phase 2.

9.2.4.11 Water Quality

Development of this alternative would result in the same impacts to water quality as Phase 1/Phase 2, although construction and post-construction systems would need to be designed for the sloped project site. Similar to Phase 1/Phase 2, BMPs would be required in order to avoid significant impacts to water quality. Impacts would be similar to Phase 1/Phase 2.

9.2.4.12 Visual and Neighborhood Character

Land uses to the west and north include the La Jolla Playhouse and UCSD campus. The Mandell-Weiss Theatre and Forum and Potiker Theatre are the closest UCSD structures and consist of a modern design with geometric lines, extensive glazing, and sloping metal overhanging or arching roofs, with materials consisting of natural wood and stone and light or earth-toned stucco and concrete. Given that this alternative would incorporate the same uses and a similar building design, building scale, and focus on landscaping elements as Phase 1/Phase 2, the Site 675 Alternative would result in similar visual impacts compared to Phase 1/Phase 2. As with Phase 1/Phase 2, this alternative's use of glass, natural stone and wood, and earth-toned stucco and concrete surfaces conforms to LJSPD design requirements as well as to materials and colors used in the existing utilitarian structures.

9.3 Environmentally Superior Alternative

CEQA Guidelines (Section 15126.6(e)(2)) require that an environmentally superior alternative be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative which would result in the least adverse environmental impacts to the project site and surrounding area. The Existing with Improvements option is an alternative to the project that is analyzed throughout the EIR, and is identified as the Environmentally Superior Alternative. The Existing with Improvements option would incrementally reduce the Phase 1/Phase 2 project's less-than-significant impacts related to energy, global climate change, hydrology, water quality, and visual effects/neighborhood character. The Existing with Improvements option would also reduce the Phase 1/Phase 2 project's significant and mitigated impacts associated with biological resources and paleontological resources. The Existing with Improvements option, like the Phase 1/Phase 2 project, would also require mitigation to reduce noise impacts to a less-than-significant level.

The Existing with Improvements option would not meet many of the project's objectives. This alternative would not provide a consolidated location with enough space for programs and activities and offices for religious leaders; would not enhance pedestrian access, orientation, and walkability of the area surrounding the project site; would not enhance the religious, spiritual, and community-building activities through the design and character of indoor and outdoor spaces; and would not implement the sustainable development goals through the installation of sustainable design features and building practices.

While Phase 1/Phase 2 would have incrementally greater impacts, these impacts would all be reduced to below a level of significant for the project. Both the Phase 1/Phase 2 and Existing with Improvements would require mitigation to reduce impacts to a less than significant level. A summary comparison of Phase 1/Phase 2 to the alternatives considered is shown in Table 9-1.

**TABLE 9-1
MATRIX COMPARISON OF THE PHASE 1/PHASE 2 PROJECT AND ALTERNATIVES**

| Environmental Issue Area | Phase 1/Phase 2 | Existing with Improvements Option | No Project Alternative | Reduced Project Footprint on Vacant Parcel Alternative | Site 675 Alternative |
|---|--|-----------------------------------|---------------------------|--|------------------------------|
| Land Use | No significant impacts | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 |
| Traffic/Circulation | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/ Phase 2 |
| Biological Resources | Significant impacts mitigated to below level of significance | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Greater than Phase 1/Phase 2 |
| Geology and Soils | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 |
| Energy | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/ Phase 2 | Same as Phase 1/Phase 2 |
| Global Climate Change | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/ Phase 2 | Greater than Phase 1/Phase 2 |
| Cultural/ Historic Resources | No significant impacts | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/ Phase 2 |
| Noise | Significant impacts mitigated to below level of significance | Same as Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 | Same as Phase 1/Phase 2 |
| Paleontological Resources | Significant impacts mitigated to below level of significance | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/ Phase 2 | Same as Phase 1/ Phase 2 |
| Hydrology | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Greater than Phase 1/Phase 2 |
| Water Quality | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 |
| Visual Effects and Neighborhood Character | No significant impacts | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Less than Phase 1/Phase 2 | Same as Phase 1/Phase 2 |

10.0 Mitigation Monitoring and Reporting Program

California Environmental Quality Act, Section 21081.6, requires that a MMRP be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The MMRP specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The Phase 1/Phase 2 project, and an alternative to the project, referred to as Existing with Improvements, are described in the EIR. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of San Diego. The issues addressed in the EIR include land use, transportation/ circulation/ parking, biological resources, geologic conditions, energy, greenhouse gases, historical resources, noise, paleontological resources, hydrology, water quality, and visual effects and neighborhood character.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources, noise, and paleontological resources. These significant effects are associated with the Phase 1/Phase 2. For the Existing with Improvements option, potentially significant impacts requiring mitigation were identified for noise. The environmental analysis concluded that all of the significant and potentially significant impacts could be avoided or reduced through implementation of recommended mitigation measures.

The MMRP for the project is under the jurisdiction of the City of San Diego as specified in Table 10-1. The following is an overview of the MMRP to be completed for the project.

Monitoring Activities

Monitoring activities would be accomplished by individuals identified in Table 10-1. While specific qualifications should be determined by the City of San Diego, the monitoring team should possess the following capabilities:

- interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and

10.0 Mitigation Monitoring and Reporting Program

- excellent communication skills.

Program Procedures

Prior to any construction activities, a preconstruction meeting is required and will include all parties involved in the monitoring program to establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted, and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of San Diego would include the City of San Diego and its MMC. The MMC would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures specified in Table 10-1, the monitors will have Mitigation Monitoring and Reporting (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MMC following the monitoring activity. The MMC will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of San Diego. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the MMC. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters).

General MMRP Requirements

The following are general MMRP requirements that would apply to the proposed project.

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department Director's Environmental Designee shall review and approve all Construction Documents (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the Environmental Designee shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/standtemp.shtml>

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE-CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The Permit Holder/Owner is responsible to arrange and perform this meeting by contacting the RE of the Field Engineering Division and City staff from MMC. Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants: a qualified archaeological monitor and a Native American monitor, a qualified biologist, and a qualified paleontologist.

10.0 Mitigation Monitoring and Reporting Program

NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The Primary Point of Contact is the RE at the Field Engineering Division – 858-627-3200.
- b) For Clarification of Environmental Requirements, the applicant is also required to call RE and MMC at 858-627-3360.

2. **MMRP COMPLIANCE:** This Project, Project Tracking System Number 233958 and/or Environmental Document Number 233958, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the Development Services Department's Environmental Designee (MMC) and the RE. The requirements may not be reduced or changed, but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

NOTE: Permit Holder's representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC before the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution, or other documentation issued by the responsible agency.

4. **MONITORING EXHIBITS**

All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the limit of work, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. OTHER SUBMITTALS AND INSPECTIONS:

The Permit Holder/Owner’s representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

| DOCUMENT SUBMITTAL/INSPECTION CHECKLIST | | |
|--|---|---|
| Issue Area | Document Submittal | Associated Inspection/Approvals/Notes |
| General | Consultant Qualification Letters | Prior to Preconstruction Meeting |
| General | Consultant Construction Monitoring Exhibits | Prior to or at Preconstruction Meeting |
| Biology | Biologist Limit of Work Verification | Limit of Work Inspection |
| Biology | Biology Reports | Biology/Habitat Restoration Inspection |
| Paleontology | Paleontology Reports | Paleontology Site Observation |
| Noise | Acoustical Reports | Noise Mitigation Features Inspection |
| Bond Release | Request for Bond Release Letter | Final MMRP Inspections Prior to Bond Release Letter |

Summary of Project Impacts and Mitigation Measures

Table 10-1 summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures for Phase 1/Phase 2 or the Existing with Improvements option are properly implemented. All the mitigation measures identified in the EIR are stated herein.

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|--|--|--|-----------------------------|
| PHASE 1/PHASE 2 PROJECT | | | |
| NOISE | | | |
| <p>Exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant.</p> | <p>NOS-1: At the time that building plans are available for the proposed buildings and prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels due to exterior sources will be at or below the 45 CNEL standard.</p> <p>Possible interior noise attenuation measures include using construction materials with greater noise reduction properties. The exterior to interior noise reduction provided by the building structure is partially a function of the sound transmission class values of the window, door, wall, and roof components used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City of San Diego's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.</p> <p>NOS-2: The design for the proposed buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.</p> | <p>Prior to the issuance of building permits</p> | <p>City</p> |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|---|---|---|-----------------------------|
| PHASE 1/PHASE 2 PROJECT | | | |
| BIOLOGICAL RESOURCES | | | |
| Cooper's hawk is a CDFG species of special concern that could potentially occur on or adjacent to the project site. Because clearing and construction activities associated with Phase 1/Phase 2 could be disruptive to raptors including Cooper's hawk and breeding or nesting birds, direct and indirect construction project impacts would be significant. | BIO-1: To avoid any direct impacts to raptors and/or any native/migratory birds, 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 (precon) survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The precon 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 precon 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 DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, 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. If nesting birds are not detected during the precon survey, no further mitigation is required. | Prior to the issuance of a grading permit | City |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|--|---|--|-----------------------------|
| PHASE 1/PHASE 2 PROJECT | | | |
| PALEONTOLOGICAL RESOURCES | | | |
| Because of both the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a significant impact to paleontological resources. | <p>PALEO-1: The project shall follow the procedures outlined below as a condition of approval for Phase 1/Phase 2.</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <ol style="list-style-type: none"> 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD ED shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to ADD</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, | Prior to the issuance of any construction permit | City |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|-------------------------------------|---|---------------------------------|------------------------------------|
| | <p>but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</p> <p>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>B. PI Shall Attend Precon Meetings</p> <p>1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.</p> <p>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Identify Areas to be Monitored</p> <p>a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|------------------------------|---|--------------------------|-----------------------------|
| | <ul style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. | | |
| | <p>III. During Construction</p> <ul style="list-style-type: none"> A. Monitor Shall be Present During Grading/Excavation/Trenching <ul style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition, such as trenching activities, does not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the Consultant | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|-------------------------------------|--|---------------------------------|------------------------------------|
| | <p>Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|------------------------------|--|--------------------------|-----------------------------|
| | <p>made. The paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.</p> <p>d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p>IV. Night and/or Weekend Work</p> <p>A. If night and/or weekend work is included in the contract:</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Preconstruction Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries <p>In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 8 A.M. on the next business day.</p> b. Discoveries <p>All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</p> c. Potentially Significant Discoveries <p>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> d. The PI shall immediately contact MMC, or by 8 A.M. on the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. <p>B. If night work becomes necessary during the course of</p> | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|------------------------------|--|--------------------------|-----------------------------|
| | <p>construction:</p> <ol style="list-style-type: none"> 1. The CM shall notify the RE, or BI as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p>A. Preparation and Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum <p>The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|------------------------------|--|--------------------------|-----------------------------|
| | <p>approved report.</p> <p>5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</p> <p>B. Handling of Fossil Remains</p> <p>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</p> <p>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate.</p> <p>C. Curation of Fossil Remains: Deed of Gift and Acceptance Verification</p> <p>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.</p> <p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the Draft Monitoring Report has been approved.</p> <p>The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.</p> | | |

**TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM FOR PHASE 1/PHASE 2 AND EXISTING WITH IMPROVEMENTS OPTION
(CONTINUED)**

| Potential Significant Impact | Mitigation Measures | Time Frame of Mitigation | Monitoring Reporting Agency |
|--|---|--|-----------------------------|
| EXISTING WITH IMPROVEMENTS | | | |
| NOISE | | | |
| <p>Exterior noise levels are projected to exceed 60 CNEL; hence, interior noise levels could exceed 45 CNEL. Interior noise impacts are potentially significant.</p> | <p>NOS-3 Prior to the issuance of building permits, a detailed acoustical analysis shall demonstrate that interior noise levels within the Cliffridge property due to exterior sources would be at or below the 45 CNEL standard.</p> <p>Possible interior noise attenuation measures include using windows and doors with greater noise reduction properties, installing insulation, or isolating plumbing components. The exterior to interior noise reduction provided by the building structure is partially a function of the STC values of the windows and doors used in the building. The greater the STC value, generally the greater the noise reduction. The necessary STC values required to reduce interior noise levels to 45 CNEL or less, which may range from STC 25 to STC 35 for window and door components, would be determined as a part of the required interior noise analysis. The applicant's final building plans shall identify all recommendations of the acoustical report, including STC ratings of windows and doors, ventilation requirements, insulation, plumbing isolation, etc. Final building plans shall be reviewed by the City's Acoustical Plan Checker to verify that the mitigation measures recommended in the acoustical report have been incorporated.</p> <p>NOS-4 The design for the buildings shall include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.</p> | <p>Prior to the issuance of building permits</p> | <p>City</p> |

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11.0 References Cited

The following documents were used, referenced, or relied on in preparing this EIR, and the documents are available for public review and inspection at the City of San Diego. Some documents are additionally available for review on the City of San Diego website page at www.sandiego.gov. Second- or third-hand references found in other references and not actually used in preparation of this EIR are not included.

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12.0 Individuals and Agencies Consulted

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13.0 Certification

This document has been completed by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department Environmental Review Manager and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

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