

Item 202- 9/15/08



**Council District Six  
City of San Diego  
MEMORANDUM**

RECEIVED  
CITY CLERK'S OFFICE  
08 SEP 10 PM 3:42  
SAN DIEGO, CALIF.

**DATE:** September 9, 2008  
**TO:** Council President Scott Peters  
**FROM:** Councilmember Donna Frye  
**SUBJECT:** Request that "Appeal of Mesa College Amendment," on September 15, 2008 Council docket, be heard at later date

*Donna Frye*

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I am requesting that the item regarding: "Appeal of Mesa College Amendment to Site Development Permit 324476 to delete a mitigation requirement for an eastbound left-turn lane on Mesa College Drive at Ashford Street," which is on the September 15, 2008 Council docket, be heard at a later date.

Additional study and meetings are needed on this matter.

Thanks very much.

DF/ms

Cc: Development Project Manager Helene Deisher  
City Clerk Elizabeth Maland  
Mayor Jerry Sanders

000121

202  
09/15



RECEIVED  
CITY CLERK'S OFFICE  
08 AUG 29 PM 3:53  
SAN DIEGO, CALIF.

**Council District Six  
City of San Diego  
MEMORANDUM**

**DATE:** August 28, 2008  
**TO:** Council President Scott Peters  
**FROM:** Councilmember Donna Frye *Donna Frye*  
**SUBJECT:** Remove item from September 15, 2008 Council docket

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Please remove the item regarding: "Appeal of Mesa College Amendment to Site Development Permit 324476 to delete a mitigation requirement for an eastbound left-turn lane on Mesa College Drive at Ashford Street," from the Sept. 15, 2008 Council docket.

Additional study and meetings are needed on this matter.

Thanks very much.

DF/ms

Cc: Development Project Manager Helene Deisher  
City Clerk Elizabeth Maland  
Mayor Jerry Sanders

**RECOMMENDATIONS**

**COMMUNITY PLANNING GROUP/STAFF'S/PLANNING COMMISSION**

Project Manager **must** complete the following information for the Council docket:

**CASE NO. PTS 139300**

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**STAFF'S**

Please indicate recommendation for each action. ie: resolution / ordinance

Deny the appeal and uphold the Planning Commission's decision to approve Site Development Permit No. 485233.

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**PLANNING COMMISSION**

**YEAS:**Schultz, Grizwald, Ontai, Otsuji, Naslund, Smiley

**NAYS:**--

**ABSTAINING:** One Vacancy

1. TO: State for the record that the City of San Diego as the responsible agency under the California Environmental Quality Act (CEQA) has reviewed and considered the Addendum to Mitigated Negative Declaration prepared by the San Diego Community College District, and recommend adopting the Mitigation, Monitoring and Reporting Program.
  2. **APPROVE** Site Development Permit No. 485233.
- 

**COMMUNITY PLANNING GROUP** (choose one)

LIST NAME OF GROUP:

The Clairemont Mesa Community Planning Group has recommended approval of this project.

The Linda Vista Community Planning Group has recommended denial of this project.

By Helene Deisher  
Project Manager



000125

THE CITY OF SAN DIEGO

## REPORT TO THE PLANNING COMMISSION

**DATE ISSUED:** February 28, 2008 **REPORT NO.** PC-08-023

**ATTENTION:** Planning Commission, Agenda of March 6, 2008

**SUBJECT:** MESA COLLEGE DRIVE AMENDMENT - PROJECT NO. 139300  
PROCESS FOUR

**REFERENCE:** Planning Commission Report PC-06-177 (Attachment 4)

**OWNER:** San Diego Community College District (Attachment 13)

**APPLICANT:** Latitude 33

### SUMMARY

**Issue(s):** Should the Planning Commission approve an amendment to Site Development Permit No. 485233 to modify mitigation measures to remove the requirement of a left turn lane on Mesa College Drive at Ashford Street?

### **Staff Recommendation:**

1. State for the record that the City of San Diego as the responsible agency under the California Environmental Quality Act (CEQA) has reviewed and considered the Addendum to Mitigated Negative Declaration prepared by the San Diego Community College District, and recommend adopting the Mitigation, Monitoring and Reporting Program.
2. **APPROVE** Site Development Permit No. 485233.

**Community Planning Group Recommendation:** The project area is situated within two separate community planning areas, Clairemont Mesa and Linda Vista.

On October 16, 2007, the Clairemont Mesa Planning Committee voted 10-3-0 to recommend approval of the amendment to delete the requirement for a dedicated left turn lane (Attachment 10).

On November 26, 2007, the Linda Vista Planning Committee voted 9-2-1 to recommend denial of the amendment to delete the mitigation requirement, however specific reasons were not provided in their meeting minutes (Attachment 11).

**Environmental Review:** A Mitigated Negative Declaration (MND) was prepared and revised by the San Diego Community College District as Lead Agency in accordance with State of California Environmental Quality Act (CEQA) guidelines, which addressed the potential impacts including Biological Resources and Traffic. The City of San Diego as Responsible Agency under CEQA has reviewed and considered the Addendum to the MND, State Clearing House No. 2005121106 dated August 7, 2007. Staff concurs with the analysis in the Addendum's traffic study which utilized the City's CEQA thresholds for significant impacts. Other than the eastbound left turn lane on Mesa College Drive at Ashford Street, all other Mitigation, Monitoring and Reporting Program requirements would remain and be implemented with this project to reduce the impacts to a level below significance.

**Fiscal Impact Statement:** All costs associated with the project are being paid by the applicant.

**Code Enforcement Impact:** None.

**Housing Impact Statement:** The proposed amendment to the Site Development Permit would not result in the potential loss or the generation of additional housing units.

## **BACKGROUND**

On June 9, 2005, the San Diego Community College District (SDCCD) Board of Trustees approved a Facilities Master plan for the Mesa College Campus located at 7250 Mesa College Drive. A key component of the approved Master Plan included the development of a parking structure and a new east entry for the college.

On January 8, 2007, the City Council approved a Site Development Permit, a Multi-Habitat Planning Area Boundary Line Adjustment, Street Vacation of the western end of Mesa College Drive and the sale of 2.69 acres of land to the San Diego Community College District (Attachment 4).

As part of that action, the City Council also adopted the associated Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP included a traffic mitigation measure requiring an eastbound turn lane on Mesa College Drive at Ashford Street which was to be provided for both interim and future conditions (Attachment 5).

**DISCUSSION**

Subsequent to the City Council's approval of the project, a study determined that implementation of the proposed left turn lane within the existing Mesa College Drive right-of-way would result in substandard lane widths and the removal of the existing curbside parking. Furthermore, it was determined that an expansion of the right-of-way to accommodate standard lane widths would impact the Kearny Mesa High Educational Complex.

In researching the source of the mitigation measure, it was determined that the following language appeared in the revised traffic study, dated September 28, 2005 (Section VIII), that was not included in the April 15, 2005 study.

In order to provide more capacity and improved circulation on Mesa College Drive for the interim and future conditions, it is recommended that the project provide an eastbound left turn lane on Mesa College Drive at Ashford Street. This improvement would increase capacity and safety at this intersection.

This language was carried forward in subsequent traffic study revisions and was also included in subsequent MND's dated June 28, 2006 and September 1, 2006 as a mitigation measure.

**Environmental Analysis:**

According to the traffic study prepared for the Mesa College Facilities Master Plan by Darnell & Associates, dated June 27, 2006, the intersection of Mesa College Drive and Ashford Street currently operates and will continue to operate at Level of Service "A" during both AM and PM peak hours. The analysis includes data for existing and future conditions with and without the parking structure project.

Also according to the traffic study, Mesa College Drive between Armstrong Street and Ashford Street currently operates as Level of Service "B" under existing conditions. The roadway segment is expected to operate at Levels of Service "B" and "C" in the 2010 and 2030 scenarios with or without the proposed parking structure.

The San Diego Community College District and City staff concur that the mitigation measure could be deleted for the MND and the MMRP based on the analysis in the traffic study using the City's CEQA thresholds for significant impacts.

**Conclusion:**

The City of San Diego as Responsible Agency under CEQA has reviewed and considered the Addendum to the Mitigated Negative Declaration; State Clearing House No. 2005121106 dated August 7, 2007. Staff concurs with the analysis in the Addendum's traffic study which utilized the City's CEQA thresholds for significant impacts. Approving the Site Development Permit and adopting the Addendum to Mitigated Negative Declaration will only delete the requirement for the eastbound turn lane on Mesa College Drive at Ashford Street as a mitigation measure. All other Mitigation, Monitoring and Reporting Program requirements would remain and be

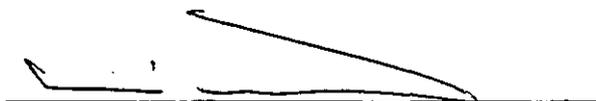
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implemented with this project to reduce the impacts to a level below significance. There would be no other changes or modifications to the permit or mitigation with the approval of this Site Development Permit (Attachment 6).

ALTERNATIVES

1. **Deny** Site Development Permit No. 485233 to amend Mitigated Negative Declaration SCH No. 2005121106 to include the Addendum approved by the San Diego Community College District and Dated August 7, 2007 if the findings required to approve the project cannot be affirmed.

Respectfully submitted,



Mike Westlake  
Program Manager  
Development Services Department

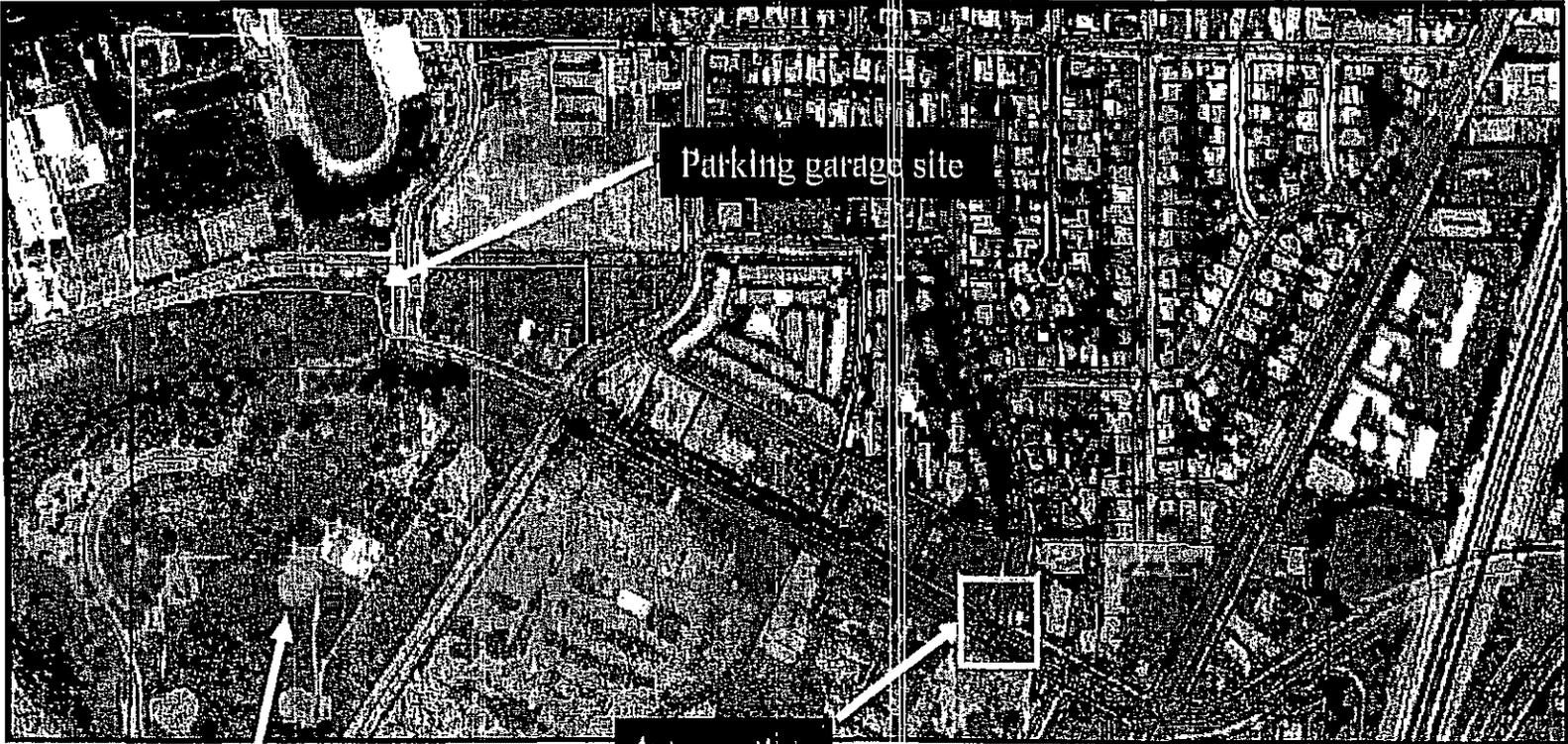


Helene Deisher  
Project Manager  
Development Services Department

BROUGHTON/HMD

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map Clairemont Mesa and Linda Vista
3. Project Location Map
4. Original Report (with attachments) to the Planning Commission PC06-177, Dated July 13, 2006.
5. Mitigated Negative Declaration SCH# 2005121106, Dated September 1, 2006
6. Addendum to Mitigated Negative Declaration SCH# 2005121106, Dated September 1, 2006.
8. Draft Permit with Conditions
9. Draft Resolution with Findings
10. Community Planning Group Recommendation Clairemont Mesa
11. Community Planning Group Recommendation Linda Vista
12. Project Chronology
13. Ownership Disclosure Statement



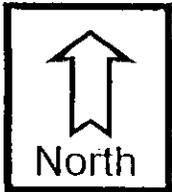
Keatty Mesa Park

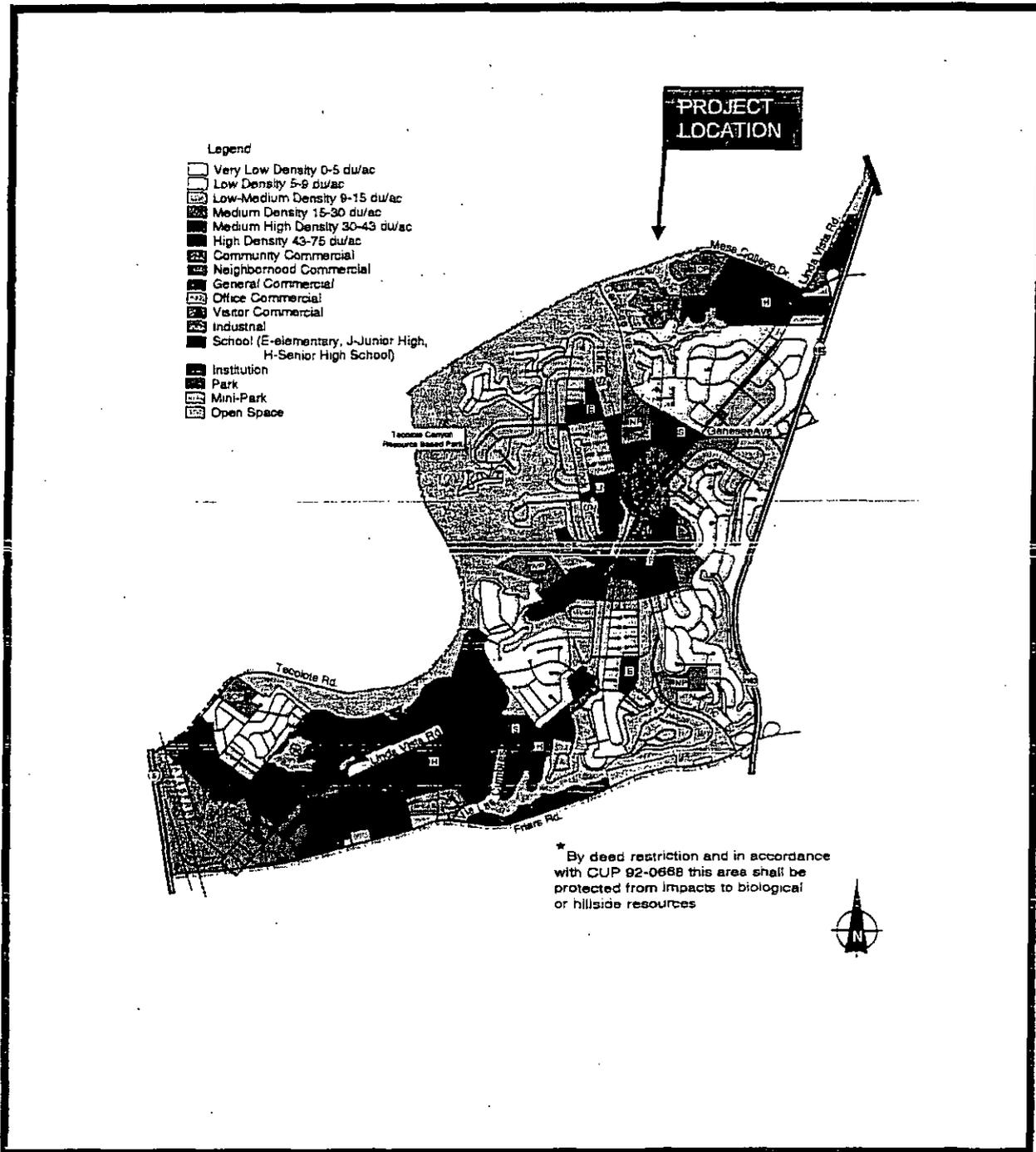
Intersection



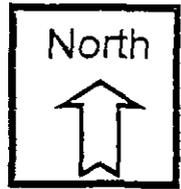
# Aerial Photo

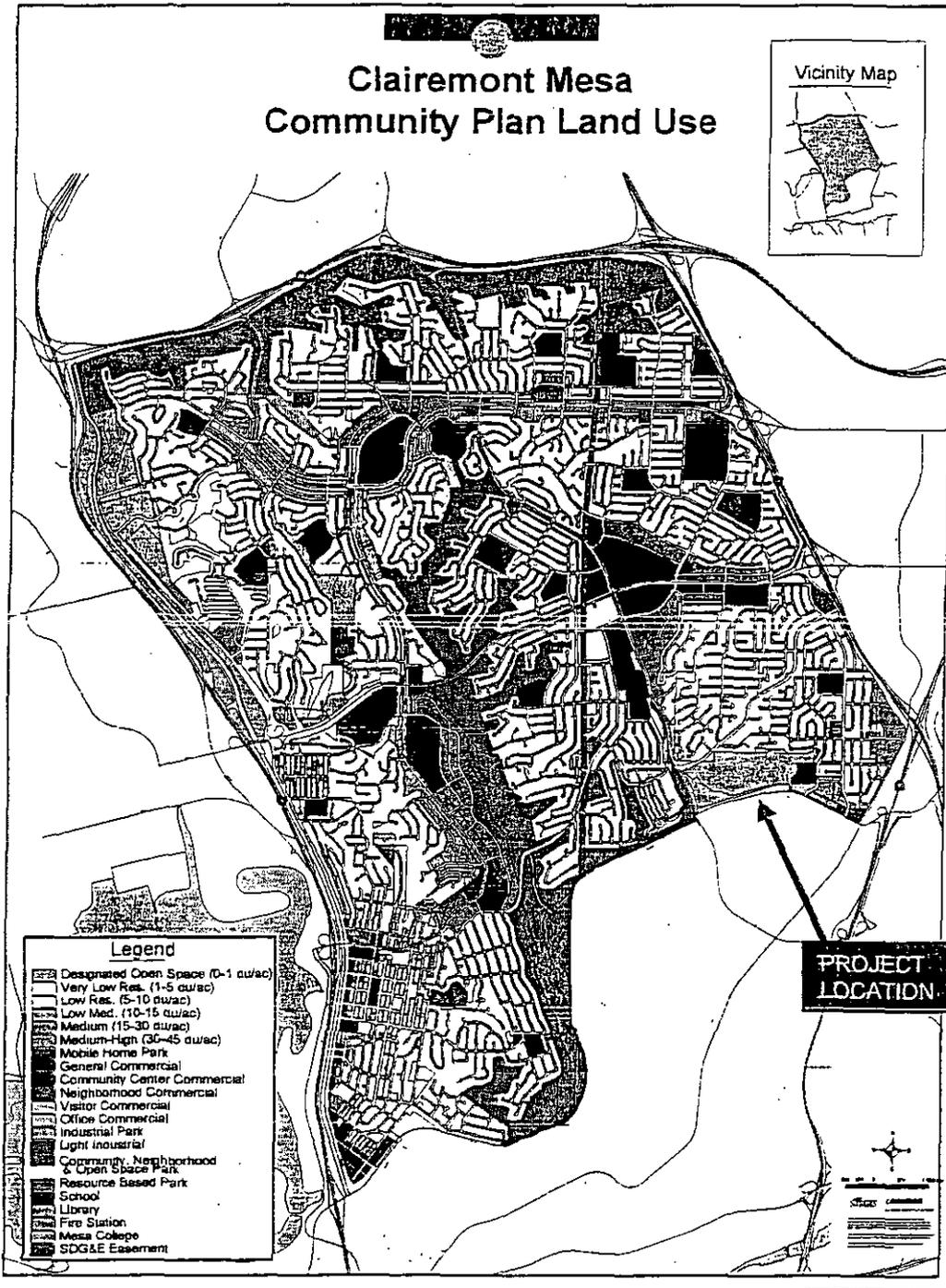
MESA COLLEGE - PROJECT NO. 139300





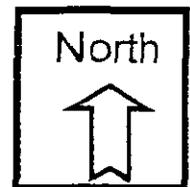
Linda Vista Community Plan Land Use Map  
 Mesa College Amendment - PROJECT NO. 139300

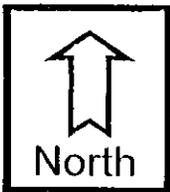
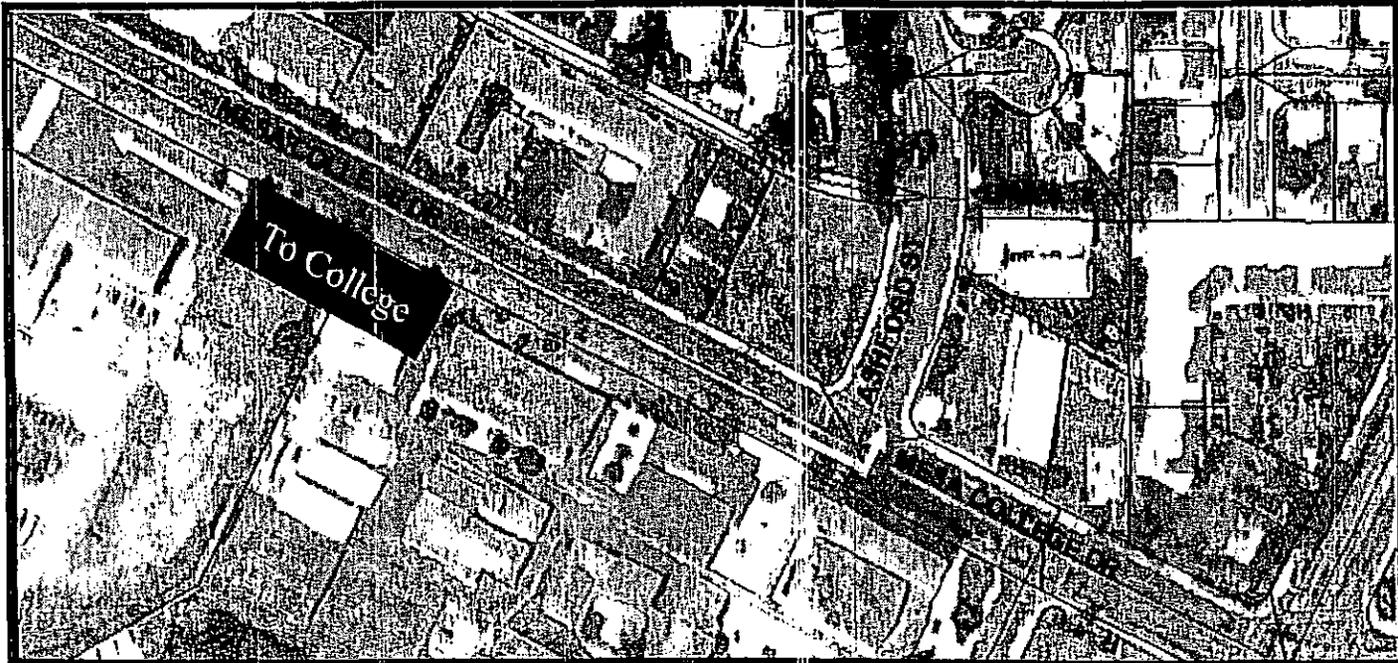




## Community Plan Land Use Map

**MESA COLLEGE AMENDMENT - PROJECT NO. 139300**





## Project Location

MESA COLLEGE - PROJECT NO. 139300



THE CITY OF SAN DIEGO

**REPORT TO THE PLANNING COMMISSION**

DATE ISSUED: July 6, 2006

REPORT NO. PC-06-177

ATTENTION: Planning Commission, Agenda of July 13, 2006

SUBJECT: MESA COLLEGE STREET VACATION- PROJECT NO. 60885  
PROCESS 5

OWNER: San Diego Community College District (Attachment 13)

APPLICANT: Latitude 33

**SUMMARY**

Issue(s): Should the Planning Commission recommend approval to the City Council of a Site Development Permit, a Multi-Habitat Planning Area Boundary Line Adjustment and a Public Right-of-Way Vacation to accommodate the future development of a parking garage at Mesa College?

**Staff Recommendation:**

1. Recommend **APPROVAL** to the City Council of a resolution stating for the record that the City of San Diego as the responsible agency under the California Environmental Quality Act (CEQA) has reviewed and considered the Mitigated Negative Declaration prepared by the San Diego Community College District, and adopting the Mitigation, Monitoring and Reporting Program.
2. Recommend **APPROVAL** to the City Council of Site Development Permit No. 324476.
3. Recommend **APPROVAL** to the City Council of a Multi-Habitat Planning Area Boundary Line Adjustment.
4. Recommend **APPROVAL** to the City Council of Public Right-of-Way Vacation No. 180372.

**Community Planning Group Recommendations:** The project area is situated within two separate community planning areas, Clairemont Mesa and Linda Vista.

On January 17, 2006, the Clairemont Mesa Planning Committee voted 12-0-0 to recommend approval of the project (Attachment 10).

On August 22, 2005, the Linda Vista Planning Committee voted 9-1-3 to recommend denial of the project. On February 27, 2006, the Linda Vista Planning Committee voted again 12-2-1 to deny the project (Attachment 11).

**Environmental Review:** A Mitigated Negative Declaration (MND) was prepared by the San Diego Community College District as Lead Agency in accordance with State of California Environmental Quality Act (CEQA) guidelines, which addressed the potential impacts including Biological Resources and Traffic. The City of San Diego as Responsible Agency under CEQA has reviewed and considered the MND, State Clearing House No. 2005121106 dated June 28, 2006. Staff has determined that the MND adequately addresses issues related to the project. A Mitigation, Monitoring and Reporting Program would be implemented with this project to reduce the impacts to a level below significance.

**Fiscal Impact Statement:** All costs associated with the project are being paid by the applicant.

**Code Enforcement Impact:** None.

**Housing Impact Statement:** The proposed street vacation would not result in the potential loss or the generation of additional housing units. The area proposed to be vacated, which occupies approximately 1.12 acres, has no associated land use designation and is located on unimproved right-of-way shared by both the Clairemont Mesa community to the north and the Linda Vista community to the south.

## **BACKGROUND**

The project is located at the western terminus of Mesa College Drive in the RS-1-7 zone, the Clairemont Mesa Height Limit Overlay zone, Residential Tandem Parking Overlay zone and designated Multi-Habitat Planning Area (MHPA). The proposed street vacation is located at the tip of a canyon at the western terminus of Mesa College Drive, south of the Mesa College campus, and north of Kearny Mesa Park and Recreation Center in the Clairemont Mesa and Linda Vista communities (Attachment 6).

On January 19, 1999, the City Council approved the deletion of the extension of Mesa College Drive from both the Linda Vista and Clairemont Mesa Community Plans transportation elements by Resolution 291206 (Attachment 12). Today, as part of the implementation of Mesa College's adopted Facilities Master Plan, the San Diego Community College District (SDCCD) is

requesting a public right-of-way vacation of the western end of Mesa College Drive to develop a parking garage and a new east entry for Mesa College (Attachment 6).

The northern portion of the proposed project is within the Clairemont Mesa Community Planning area and the southern portion is within the Linda Vista Community Planning area (Attachment 15).

## DISCUSSION

### Community Plan Analysis:

The proposed public right-of-way vacation is located on the boundary between the Clairemont Mesa and the Linda Vista communities. The proposed public right-of-way vacation is located on partially improved right-of-way shared by both the Clairemont Mesa community to the north and the Linda Vista community to the south.

On January 19, 1999, the City Council approved the deletion of the extension of Mesa College Drive from both the Linda Vista and Clairemont Mesa Community Plans. At that time, Council requested further analysis for a dedicated entrance to Mesa College and directed City staff to work with Mesa College and the community in that regard (Attachment 12).

The Clairemont Mesa Community Plan recommends that as student enrollment increases at Mesa College, the development of parking structures should be considered in order to alleviate future on-street parking problems in adjacent neighborhoods (page 109). The Linda Vista Community Plan does not provide any specific recommendations regarding the use of the right-of-way that had been intended for the extension of Mesa College Drive from its current terminus to Genesee Avenue.

Staff has evaluated the proposed public right-of-way vacation with the understanding that the property is to be acquired by Mesa College for the future construction of a parking facility and the realignment of the existing road. A new east entry is proposed at Armstrong Street. The intent is to improve traffic circulation and accommodate quick access to the proposed parking facility.

Staff has determined that the proposed public right-of-way vacation for the purpose of a parking facility would implement recommendations in the Clairemont Mesa Community Plan for accommodating the school expansion, as well as, the direction from the City Council per Resolution Number 291206 (Attachment 12). Additionally, the proposal would not adversely affect the goals, objectives, and recommendations in the Linda Vista Community Plan. Therefore, staff supports the proposed public right-of-way vacation.

### Public Right-of-Way Vacation

The public right-of-way vacation for the western end of Mesa College Drive is being requested to construct a future parking facility (Attachment 7). The actual parking facility will be reviewed and permitted by the State.

The City of San Diego is the underlying owner of the entire right-of-way (1.13 acres) which is to be vacated. In order to complete the entire parking improvement project, the San Diego Community College District plans to acquire Parcel "A", approximately 1.13 acres of public-right-of-way to be vacated; Parcel "B", approximately 1.048 acres adjacent and west of the public-right-of-way vacation; and Parcel "D", 0.511 acres, part of which (0.6 acres) is currently being leased from the City on a month to month basis to provide disabled parking for the college. The sale of this property will be considered by the City Council at a future date.

### Site Development Permit

The project requires Site Development Permit and is requesting a deviation to the Environmentally Sensitive Lands (ESL) regulations for proposed grading within MHPA areas containing biologically sensitive lands. A Multi-Habitat Boundary Line Adjustment is also requested to accommodate the future development. The future development of a parking garage and improved east campus entry lies on partially undeveloped land areas occupied by a street and a parking lot. The College's property lies immediately to the north and east of the proposed vacation site, while Kearny Mesa Park lies to the south. As proposed, the parking facility portion of the project will require grading a small portion of Kearny Mesa Park's slope. Since the Community College land is owned by the State of California, they have permitting authority for the parking structure. The City of San Diego will be permitting and regulating the grading and the public improvements associated with the realignment of the East entrance of the college.

The project is also within and adjacent to the Multi-Habitat Planning Area (MHPA). The slope and Parcel "C" contain a portion of MHPA. The proposed project would impact approximately 0.14 acres within the existing limits of the MHPA, including 0.03 acres of non-native grassland, 0.08 acre of eucalyptus woodland, and 0.03 acre of disturbed habitat. An adjustment to the MHPA boundary is proposed to ensure that the biological value of the MHPA is not reduced and to prevent significant impacts within the MHPA (Attachment 6). A Mitigation Monitoring and Reporting Program (MMRP) will be employed to ensure the impacts to environmentally sensitive lands will be reduced to below a level of significance.

The project will not otherwise adversely affect environmentally sensitive lands. A landscape and re-vegetation plan and maintenance agreement will be required for the re-vegetated disturbed area for a period of 25 months.

### Multi-Habitat Planning Area Boundary line adjustment

A Multi-Habitat Planning Area Boundary Line Adjustment is being requested for the area of Parcel "B" which is currently within the MHPA and for the proposed grading. The proposed boundary adjustment would result in no effective net change in MHPA area. Approximately 0.14 acre of habitat would be subtracted from within the MHPA, while a payment into the Habitat Acquisition Fund for 0.56 acres of MHPA habitat (4:1 Ratio) located in the East Elliott community would be purchased as an MHPA addition. Such a dedication of land within the MHPA would apply as a boundary adjustment "addition" at a 4:1 ratio, and the habitat would be precluded from future habitat mitigation. The East Elliott area consists entirely of Tier II and III habitats. The habitats to be added would be of higher quality than those being subtracted, which are Tier III and IV habitats and would result in higher habitat values within the preserve.

### Community Planning Group

The Mesa College property as it exists today is entirely within the Clairemont Mesa Community Planning area. The south portion of the proposed vacated public right-of-way; the proposed grading into the Kearny Mesa Park and small portions of the lots proposed to be acquired are located within the Linda Vista Community Planning area (Attachment 15).

On January 17, 2006, the Clairemont Mesa Planning Committee voted 12-0-0 to recommend approval of the project with no conditions (Attachment 10).

On August 22, 2005, the Linda Vista Planning Committee voted 9-1-3 to recommend denial of the project (Attachment 11).

The Linda Vista Planning Committee does not support the project or the sale of City owned property. The Committee recommended that the property within the Linda Vista Community planning area be preserved as open space through an open space land use designation and the application of the appropriate open space zone.

On February 27, 2006, the Linda Vista Planning Committee reaffirmed their previous vote and voted 12-2-1 against any action to vacate Mesa College Drive.

Staff has determined that the proposed public right-of-way vacation for the purpose of a parking facility would implement recommendations in the Clairemont Mesa Community Plan for accommodating the school expansion, as well as, the direction from the City Council per R-291206. Additionally, the proposal would not adversely affect the goals, objectives, and recommendations in the Linda Vista Community Plan. Therefore, staff supports the proposed public right-of-way vacation.

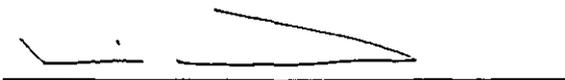
Conclusion:

Staff believes that findings can be made for the Multi-Habitat Boundary Line Adjustment, Public Right-of-Way Vacation, and Site Development Permit. Staff finds the proposed project consistent with the recommended land use, design guidelines, and development standards in effect for this site per the San Diego Municipal Code. Staff has also determined the project would not have an adverse effect on the adopted Clairemont Mesa Community Plan, Linda Vista Community Plan or the City of San Diego Progress Guide and General Plan.

ALTERNATIVE

1. Recommend to the City Council the **Adoption** of the Mitigation, Monitoring and Reporting Program; **Approval** of Site Development Permit No. 324476; **Approval** of the Multi-Habitat Planning Area Boundary Line Adjustment; **Approval** to the City Council of Public Right-of-Way Vacation No. 180372; with modifications;
2. Recommend to the City Council, the City **not** adopt the Mitigation, Monitoring and Reporting Program; **Denial** of Site Development Permit No. 324476; **Denial** of the Multi-Habitat Planning Area Boundary Line Adjustment; **Denial** of a Public Right-of-Way Vacation No. 180372 with modifications; if the findings required to approve the project cannot be affirmed

Respectfully submitted,



Mike Westlake  
Program Manager  
Development Services Department

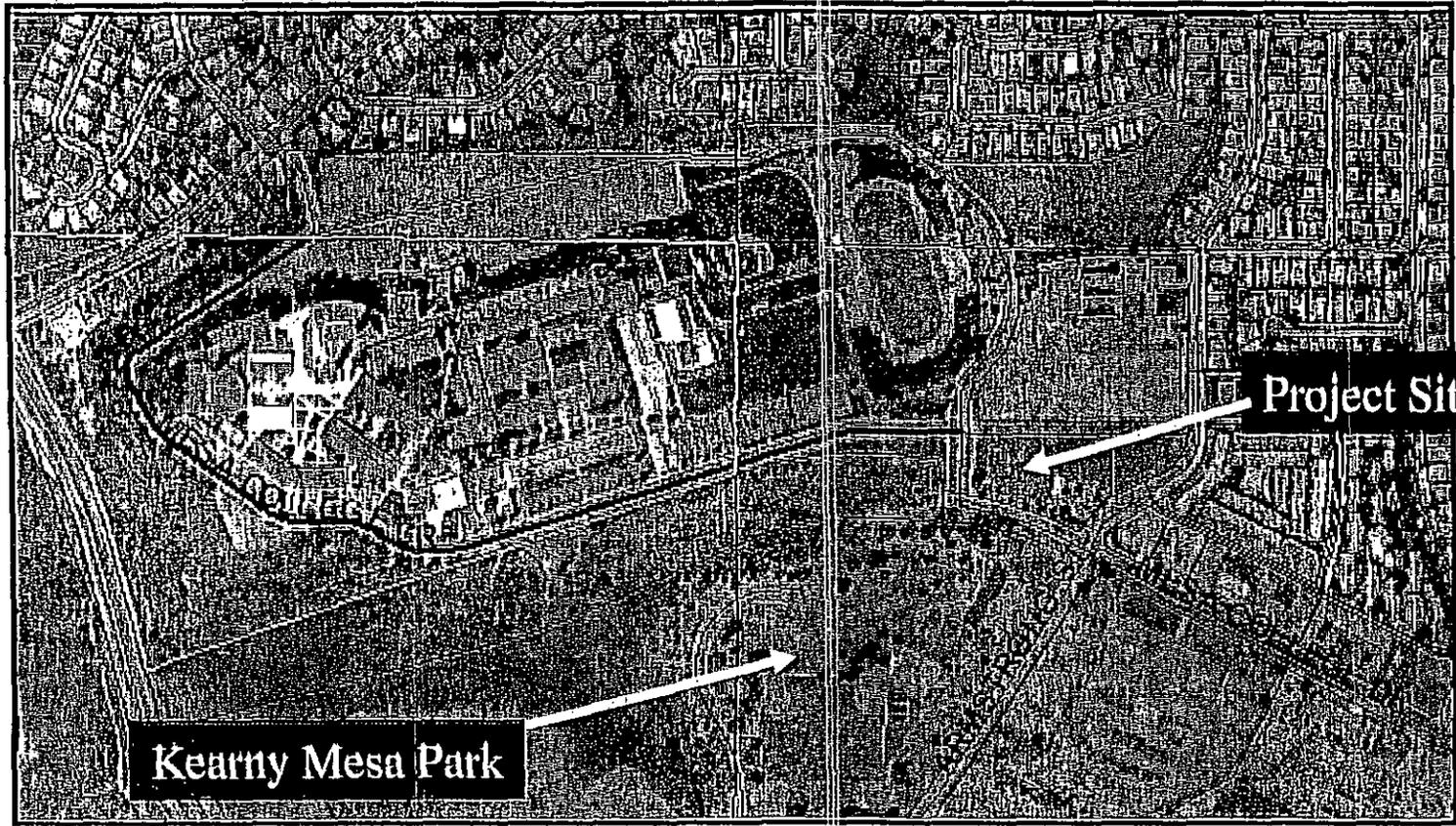


Helene Deisher  
Project Manager  
Development Services Department

## Attachments:

1. Aerial Photograph
2. Clairemont Mesa Community Plan Land Use Map
3. Linda Vista Community Plan Land Use Map
4. Project Location Map
5. Project Data Sheet

6. Project Site Plan(s)
7. Street Vacation "Exhibit B"
8. Draft Permit with Conditions
9. Draft Resolution with Findings
10. Clairemont Mesa Community Planning Group Recommendation
11. Linda Vista Community Planning Group Recommendation
12. Council Resolution 291206
13. Ownership Disclosure Statement
14. Project Chronology
15. Community Group Distribution Map
16. Site Photos
17. Planning Commission Resolution
18. Public Right-of-Way Resolution



Kearny Mesa Park

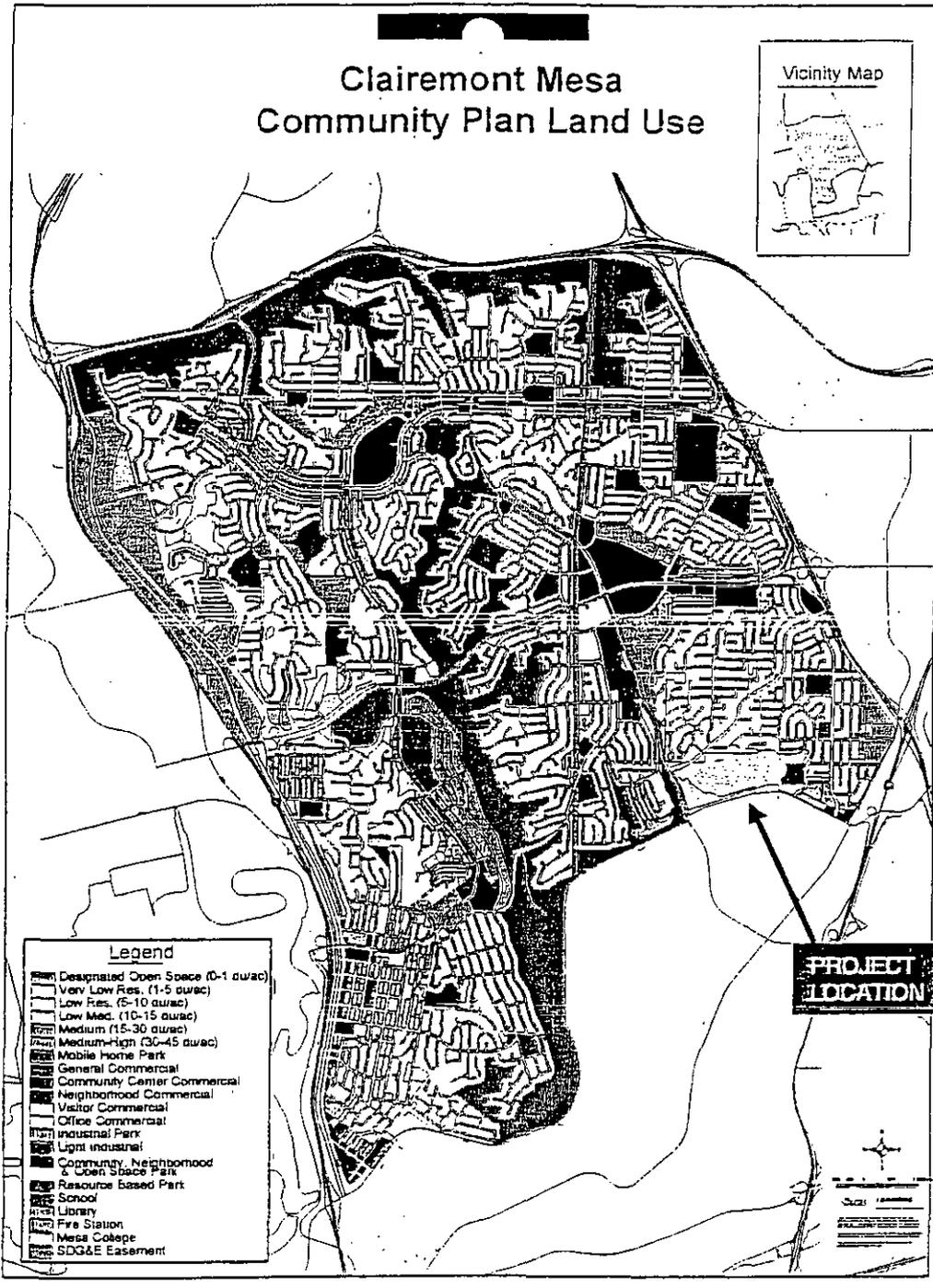
Project Site



# Aerial Photo

MESA COLLEGE STREET VACATION - PROJECT NO. 60885

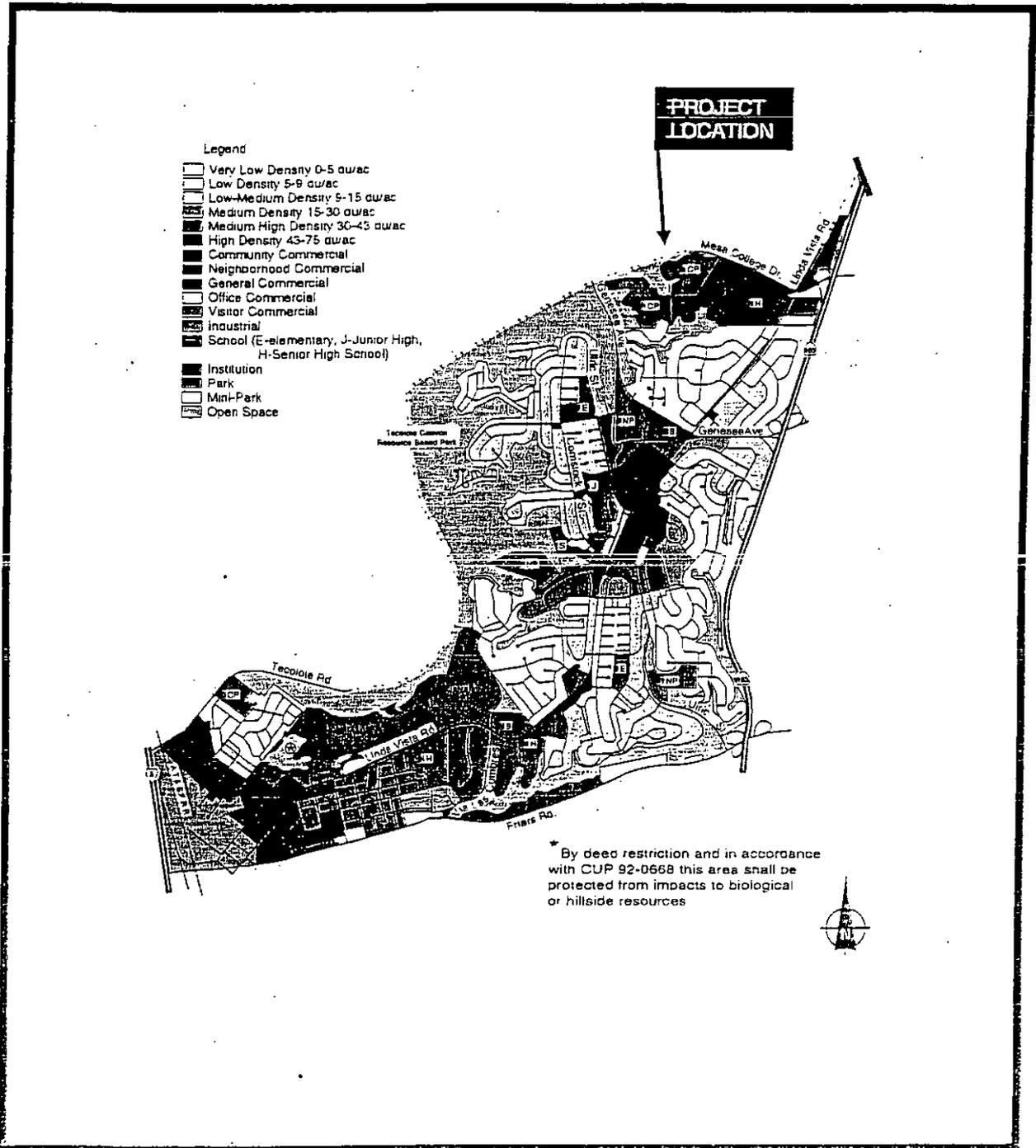




## Community Plan Land Use Map

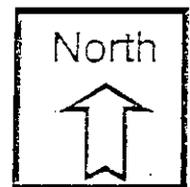
**MESA COLLEGE STREET VACATION - PROJECT NO. 60885**





Linda Vista Community Plan Land Use Map

Mesa College Street Vacation - PROJECT NO. 60385



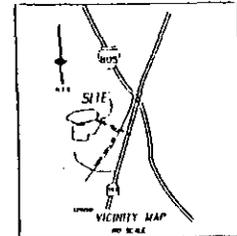


## ATTACHMENT 5

<b>PROJECT DATA SHEET</b>		
<b>PROJECT NAME:</b>	Mesa College Street Vacation	
<b>PROJECT DESCRIPTION:</b>	Vacate portion of Mesa College Dr. and Site Development Permit for grading	
<b>COMMUNITY PLAN AREA:</b>	Clairemont Mesa and Linda Vista	
<b>DISCRETIONARY ACTIONS:</b>	Site Development Permit for grading; Public Right-of-Way Vacation; MHPA boundary adjustment.	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Right of way	
<b>ZONING:</b>	RS-1-7 and OP-1-1	
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
	<b>NORTH:</b>	RS-1-7 Mesa College
	<b>SOUTH:</b>	OP1-1, OP-2-1 Open Space
	<b>EAST:</b>	RM-1-1; RM-3-7; RS-1-7 Residential
	<b>WEST:</b>	RS-1-1; OP-1-1 Open Space
<b>DEVIATIONS OR VARIANCES REQUESTED:</b>	<u>DEVIATIONS PROPOSED</u> Encroachment into Sensitive Biological Resources	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	On January 17, 2006, the Clairemont Mesa Planning Committee voted 12-0-0 to recommend approval of the project. On August 22, 2005, the Linda Vista Planning Committee voted 9-1-3 to recommend denial of the project. On February 27, 2006, the Committee voted again 12-2-1 to recommend denial of the project.	

# SITE DEVELOPMENT PERMIT

(SHEET 1 OF 4)



### DEVELOPMENT SUMMARY

- SUMMARY BY REQUEST
  - LOCATION IS PART OF MESA COLLEGE TRACT
  - PROPOSED PROPERTY IMPROVEMENTS TO FACILITATE THE MESA COLLEGE WALKWAY PLAN
  - LAND BOUNDARY ADJUSTMENT TO ACCOMMODATE THE GRADING CONSTRUCTION AND ASSOCIATED CHANGING IN PERMISSION TO GRADE IN PAVED ROAD
- NOTE:  
THE PROPOSED PARKING GARAGE LOCATION IS SHOWN FOR INFORMATION ONLY. BUILDING FOOTPRINTS FOR THE GARAGE ARE NOT SUBJECT TO THE CITY'S DEVELOPMENT REVIEW PROCESS. MATERIALS RELATED BUILDING INFORMATION IS NOT PROVIDED IN THIS APPLICATION.
- STREET ADDRESS  
7290 MESA COLLEGE DRIVE, SAN DIEGO, CA 92111-4998
  - SDP AREA  
MESA COLLEGE DRIVE 102.83 AC 4.479.275 SF
  - EXISTING ZONING RS-1-2, RM-1-1, RS-2-1
  - LOT DIMENSIONS AND SERVICE DIMENSIONS SHOWN HEREIN ARE PRELIMINARY AND ARE SUBJECT TO VERIFICATION BY FINAL DESIGN
  - CITY AND ELECTRIC SAN DIEGO GAS & ELECTRIC
  - SEWERAGE AND WATER MAINS
  - SEWER CITY OF SAN DIEGO WATER CITY OF SAN DIEGO
  - STORMWATER SYSTEM AS REQUIRED BY CITY ENGINEER
  - UTILITIES CITY OF SAN DIEGO
  - NO OTHER SERVICE CITY OF SAN DIEGO GRANTED SERVICE DISTRICT
  - ALL NEW UTILITIES ARE TO BE LOCATED UNDERGROUND
  - CONCRETE FINISHES: 2 FEET SURFACE TOPOGRAPHY FROM 01 SAN-10 ANNO 2015/16, RRI 14 2002
  - ALL PROPOSED SLOPES ARE 2:1 UNLESS NOTED OTHERWISE.
  - GRADING WITHIN PERMIT IS PRELIMINARY AND IS SUBJECT TO VERIFICATION BY FINAL DESIGN

### LEGAL DESCRIPTION

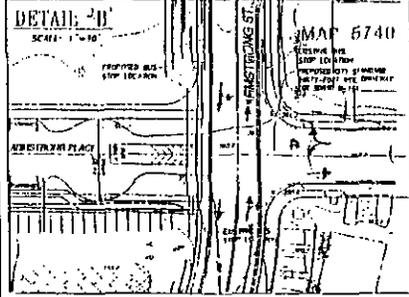
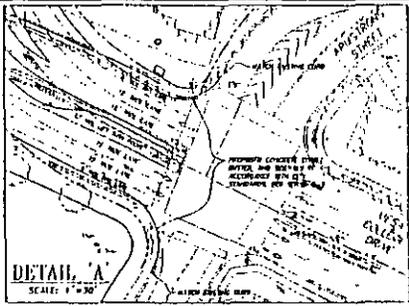
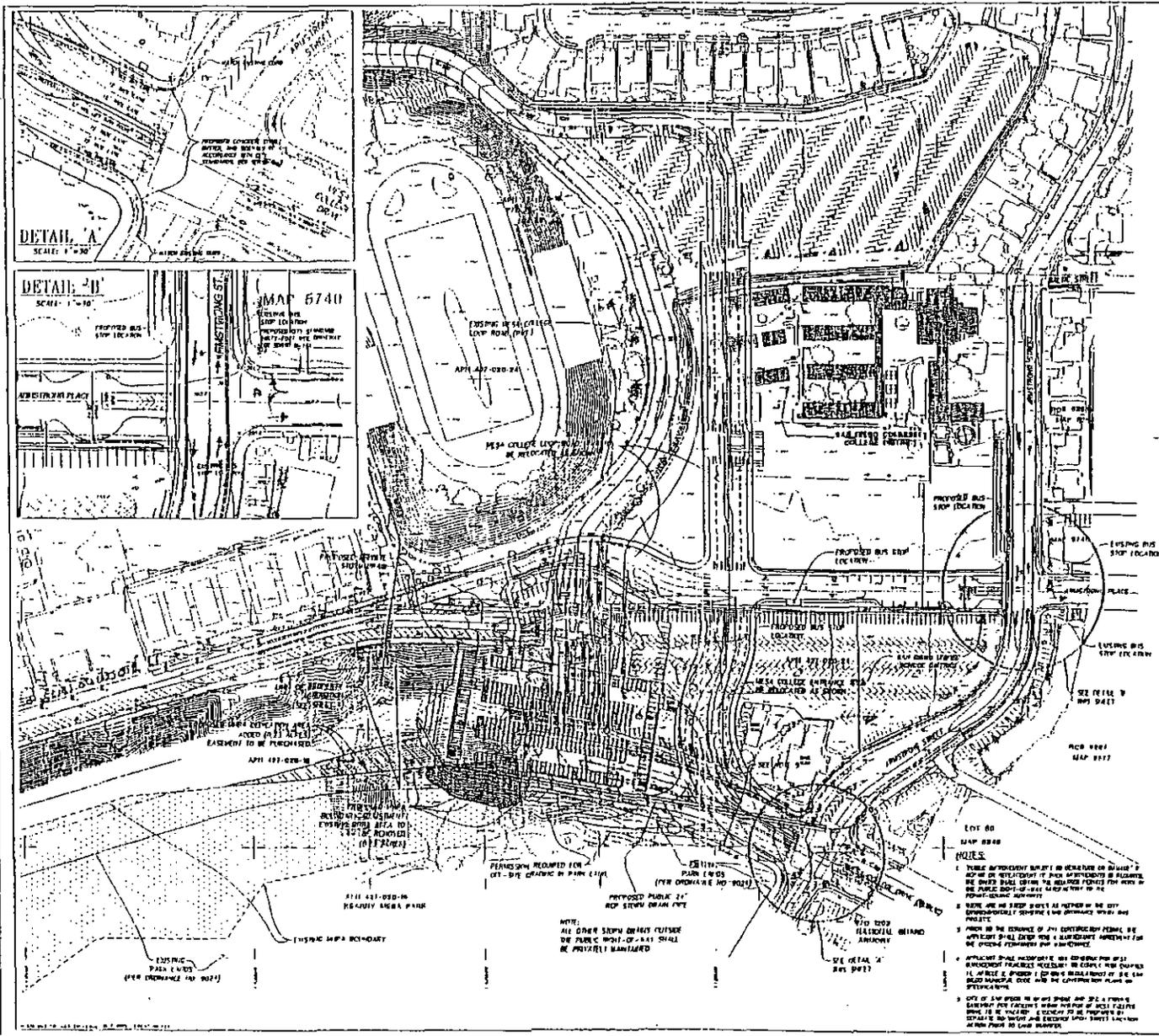
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### ASSESSOR'S PARCEL NUMBERS:

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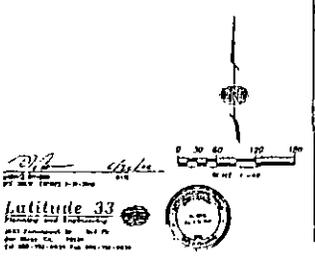


GRADING PLAN & UTILITIES EXHIBIT (SHEET 3 OF 4)



LEGEND

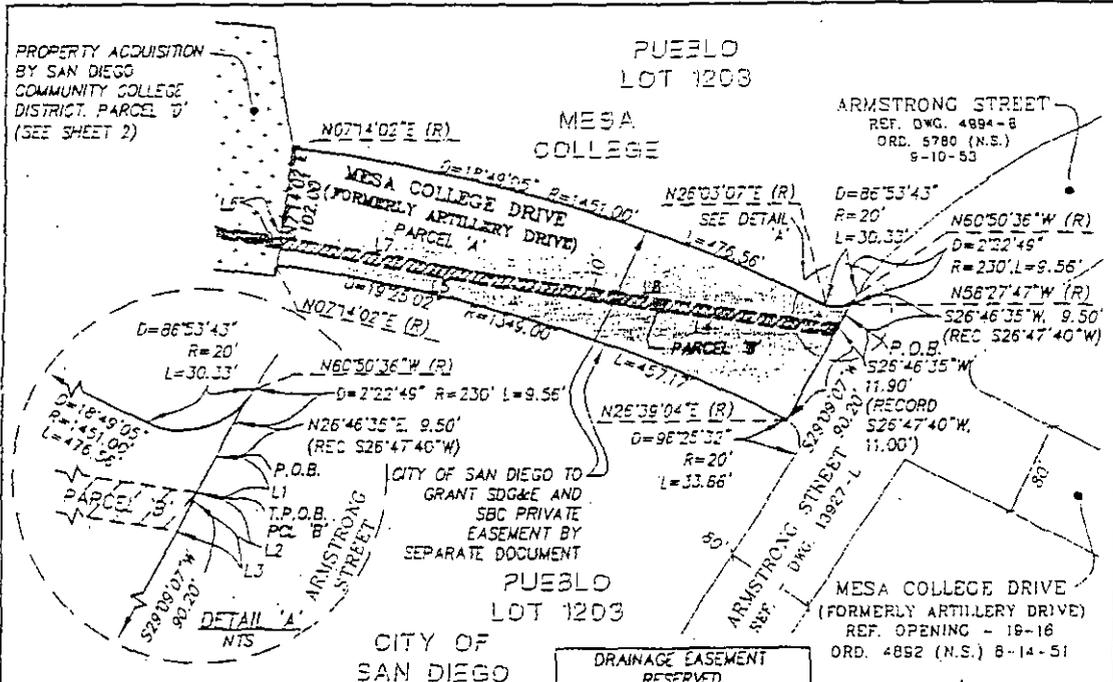
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PROPOSED UNIVERSE	---



Latitude 33  
 Prepared By: **Latitude 33 Planning, Inc.**  
 Project Address: **2810 MESA COLLEGE DRIVE, SAN DIEGO, CA 92111-6000**  
 Project Name: **MESA COLLEGE**  
 Sheet Title: **PERMISSION TO GRADE, GRADING, AND UTILITY EXHIBIT**

- NOTES
1. THESE APPROXIMATE SHIFTS IN GRADES OR ELEVATIONS ARE BASED ON THE DATA PROVIDED BY THE CLIENT AND ARE SUBJECT TO THE ACCURACY OF THE DATA PROVIDED. THE CLIENT SHALL OBTAIN THE NECESSARY PERMITS FOR ANY CHANGES TO THE PROPOSED GRADING PLAN.
  2. THESE ARE THE PROPOSED GRADING AND UTILITY PLAN. ANY CHANGES TO THE PROPOSED GRADING AND UTILITY PLAN SHALL BE THE RESPONSIBILITY OF THE CLIENT.
  3. THESE ARE THE PROPOSED GRADING AND UTILITY PLAN. ANY CHANGES TO THE PROPOSED GRADING AND UTILITY PLAN SHALL BE THE RESPONSIBILITY OF THE CLIENT.
  4. THESE ARE THE PROPOSED GRADING AND UTILITY PLAN. ANY CHANGES TO THE PROPOSED GRADING AND UTILITY PLAN SHALL BE THE RESPONSIBILITY OF THE CLIENT.





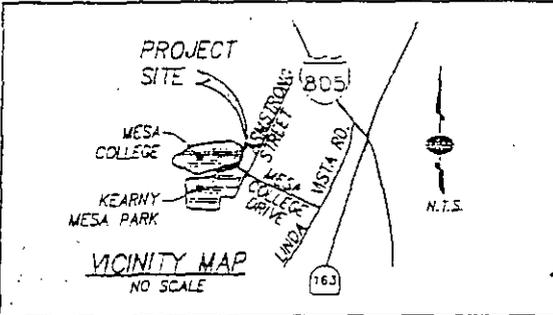
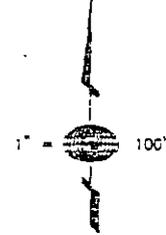
**REFERENCE DRAWINGS:**  
 13927-1, 10207-D, 4994-B, 10154-3-D  
 10154-3-D, 10154-9-D, 26795-2-D  
 MAP 2870, M.M. NO. 36

**LEGEND:**

- PARCEL A** INDICATES PORTION OF MESA COLLEGE DRIVE (FORMERLY ARTILLERY DRIVE) DEDICATED PER DEED RECORDED 12/19/1961 AS F/P 218882, SERIES 2, BK. 1961 O.R. 12-19-51. VACATED AREA = 1.118 ACRES (MORE OR LESS)
- PARCEL B** INDICATES DRAINAGE EASEMENT RESERVED AREA = 4,812 ft. (0.110 ACRE) (MORE OR LESS)
- P.O.B.** POINT OF BEGINNING. THE MOST SOUTHEASTERLY PROPERTY CORNER OF KEARNY MESA JR. COLLEGE SITE (SDUSD) PER DEED RECORDED IN BOOK 7517, PAGE 274 OF OFFICIAL RECORDS.
- T.P.O.B.** TRUE POINT OF BEGINNING.
- ( ) INDICATES RECORD DATA PER DEED RECORDED ON 12-19-51 AS BOOK 7517, PAGE 274 OF O.R.

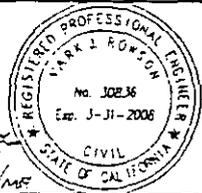
**BASIS OF BEARINGS:**  
 THE BASIS OF BEARING FOR THIS DRAWING IS THE SOUTHERLY BOUNDARY OF KEARNY MESA JR. COLLEGE AS DERIVED FROM N. LINE P.L. 1203 PER MAP 2870, I.E. S89°16'20"E.

DRAINAGE EASEMENT RESERVED		
LINE DATA TABLE		
LINE	BEARING	LENGTH
L1	S26°46'35"W	9.76'
L2	S26°46'35"W	2.14'
L3	S29°09'07"W	8.50'
L4	N81°21'41"W	299.37'
L5	N80°11'31"W	179.87'
L6	N07°14'02"E	10.01'
L7	S50°11'31"E	180.22'
L8	S81°21'41"E	302.91'



**Latitude 33**

Planning and Engineering  
 4923 Paramount Drive, 2nd Floor  
 San Diego, CA 92123  
 858-751-0623, Fax 858-751-0634

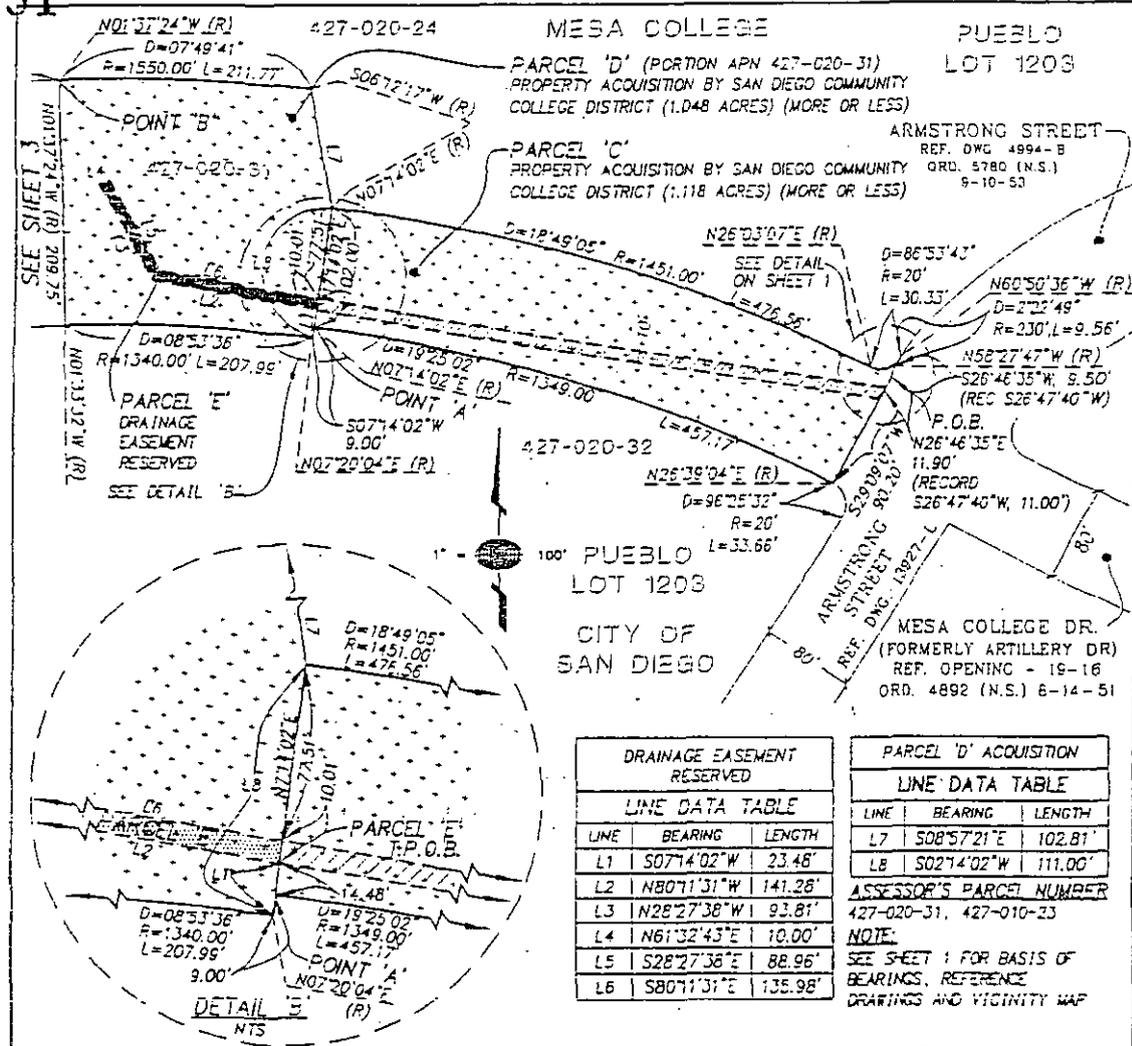


MARK J. ROWSON RCE 30836 DATE  
 MY REGISTRATION EXPIRES 3-31-2008

**STREET VACATION: A PORTION OF MESA COLLEGE DRIVE (FORMERLY ARTILLERY DRIVE) WESTERLY OF ARMSTRONG STREET AND DRAINAGE EASEMENT RESERVED**

DESCRIPTION	BY	APPROVED DATE	FILED	CITY OF SAN DIEGO, CALIFORNIA DEVELOPMENT SERVICES DEPARTMENT SHEET 1 OF 3 SHEETS	P.T.S. 60885 NO. 423913
ORIGINAL	LAT33			FOR CITY ENGINEER	DATE
					20322-1-B

ATTACHMENT 7



DRAINAGE EASEMENT RESERVED			PARCEL 'D' ACQUISITION		
LINE DATA TABLE			LINE DATA TABLE		
LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L1	S0714'02"W	23.48'	L7	S08'57'21"E	102.81'
L2	N80'11'31"W	141.28'	L8	S02'14'02"W	111.00'
L3	N28'27'38"W	93.81'	ASSESSOR'S PARCEL NUMBER		
L4	N61'32'43"E	10.00'	427-020-31, 427-010-23		
L5	S28'27'38"E	88.96'	NOTE:		
L6	S80'11'31"E	135.98'	SEE SHEET 1 FOR BASIS OF BEARINGS, REFERENCE DRAWINGS AND VICINITY MAP		

LEGEND:

- PROPERTY ACQUISITION BY SAN DIEGO COMMUNITY COLLEGE DISTRICT.
- PARCEL 'C' AREA = 1.118 ACRES (MORE OR LESS)
- PARCEL 'D' AREA = 1.048 ACRES (MORE OR LESS)
- PARCEL 'E' INDICATES DRAINAGE EASEMENT RESERVED AREA = 2.306 ± (.053 ACRE) (MORE OR LESS)

LEGEND (CONTINUED):

- P.O.B. POINT OF BEGINNING. THE MOST SOUTHEASTERLY PROPERTY CORNER OF KEARNY MESA JR. COLLEGE SITE (SDUSD) PER AS BOOK 7517, PAGE 274 OF OFFICIAL RECORDS.
- T.P.O.B. TRUE POINT OF BEGINNING.
- ( ) INDICATES RECORD DATA PER DEED RECORDED ON 12-19-51 AS BOOK 7517, PAGE 274 OF O.R.

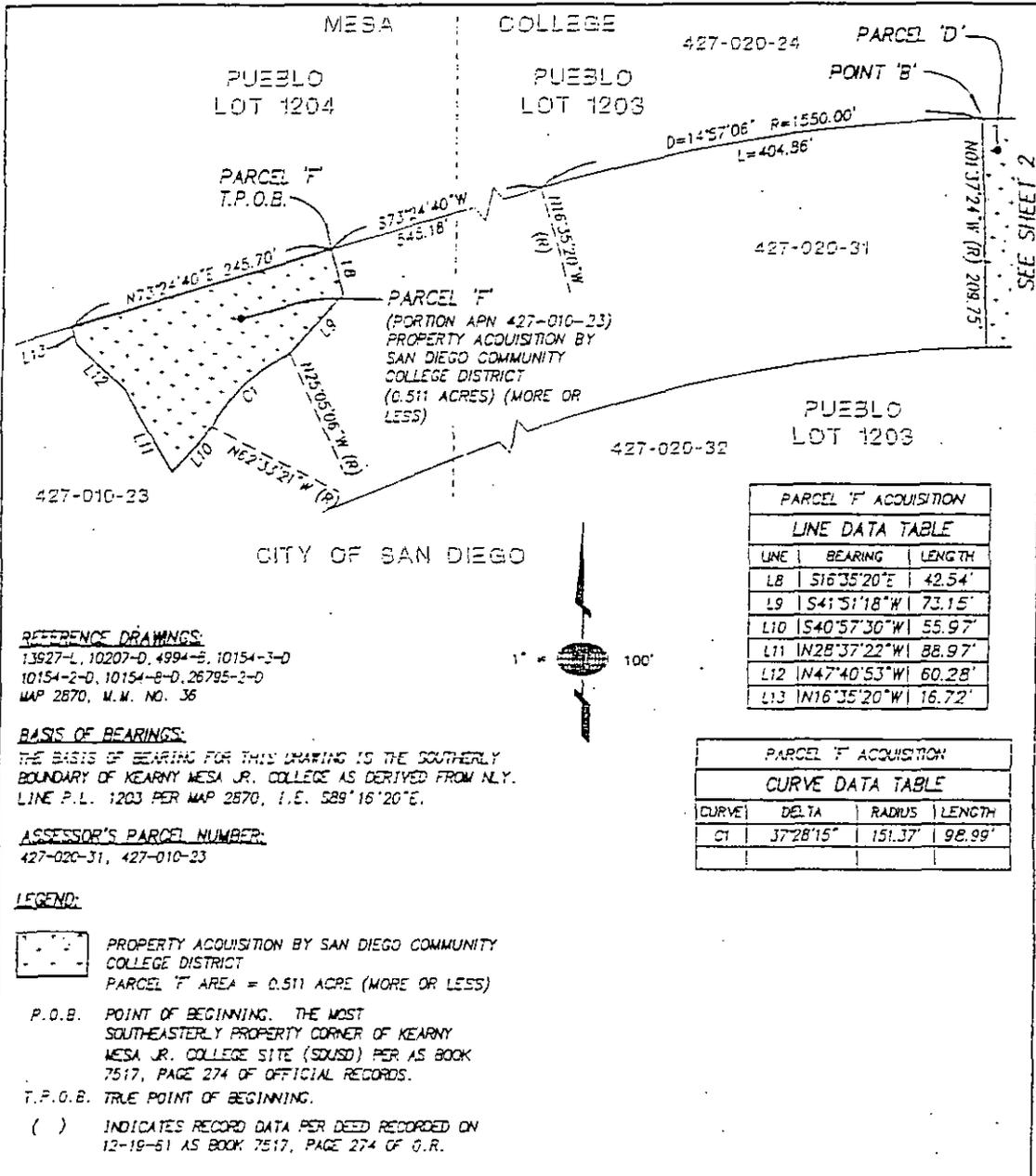
**Latitude 33**  
 Planning and Engineering  
 4933 Paramount Drive, 2nd Floor  
 San Diego, CA 92122  
 856-751-0633 Fax 858-751-0634

MARK J. ROWSON, P.C.E. 30836 DATE \_\_\_\_\_  
 MY REGISTRATION EXPIRES 3-31-2008

PROPERTY ACQUISITION BY SAN DIEGO COMMUNITY COLLEGE DISTRICT AND DRAINAGE EASEMENT RESERVED FROM PROPERTY ACQUISITION OF A PORTION OF PUEBLO LOT 1204 OF MISCELLANEOUS MAP NO. 36

DESCRIPTION	BY	APPROVED DATE	FILMED	CITY OF SAN DIEGO, CALIFORNIA DEVELOPMENT SERVICES DEPARTMENT SHEET 2 OF 3 SHEETS	P.T.S. NO. 60885
ORIGINAL	LAT33			FOR CITY ENGINEER _____ DATE _____	NO. 423513
					1872-6279 203 83 COORDINATES
					1715 LAMBERT COORDINATES
					20322-2-B

ATTACHMENT 7



**REFERENCE DRAWINGS:**  
 13927-L, 10207-D, 4994-E, 10154-3-D  
 10154-2-D, 10154-8-D, 26795-2-D  
 MAP 2870, M.M. NO. 36

**BASIS OF BEARINGS:**  
 THE BASIS OF BEARING FOR THIS DRAWING IS THE SOUTHERLY  
 BOUNDARY OF KEARNY MESA JR. COLLEGE AS DERIVED FROM N.L.Y.  
 LINE P.L. 1203 PER MAP 2870, I.E. S89°16'20"E.

**ASSESSOR'S PARCEL NUMBER:**  
 427-020-31, 427-010-23

**LEGEND:**

- PROPERTY ACQUISITION BY SAN DIEGO COMMUNITY COLLEGE DISTRICT  
 PARCEL 'F' AREA = 0.511 ACRE (MORE OR LESS)
- P.O.B. POINT OF BEGINNING. THE MOST SOUTHEASTERLY PROPERTY CORNER OF KEARNY MESA JR. COLLEGE SITE (SDUSD) PER AS BOOK 7517, PAGE 274 OF OFFICIAL RECORDS.
- T.P.O.B. TRUE POINT OF BEGINNING.
- ( ) INDICATES RECORD DATA PER DEED RECORDED ON 12-19-51 AS BOOK 7517, PAGE 274 OF O.R.

PARCEL 'F' ACQUISITION		
LINE DATA TABLE		
LINE	BEARING	LENGTH
L8	S16°35'20"E	42.54'
L9	S41°51'18"W	73.15'
L10	S40°57'30"W	55.97'
L11	N28°37'22"W	88.97'
L12	N47°40'53"W	60.28'
L13	N16°35'20"W	16.72'

PARCEL 'F' ACQUISITION			
CURVE DATA TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	37°28'15"	151.37'	98.99'

**Latitude 33**  
 Planning and Engineering  
 4933 Paramount Drive, 2nd Floor  
 San Diego, CA 92123  
 858-751-0633 Fax 858-751-0634



PROPERTY ACQUISITION BY SAN DIEGO COMMUNITY COLLEGE DISTRICT  
 OF A PORTION OF PUEBLO LOT 1204 OF MISCELLANEOUS MAP NO. 36

DESCRIPTION	BY	APPROVED DATE	FILED	CITY OF SAN DIEGO, CALIFORNIA DEVELOPMENT SERVICES DEPARTMENT SHEET 3 OF 3 SHEETS	P.T.S. NO. 60855
ORIGINAL	LAT33				NO. 423913
				FOR CITY ENGINEER	DATE
					1872-5278 CCS 83 COORDINATES
					275-1710 LAMBERT COORDINATES
					20322-3-B

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RECORDING REQUESTED BY  
CITY OF SAN DIEGO  
DEVELOPMENT SERVICES  
PERMIT INTAKE, MAIL STATION 501

WHEN RECORDED MAIL TO  
CITY CLERK  
MAIL STATION 2A

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 42-3913

Site Development Permit No. 324476  
**MESA COLLEGE DRIVE STREET VACATION (MMRP)**  
Project Number 60885

This Site Development Permit 324476, is granted by the City Council of the City of San Diego to SAN DIEGO COMMUNITY COLLEGE DISTRICT, Owner/ Permittee, pursuant to San Diego Municipal Code [SDMC] Section 126.0502. The 86.83 acre campus site is located at 7250 Mesa College Drive in the RS-1-7 zone of the Clairemont Mesa Community Plan area. The project site is legally described as all that portion of Pueblo Lot 1203 of the Pueblo Lands of San Diego according to map thereof made by James Pascoe in 1870, a copy of which filed November 14, 1921 and known as miscellaneous map number 36.

Subject to the terms and conditions set forth in this Permit, permission is granted to SAN DIEGO COMMUNITY COLLEGE DISTRICT, Owner/Permittee for grading adjacent to city park land (Kearny Mesa Park) associated with the construction of a parking facility, described and identified by size, dimension, quantity, type, and location on the approved exhibits, dated July XXX, on file in the Development Services Department.

The project:

- a. Grading as outlined in Exhibit A;
- b. Revegetation of Grading;
- c. Accessory improvements determined by the City Manager to be consistent with the land use and development standards in effect for this site per the adopted community plan, California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

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STANDARD REQUIREMENTS:

1. Construction, grading or demolition must commence and be pursued in a diligent manner within thirty-six months after the effective date of final approval by the City, following all appeals. Failure to utilize the permit within thirty-six months will automatically void the permit unless an Extension of Time has been granted. Any such Extension of Time must meet all the SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker.
2. No permit for the grading, nor shall any activity authorized by this Permit be conducted on the premises until:
  - a. The Permittee signs and returns the Permit to the Development Services Department; and
  - b. The Permit is recorded in the Office of the San Diego County Recorder;
  - c. Property is acquired by the Owner/Permittee from the City.
3. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the City Manager.
4. This Permit is a covenant running with the subject property and shall be binding upon the Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.
5. The utilization and continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
6. Issuance of this Permit by the City of San Diego does not authorize the Permittee for this permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
7. Before issuance of any grading permits, complete grading and working drawings shall be submitted to the City Manager for approval. Plans shall be in substantial conformity to Exhibit "A," on file in the Development Services Department. No changes, modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.
8. All of the conditions contained in this Permit have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

In the event that any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

**ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

9. Mitigation requirements are tied to the environmental document, specifically the Mitigation, Monitoring, and Reporting Program (MMRP). These MMRP conditions are incorporated into the permit by reference or authorization for the project.
10. As conditions of Site Development Permit No. 324476, the mitigation measures specified in the MMRP, and outlined in the Mitigated Negative Declaration, State Clearing House Number 2005121106 shall be noted on the grading plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.
11. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program (MMRP) as specified in the Mitigated Negative Declaration, State Clearing House Number 2005121106 satisfactory to the City Manager and City Engineer. Prior to issuance of the first grading permit, all conditions of the MMRP shall be adhered to the satisfaction of the City Engineer. All mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas:
  - a.) Biological Resources
  - b.) Traffic
12. Prior to the issuance of any grading permit, the applicant shall contribute at a rate of \$25,000 per acre plus 10 percent processing for 0.56 acre (4:1 MHPA replacement ratio) into the City of San Diego Habitat Acquisition Fund.
13. Prior to issuance of any grading permit, the applicant shall pay the Long Term Monitoring Fee in accordance with the Development Services Fee Schedule to cover the City's costs associated with implementation of permit compliance monitoring.

**ENGINEERING REQUIREMENTS:**

14. Prior to the issuance of any construction permit, the applicant shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practices maintenance.
15. Prior to the commencement of any construction activity, the applicant shall incorporate any construction Best Management Practices necessary to comply with Chapter 14, Article 2,

Division 1 (Grading Regulations) of the San Diego Municipal Code, into the construction plans or specifications.

16. Prior to the commencement of any construction activity the applicant shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Appendix E of the City's Storm Water Standards.

17. Prior to the commencement of any construction activity the applicant shall incorporate and show the type and location of all post-construction Best Management Practices (BMP's) on the final construction drawings, in accordance with the approved Water Quality Technical Report.

18. Prior to the commencement of any construction activity, the applicant shall obtain a engineering permit from the city engineer for the proposed drainage system and all work in the public right of way.

19. Prior to the commencement of any construction activity, applicant shall dedicate a minimum 10 foot drainage easement along the proposed 24 inch drainage pipe and grant a physical a physical maintenance access easement satisfactory to the city engineer.

20. Prior to the commencement of any construction activity, the applicant shall obtain a grading permit for the grading proposed outside of the school property for this project. All grading shall conform to requirements in accordance with the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.

#### LANDSCAPE REQUIREMENTS:

21. Landscape and irrigation plans for this grading will be required to be approved by the Park and Recreation Department. The project is proposing grading on City fee-owned parkland.

22. San Diego Community College District is required to maintain the re-vegetation of the graded City parkland for 25 months. The Park and Recreation Department must be a signatory of the final sign off of this maintenance period.

#### PLANNING/DESIGN REQUIREMENTS:

31. There shall be compliance with the regulations of the underlying zone(s) unless a deviation or variance to a specific regulation(s) is approved or granted as a condition of approval of this Permit. Where there is a conflict between a condition (including exhibits) of this Permit and a regulation of the underlying zone, the regulation shall prevail unless the condition provides for a deviation or variance from the regulations. Where a condition (including exhibits) of this Permit establishes a provision which is more restrictive than the corresponding regulation of the underlying zone, then the condition shall prevail.

32. Any future requested amendment to this Permit shall be reviewed for compliance with the regulations of the underlying zone(s) which are in effect on the date of the submittal of the requested amendment.

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WATER REQUIREMENTS

33. Prior to the recordation of the Street Vacation or the approval of any Final Map the owner/permittee shall cut, plug and abandon all unused water services, fire services located within the vacated street. The owner/permittee shall re-plumb as necessary any services required for the proposed development. The cut, plug and abandonment shall be in a manner which will receive operational acceptance by the Water Department, satisfactory to the Water Department Director.

INFORMATION ONLY:

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code section 66020.

APPROVED by the City Council of the City of San Diego on XXX Resolution No. XXX.

AUTHENTICATED BY THE CITY MANAGER

By \_\_\_\_\_

The undersigned Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Permittee hereunder.

San Diego Community College District  
Owner/Permittee

By \_\_\_\_\_

By \_\_\_\_\_

NOTE: Notary acknowledgments  
must be attached per Civil Code  
section 1180 et seq.

**Resolution for Approving/Denying Permits**

(R-xxx)

RESOLUTION NUMBER R-XXX

ADOPTED ON XXX

WHEREAS, THE SAN DIEGO COMMUNITY COLLEGE DISTRICT, Owner/Permittee, filed an application with the City of San Diego for a Site Development Permit (SDP)/Number 324476 and a Multi-Habitat Planning Area Boundary Line Adjustment, for grading and re-vegetation within the Multi-Habitat Planning area project known as the Mesa College Drive Street Vacation, located at 7250 Mesa College Drive in the RS-1-7 zone of the Community Plan area, and legally described as all that portion of Pueblo Lot 1203 of the Pueblo Lands of San Diego according to map thereof made by James Pascoe in 1870, a copy of which filed November 14, 1921 and known as miscellaneous map number 36, in the Clairemont Mesa Community Plan area, in the RS-1-7 and OP-2-1 zones.

WHEREAS, on July 13, 2006, the Planning Commission of the City of San Diego considered Site Development Permit (SDP)/Number 324476 and a Multi-Habitat Planning Area Boundary Line Adjustment, and pursuant to Resolution No.XXX -PC voted to "recommend City Council approval of the permit" OR "approved/denied the permit"; and

WHEREAS, the matter was set for public hearing on XXX, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Site Development Permit (SDP)/Number 324476 and a Multi-Habitat Planning Area Boundary Line Adjustment.

Site Development Permit findings – Section §126.0504(a):

1. **The proposed development will not adversely affect the applicable land use plan.**

The actions by the City will vacate a portion of Mesa College Drive, permit grading and drainage, adjust the MHPA boundary, and sell property to the San Diego Community College District. These actions will allow the construction of a parking structure and a new east entry in accordance with the adopted Mesa College Facilities Master Plan. The existing Mesa College campus and a major portion of the proposed campus expansion are located within the Clairemont Mesa Community Plan, which was adopted in 1989 and amended in January 1999. A portion of the campus expansion is also located within the Linda Vista Community Plan, which was adopted in 1998 and amended in January 1999.

The Clairemont Mesa Community Plan Map (Figure 40, page 133) designates the site as "School". The Plan also recommends that the Mesa College Master Plan incorporate the following:

As student enrollment increases, the Mesa College Master Plan should consider the development of parking structures in order to alleviate future on-street parking problems in adjacent neighborhoods. (page 109)

The San Diego Community College District concurred, and on June 9, 2005, the Board of Trustees approved a Mesa College Facilities Master Plan that included the development of a parking structure as part of Phase I. The proposed actions by the City of San Diego will allow the development of a parking structure as recommended by the adopted Clairemont Mesa Community Plan. Proposed actions will also allow the development of a proposed new east entry from Mesa College Drive as recommended by the adopted Facilities Master Plan.

Both the proposed new east entry and parking structure are located partially within the existing street right-of-way for Mesa College and on land which was originally intended to accommodate the future extension of Mesa College Drive from its western terminus to Genesee Avenue. On January 19, 1999 by Resolution No. R-291206 the City Council approved the deletion of the extension of Mesa College Drive as a project from the Linda Vista Community Plan and amended the Clairemont Mesa Community Plan and City of San Diego Progress Guide and General Plan to reflect the deletion of the extension of Mesa College Drive. The Council also requested further studies for a dedicated entrance to Mesa College with the objective for better circulation and directed City staff to work with Mesa College and the community in that regard.

The Linda Vista Community Plan does not provide any specific recommendations regarding the use of the right-of-way that had been intended for the extension of Mesa College Drive from its current terminus to Genesee Avenue. Since the vacated area will still be utilized for vehicular traffic and alternative uses are not addressed, it does not adversely affect the land use plan.

The Progress Guide and General Plan Map, as revised in April, 1992, designates the existing Mesa College as "Colleges and Universities." As stated above, Mesa College Drive was deleted from the Progress Guide and General Plan in 1999.

As discussed above, the proposed project has been designed to be consistent with the Clairemont Mesa and Linda Vista Community Plans and the City's Progress Guide and General Plan and implements their plan, goals and policies, and therefore will not adversely affect the applicable land use plan.

2. **The proposed development will not be detrimental to the public health, safety, and welfare.**

The proposed development as currently designed will not be detrimental to the public health, safety, and welfare.

The grading proposed in connection with the development will not result in soil erosion, silting of lower slopes, slide damage, flooding, severe scarring, or any other geological instability which would affect public health, safety, and welfare as approved by the City Engineer. Erosion control measures, Best Management Practices, and timely planting of all slopes will prevent erosion and provide slope stability.

Additionally, the project preserves the overall MHPA acreage while complying with the City of San Diego, Land Development Code (LDC) requirements.

3. **The proposed development will comply with the regulations of the Land Development Code.**

The proposed project complies with the Land Development Code with the exception of the requested deviation from the Environmentally Sensitive Lands (ESL) Regulations which is requested for grading in and adjacent to biological resources and Multi-Habitat Planning Area (MHPA). The proposed development has been designed to impact the least sensitive of the existing biological resources; however the slope and Parcel "C" contain a portion of MHPA. The proposed project would impact approximately 0.14 acres within the existing limits of the MHPA, including 0.03 acres of non-native grassland, 0.08 acre of eucalyptus woodland, and 0.03 acre of disturbed habitat. An adjustment to the MHPA boundary is also proposed to ensure that the biological value of the MHPA is not reduced and to prevent significant impacts within the MHPA (Attachment 6). A Mitigation Monitoring and Reporting Program (MMRP) will be employed to ensure the impacts to environmentally sensitive lands will be reduced to below a level of significance.

Environmentally Sensitive Lands supplemental findings-Section §126.0504(b)):

1. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

The project will not adversely affect Environmentally Sensitive Lands (ESL), except for minor impacts into sensitive biological resources and the Multiple-Habitat Planning Area (MHPA). The project has been located on the least sensitive areas of the site to the maximum extent feasible. The proposed project would impact approximately 0.14 acre within the existing limits of the MHPA, including 0.03 acre of non-native grassland, 0.08 acre of eucalyptus woodland, and 0.03 acre of disturbed habitat (Table 2). An adjustment to the MHPA boundary is proposed to ensure that the biological value of the MHPA is not reduced and to prevent significant impacts within the MHPA.

A Mitigation Monitoring and Reporting Program (MMRP) will be employed to ensure the impacts to environmentally sensitive lands will be reduced to below a level of significance. A landscape and re-vegetation plan and maintenance agreement will be required for the re-vegetated disturbed area for a period of 25 months.

The project will not otherwise adversely affect environmentally sensitive lands.

2. **The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.**

The proposed parking garage will be tucked into the slopes to minimize topographic alternation. Therefore, the proposal would result in a less than significant change in topography or ground surface relief features. All fill and cut slope ratios will be 2:1. The project complies with city-wide applicable requirements for Best Management Practices as related to storm water runoff. The project area is located out of the floodway.

The proposed project will not result in potential risks from geologic forces based on the review of geotechnical reports provided by the geotechnical consultant. The project is not located within the boundaries of any special studies zone or within an area designated as geologically hazardous in the safety element of the local general plan as provided in subdivision (g) of Section 65302 of the Government Code. The Geotechnical report has been reviewed by the California Geological Survey (as required by the Division of the State Architect's office), who has concluded that "the engineering geology and seismology issues at this site have been adequately addressed in the referenced reports, and no additional information is requested for this project" (Page 2, Engineering and Seismology Review, Mesa College Parking Structure and Police Building, San Diego County, DSA file no. 37-C3).

As such, the proposed development will minimize the alteration of natural landforms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

3. **The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.**

The site is located in and adjacent to the Multi-Habitat Planning Area (MHPA). The project has been sited and designed to minimize its adverse impacts to adjacent

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environmentally sensitive lands such as the adjoining areas of the MHPA, as described in the Mitigated Negative Declaration, including the implementation of controls on runoff, noise, lighting and invasive plants, construction of appropriate barriers, and landscaping techniques in accordance with the City's Land Development Code and the Biology Guidelines. As proposed, the project will not adversely impact adjacent environmentally sensitive lands, except for encroachment into sensitive natural resources for which a request for deviation from the ESL Regulations has been made. Upon the approval of such deviation, and the implementation by the Owner/Permittee of the measures described in the request for deviation and the conditions contained in the Mitigation Monitoring Reporting Program, the impacts to environmentally sensitive lands will be deemed reduced to below a level of significance.

**4. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) subarea plan.**

As part of the proposed project, a Multi-Habitat Planning Area (MHPA) boundary adjustment is proposed to allow for modification to the MHPA boundary line on the site to conserve certain sensitive biological resources. The proposed boundary adjustment would result in no effective net change in MHPA area. Approximately 0.14 acre of habitat would be subtracted from within the MHPA, while a payment into the Habitat Acquisition Fund for 0.56 acres of MHPA habitat (4:1 Ratio) located in the East Elliott community would be purchased as an MHPA addition. Such a dedication of land within the MHPA would apply as a boundary adjustment "addition" at a 4:1 ratio, and the habitat would be precluded from future habitat mitigation. The East Elliott area consists entirely of Tier II and III habitats. The habitats to be added would be of higher quality than those being subtracted, which are Tier III and IV habitats and would result in higher habitat values within the preserve.

Mitigation for all impacts to the MHPA areas would be provided in accordance with the MSCP. In addition, the controls imposed on drainage and toxics, lighting, noise, barriers, invasive plant species, and grading would all be consistent with the Land Use Adjacency Guidelines contained in the MSCP Subarea Plan.

**5. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.**

The proposed development is located approximately two and a half miles inland from public beaches or local shoreline and therefore it is unlikely that on-site development will contribute to erosion of public beaches or adversely affect shoreline sand supply. Moreover, rip-rap and dissipaters are provided at the existing point of discharge to reduce surface water runoff and reduce water runoff velocities to the extent water runoff might increase downstream siltation and contribute to the erosion of public beaches or adversely affect local shoreline sand supply.

6. **The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.**

The project specific Mitigated Negative Declaration (MND) included a site specific impact analysis for this proposed development. An initial study was conducted for the proposed development on this site, which concluded that MND for the project must be prepared to address environmental impacts. Findings to support the MND's conclusion have been made and are part of this project's record. In addition, all mitigation measures identified in the MND that are associated with this proposed development have been adopted and will be incorporated into the Site Development Permit.

As described in the MND, these mitigation measures reduce the impact of the proposed project to below a level of significance. As such, all mitigation reasonably related to and calculated to alleviate negative impacts created by the proposed development has been or will be incorporated into the conditions of the development permit.

**Environmentally Sensitive Lands Deviations Supplemental findings—Section §126.0504(c):**

1. **There are no feasible measures that can further minimize the potential adverse effects on environmentally sensitive lands.**

In order to develop the project encroachment into sensitive biological resources located within the Multi-Habitat Planning Area is required. All reasonable measures were incorporated into the project to minimize the effects of the project on environmentally sensitive lands. Specifically, these include landform and contour grading, planting native plant species, and incorporating water quality features to reduce storm water effects downstream.

The majority of the area near Mesa College Drive is comprised of sensitive biological resources. Realigning the entry and building the parking structure requires that portions of these sensitive biological resources be disturbed. Where feasible, the project's grading has been reduced from the original design to minimize additional impacts to sensitive biological resources, the project includes landform and contour grading.

Based upon the factors described above, the project's grading design has incorporated all feasible measures to minimize impacts to sensitive biological resources, and there are no feasible measures that can further minimize the potential adverse effects of the proposed project on the environmentally sensitive lands.

2. **The proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the applicant's making.**

The project incorporates the City of San Diego Street Design Manual requirements while endeavoring to minimize impacts to any areas containing sensitive biological resources. In constructing the proposed parking structure, encroaching into sensitive biological resources is unavoidable. The project proposes design features to minimize impacts to

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sensitive habitat while still providing much needed parking for the campus and relieving parking pressure on the surrounding community.

The project terrain, the need for design compatibility with adjacent projects and the desire to minimize visual impacts from neighboring properties impose a number of constraints relative to sensitive biological resource impacts. Consideration of these constraints, while still being responsive to engineering, access and grading requirements, creates the need to disturb sensitive biological resources.

Given the foregoing, the request for a deviation to encroach into sensitive biological resources located within the Multi-Habitat Planning Area (MHPA). This disturbed area will be removed from the MHPA through the proposed boundary adjustment and mitigated for through the A Mitigation Monitoring and Reporting Program (MMRP). Approximately 0.14 acre of habitat would be subtracted from within the MHPA, while a payment into the Habitat Acquisition Fund for 0.56 acres of MHPA habitat (4:1 Ratio) located in the East Elliott community would be purchased as an MHPA addition. Such a dedication of land within the MHPA would apply as a boundary adjustment "addition" at a 4:1 ratio, and the habitat would be precluded from future habitat mitigation. The East Elliott area consists entirely of Tier II and III habitats. The habitats to be added would be of higher quality than those being subtracted, which are Tier III and IV habitats and would result in higher habitat values within the preserve

The MMRP will be employed to ensure the impacts related to the grading in environmentally sensitive lands will be reduced to below a level of significance. A landscape and re-vegetation plan and maintenance agreement will be required for the re-vegetated disturbed area for a period of 25 months. This is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the applicant's making.

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, Site Development Permit (SDP)/Number 324476 and a Multi-Habitat Planning Area Boundary Line Adjustment is granted to THE SAN DIEGO COMMUNITY COLLEGE DISTRICT, Owner/Permittee, under the terms and conditions set forth in the permit attached hereto and made a part hereof.

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APPROVED: MICHAEL AGUIRRE, City Attorney

By \_\_\_\_\_

Deputy City Attorney

ATTY/SEC. INITIALS

DATE

Dept: Clerk

Reviewed by Helene Deisher, Development Project Manager

<b>Clairemont Mesa Planning Committee</b>
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Minutes of the Meeting of  
January 17, 2006

North Clairemont Friendship Center

P Jack Carpenter	P Sheri Mongeau	P Billy Paul	P Donald Steele
P Brandon Tappen	A Kathy Monsour	Brooke Peterson-Sec	P Scott Wentworth
P Francis "Jim" Knapp	P Eleanor Mang – Chair	A Chris Rink	P Mike Vinti
A Dave Konstantin- Treas.	P Susan Mournian	P Thomas Schmidt	P Alys Masek

P – Present A – Absent

### Call to Order / Roll Call

The meeting was called to order at 6:30 p.m. by Eleanor Mang, Chair. Attendance called by Brooke Peterson and quorum present.

### Communications from Committee

Francis Knapp asked regarding the status of Clairemont Village. Another member commented that yes there was a new owner who had remarked the center and some businesses have moved out following that.

Billy Paul apologized for his absences and informed the Committee that he is now Chair of the Balboa Citizens Advisory Committee.

Susan Mournian informed the committee that there have been problems now with the homeless camping out under Tecolote Bridge. The Council office is considering putting a barricade under the bridge in order to improve public safety in the area.

### Communications from the Public

Ed Kramer, Chair of the Linda Vista Planning Committee made brief comments to the Committee regarding the situation of the dump trucks on Morena Blvd. that are now a problem in Linda Vista. He indicated that they would be voting on a 2-hr. time limit ordinance at their Monday meeting and expect that it will be approved.

Clark Houston made a brief presentation to the committee regarding a neighbor that a large amount of scrap metal, a motor home and a fifth-wheel parked on his property. Mr. Houston has called code enforcement but a past Sams Club case allows motor homes to be parked long term. The Committee offered some recommendations to help Mr. Houston improve the situation including looking at inoperative vehicle regulations and looking to see if the way the vehicles are parked violate any fire access codes.

### Modifications to the Agenda

Eleanor Mang noted that Jeff Rodgers would like to give a presentation regarding the status of Bay View Plaza. A motion was made to add the presentation to the Information Item part of the agenda and the motion was unanimously approved.

### Approval of Minutes

A motion was made by Donald Steele to approve the minutes. The motion was seconded by Susan Mournian. The minutes for the November 15, 2005 meeting approved 10-2-0.

### Information Items

101. First Baptist Church of Clairemont- New Sign Permit (Phil Wilson, Church representative) The church is requesting approval of a permit to install a new lighted and moving text sign at the corner of Luna St. and Clairemont Mesa Boulevard. The applicants provided a rendering of the proposed signs at the planned locations. It would be similar to the Chieftans school sign. The Committee had questions regarding the intensity of the illumination of the sign

as well as the hours of operation. The applicants responded that the sign is dimmable and had anticipated that it would operate 24-hrs. a day.

Committee comments included the importance of meeting all electrical codes, improving the colors/quality of the sign graphics, and the sensitivity that should be given to the surrounding community at night. Jack Carpenter asked regarding the aggregate amount of signage and whether would still be in conformance with the sign ordinance if all the signs operated or proposed to be operated by the applicant were installed. There was significant additional concern regarding the "Vegas-ification" of Clairemont and the deteriorating effect that such signs have on the community. The signs are very commercial and not aesthetically pleasing and there are many signs like that in the Clairemont area. The Committee discussed the need to let that type of quality of signs to continue to be put up in Clairemont.

Eleanor Mang concluded by noting to the applicants that comments made at this meeting, do not guarantee anything when the applicant comes back for actual approval.

#### 102. Bay View Plaza (Jeff Rodgers, applicant)

Mr. Rodgers provided a brief status update on where the Bay View project. He made a request to come back to the committee in February with a study model of the proposed development, with revised plans, and with a photo analysis/ visual simulation of the development. He indicated that traffic and noise studies are currently underway.

### Action Items

#### 201. Mesa College East Entry and Parking Garage (Constance Carroll, Chancellor)

Ms. Carroll provided a brief summary of the parking garage project for Mesa College. She indicated that the goal of the project is to end the parking problem at Mesa College. The proposed project is an effort to resolve the traffic problems at the west end of campus in the neighborhoods and re-direct traffic to the east entrance. The project will require an encroachment into the canyons in the amount of 1.196 acres with the remaining square footage of the garage within the footprint of the existing parking lot. They will create a newer and straight parkway at the entrance to the college. The garage will have five levels of parking; the lower grade of the canyon will hide the bottom two levels. They will use different types of glass to make it look more like a building and less like a garage. They are asking for a full street vacation and sell of land from the City to the San Diego Community College District.

Comments from the Committee included:

- Don Steele remarked that it was an excellent project, that the structure is great and appears to function very well. He stated that 1) it will make the surrounding communities safer, 2) will prevent litter and runoff into the canyon, and 3) believes that the police that will be patrolling the garage at all times will help deter the homeless that congregate in the canyons. He added that using best management practices for runoff would put them on the cutting edge of runoff management practices.
- One Committee member noted that City Real Estate Assets should apply the revenue from the sale of the land to Clairemont Mesa parks. Donald Steele made a motion to approve the project as proposed.
- Jack Carpenter commented in response to the Linda Vista communities concern regarding infringement into the canyon, that the proposed project was a good trade off as it will be certainly best serve the heavy college traffic flow.
- Tom Schmidt noted that it was a great approach to resolving a horrendous traffic problem in the community and added that campus police are roving too far off campus and out of their jurisdiction.
- Billy Paul was not in-favor of the infringement into the canyon and stated that he believed it was contrary to the purpose of vacating the street in the first place. He had additional concerns regarding contaminate runoff and the importance of using BMPs. He requested that the installation of a gate/ some sort of restricted access be part of the conditions of approval but there was not support from the rest of the Committee for that. The applicants noted that there will be 24-hr. surveillance at the site.

- There was additional concern regarding lighting and the importance that the lights have good cutoffs.

The project applicant made additional comments, highlighting that mitigation will be done further down the canyon and will be used as an education tool/ demonstration project to Mesa College students. The mitigation will include a 3 to 1 ration replacement of dirt and take highly disturbed area and replace it with native dirt and vegetation. The impact to 0.2 acres of wetlands will have to be mitigated including consultations with the Department of Fish and Game.

Public comments included concern from the Linda Vista Planning Committee with placing the structure so far from the location of the classrooms and whether college faculty had experience with natural Tecolote Canyon vegetation. The original motion was seconded by Scott Wentworth. Vote, 12-0-0, motion passed.

### Workshop Items

None.

### Reports to Committee

#### Council Office 6 - West (Keith Corry/ Mary Ann Kempczenski):

The Council had its first meeting with the strong mayor form of governance.

Donna Frye came out to the Town Council and gave the "State of Clairemont" address.

Scott Peters has been appointed Council President, with Tony Young serving as President Pro-tem.

#### City of SD Long Range Planning (Brian Schoenfisch):

Brian noted that the Committee should have received an agenda for the Balboa Avenue Citizens Advisory Committee as it had been requested that the CMPC be at least notified of the Advisory Committee meetings. He added that the Advisory Committee will be voting on the Balboa/ Genesee traffic light at their upcoming meeting. Brian will also be giving a presentation on the Revitalization Action Plan at the next Town Council meeting.

### Other Community Organizations

Clairemont Town Council has two programs scheduled for its next meeting (February 2): 1) Balboa Avenue Revitalization Action Plan; and a2) crime in Clairemont. Town Council meetings are always the 1<sup>st</sup> Thursday of each month at 7:00p.m. at Clairemont High School

### CMPC Reports

Treasurer's Report (Konstantin): n/a

Secretary's Report (Peterson): n/a

Vice Chair's Report (vacant): n/a

#### Chair's Report (Mang):

- Committee elections will take place in March and Alys Masek has volunteered to take over the organization of election logistics with assistance from Dot Jensen.
- The Visioning Committee has been formed, pulling together some people, Jack Carpenter, Brooke Peterson, Susan Mournian, and Dave Potter, to sit down and think about what needs to be done to prepare for setting a vision for Clairemont whenever the opportunity comes to update the Community Plan. There will certainly be many opportunities for community involvement and input into the process, the Committee is simply meeting to prepare a way to pull the community together.

Sub-Committee Reports:

Airports Advisory (Monsour): None.

Bylaws (Masek): There was a request to make changes to the Bylaws. Alys will bring proposed changes to the Committee next month. She will also prepare flyers to post in the community for the elections.

CPC (Mang): Nothing to report.

Mission Bay Park (Rink): n/a

Project Review (TBD): Eleanor verified the members that had volunteered to be on the project review subcommittee.

Visions (D. Jensen): n/a

Traffic & Transportation (Paul): No comment.

Balboa Avenue Citizens Advisory (Paul): Comments made earlier.

North Bay Redev Project (Knapp): n/a

Schools (Knapp): The school board talked regarding decisions on the Hale/ Horizon school shift. At this time, Horizon will likely remain through next year. SDMA is now on the hook and doesn't know what to do if Hale/ Horizon doesn't become available. There were significant comments made from the public at a public meeting on the matter regarding the lack of maintenance and heavy bus traffic that would occur if the school district took back over the property.

Vehicle Parking (Mournian): Progress is being made. The City will now move forward with changing all the parking ordinance and marking the changes to the curbs. The timeline of when this will take place however is not known.

CPAC on Transportation (Mongeau): n/a

Adjournment at 8:00 p.m. Next meeting to be held on February 21, 2006.

Minutes of Linda Vista Planning Committee On August 22, 2005

Chair Ed Cramer called meeting to order at 7:10 at the Linda Vista Public Library Roll Call Present Don Ballantyne, Wayne Bamford, Doug Beckham, Rick Bussell, Jo-Ann Carini, Margarita Castro, Gail Cole, Ed Cramer, Grover Diemert, Sandy Duncan, Greg Edwards, Roy Hughes, Gary Stang, Rob Spahitz, Xiongh Thao, Ron Tomcek, Don Wetzel, Absent: Ester McNulty, Kathleen Morgan.

33 people were in attendance.

A representative from Deputy Mayor Toni Atkins introduced herself and told us that the council districts that are vacant are receiving staff support

Kirsten Clemons from Assemble Member Lori Saldana passed out their newsletter and invited people to Child Safety Fair at Toys-R-Us on Sept 24 from 10 - 2 pm. Beach cleanup on Sept 17 at West Bonita Beach 10- 2 pm

Katherine Fortner from Congress woman Susan Davis passed out the Davis Dispatch

Cecelia Williams from Planning Dept. announced that the general plan update will not go before Council until 2006.

Libby Day from Redevelopment office informed us that she will be negotiating the new Lease with Gary Stang and that an RFP for the corner lot will be issued in September, 2005.

Lots of public Comment:

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Note new Park and Recreation Director is Calvin Tani replacing Mike Rodriguez Representatives from Wm Lyons Inc. will be speaking at September meeting of the Civic Association.

Agenda Items:

USD 3 story dorm issue: The building is already approved in the Master Plan. It will consist of 29 2 bedrooms and 7 one bedroom apartments. There was no need to vote. The planning dept. wanted to inform us that this was a substantial conformance review.

Complete construction by June 2006

Verizon Neighborhood Use Permit (Project 72142 - Process 2)  
Project is to construct a wireless communication facility on USD campus consisting of 8 antennas 7 of which will be located behind structural screens on the Science and Technology building and 1 remote as a light standard on Marian Way. Zoning Subcommittee moved to approve the project subject to our former caveat to avoid using the Science and Technology Building

Kelly Street Tentative Map Waiver (project #68915 - process 3)  
calls for conversion of 4 apartments to condominiums at 6766 Kelly Street. Doug Beckham moved to deny the waiver, Margarita Castro seconded the motion. 12 voted in favor of motion to deny and 3 opposed the motion to deny the waiver. Asked owners to consider developing more parking spaces.

Encroachment Maintenance and Removal agreement (Project 62238 - Process 2) for a wall in the public right of way at 2883 Comstock St. A letter of support for the encroachment was asked of the committee by the owner. Donald Ballantyne moved and Doug Beckham seconded motion to approve the project with the exception that the city will have to decide on the safety issue. 13 in favor, 1 opposed and one abstained.

Tait Street Tentative Map waiver (Project 68875 - process 4) Ric Bussell moved to table the issue and Doug Beckham seconded motion. Motion to table passed 15 - 0.

#### Committee reports

Chair reported that Wm Lyons Company is revising the number of floor plans and that the purchase process is moving forward.

No new information on the Olson proposal.

He talked about the complex ownership of the " Walsh Canyon" and Thrift Village site.

 Mesa College Drive Extension: The issue was tabled at the July meeting. A motion was made to take issue off the table from last meeting with a vote of 8 in favor and 3 opposed.

The following motion was made by Ron Tomcek seconded by Doug Beckham as follows:

A. The Linda Vista Community Planning Committee does not support the street vacation of Mesa College Drive, westerly of Armstrong Street extending approximately 460 feet in length which lies within the boundaries of the Linda Vista Community Plan area

B. In addition, the Linda Vista Community Planning Committee does not support the sale of City owned property previously identified as the extension of Mesa College Drive and further described as parcels, 427-020-18 and 427-010-23 located within the boundaries of the Linda Vista Community plan area.

C. The Linda Vista Community Planning Committee recommends that the city owned land described as parcels 427-020-18 and 427-010-23 located within the boundaries of the Linda Vista Community Planning area be preserved as open space through an open space land use designation and the application of the appropriate open space zone

9 voted in favor of the motion, 1 opposed and 3 abstained.

Islander Lease extension: Rick Bussel outlined the issue. There owners want to extend the current lease 18 years so that they have a 50 year lease to sell the potential buyer. He asked committee members for their opinion on the issue. If the lease is extended it appears that the current owner will receive a \$30 million lease premium once the sale is completed. There was much discussion

Motion to approve minutes of last meeting was made by Wayne Bamford and seconded by Ron Tomcek with the correction of the address on Comstock Street from 2882 to 2883.

Motion passed

Adjourned at 8:07

Minutes as recorded by Secretary Grover Diemert

00-175

Minutes of the Linda Vista Planning Committee  
February 27, 2006 at Linda Vista Public Library

Meeting called to order by Chair Ed Cramer at 6 p.m.

Presentation of colors by Kearny HS Ed. Complex's Junior ROTC Color Guard

Roll call was called all present except Gary Stang, Greg Edwards. Several members arrived after meeting began.

Pari Sanati, Kirsten Clemons, Katherine Fortner and Officer Schaldach provided information and answered questions.

1. Mesa College Street Vacation #60885. A 30 minute presentation was made to group concerning the construction of a parking structure on Mesa College Campus, its impact on traffic and the need to vacate a portion of a street at Mesa College Drive. Doug Beckham made a motion to deny the request to vacate the street and the parking structure as presented, Rick Bussell seconded the motion. 12 voted in favor of the motion to deny the request, 2 opposed the motion and 1 abstained.

2. LVPC Letter of support to continue Bus 25 as it is. Donna Erickson led the discussion on the proposed change for Bus Route 25.

After some discussion, Ron Tomcek made a motion to take the issue off the table as it had been tabled at last meeting. Someone seconded the motion. It passed with no dissent

Motion was made by Margarita Castro to send a letter to MTS from the Committee requesting that Route 25 remain as is. A draft of letter is contained in the agenda packet. Motion was seconded by Gail Cole. All voted in favor of sending the letter.

3. Information on proposed remodel and expansion of an existing self storage facility at 5175 Pacific Coast Highway was presented by Dean Grobbelaar.

4. Anna Avenue. City is requesting if committee would support selling the property at the Northwest corner of Pacific Highway and Friars Road .696 acres.

The zoning sub committee had voted to deny the request by 4 to 0. Doug Beckham moved and Wayne Bamford seconded a motion to accept the sub committee recommendation. All voted in favor of motion

5. Consent agenda: The following items were presented to group for approval by the Zoning Sub Committee.

Margarita Castro asked that The Savannah Street # 72692 be pulled for separate discussion. It was.

Motion was made to approve all projects except Savannah Street project by Doug Beckham and seconded by Ron Tomcek. All voted to approve the motion.

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**Figgins Residence # 50259** ( 9/16/05 ). 1688 Ulric Street . Site Development Permit (Process 3) for Environmentally Sensitive Lands to construct a 3,316 sq ft single family residence on a vacant .77 acre site in the OR-1-1 Zone. *Applicant, Raul Thompson, 619-298-1595. Project Manager, Helene Deisher, 619-446-5223, HDeisher@sandiego.gov.*

(5 minutes) **SUBCOMMITTEE VOTED TO APPROVE, 5 YES, 0 NO.**

**Lauretta Street # 79077** ( 8/8/05 ). 5765 Lauretta Street . (Process 4). Tentative Map to convert 6 existing residential units to condominiums on a .23 acre site in the RM 3-7 Zone. *Applicant, Sarah Marijana, 619-422-7269. Project Manager, Bill Tripp, 446-5273, WTripp@sandiego.gov.* (5 minutes)

**SUBCOMMITTEE VOTED TO APPROVE 4 YES, 0 NO**

**Mildred Street # 85125** (( 11/18/05 ). 5860 Mildred Street . (Process 3). Map Waiver to waive the requirements of a tentative map to convert 4 existing residential units to condominiums on a .115 acre site within the RM 3-7 zone. *Applicant, Hector Guillen, 619-230-1902. Project Manager, Bill Tripp, 619-466-5273, WTripp@sandiego.gov.*

(5 minutes) **SUBCOMMITTEE VOTED TO APPROVE 4 YES, 0 NO**

**Santa Paula Drive # 91427** ( 12/15/05 ) 1624 Santa Paula Drive . SCR to the USD Master Plan (CUP/RPO 92-0568) to remove existing apartment buildings and construct a 4 story apartment building – Sensitive Biologic resources – Steep Hillside RS 1-7..RM3-7. *Applicant, Jacob Wittler, 858-573-1205. Project Manager, Jennette Temple , 619-557-7908, JTemple@sandiego.gov.* (5 minutes)

**SUBCOMMITTEE VOTED TO APPROVE 4 YES, 0 NO.**

**Savannah Street # 72692** ( 12/15/05 ) 5143 Savannah Street . (Process 3) Variance to allow for tandem parking for 2 new single family residences on a 3,113 sq ft and 3,114 sq ft in the RM 1-1 Zone. *Applicant, Rick Rutstein, 858-454-4555. Project Manager, John Cruz, 619-446-5439, JCruz@sandiego.gov.* (5 minutes)

**SUBCOMMITTEE VOTED TO APPROVE 4 YES, 0 NO.**

**T-Mobile #'s 93413** ( 1/12/06 ), 90774 ( 12/14/05 ), 91387 ( 12/19/05 ). (Process 2) Antennas for wireless communication facilities on Maher Hall, Jenny Craig, and Science facilities at the University of San Diego . *Applicant, Krystal Patterson, 760-715-8703. Project Manager's, Karen Lynch-Ashcraft, 619-446-5351, KLYnchAshcraft@sandiego.gov, Amanda Nations, 619-687-5984, ANations@sandiego.gov.* (5 minutes)

**SUBCOMMITTEE VOTED TO APPROVE, 5 YES, 0 NO**

**6. Savannah Street # 72692 was pulled for discussion.** ( 12/15/05 ) 5143 Savannah Street . (Process 3) Variance to allow for tandem parking for 2 new single family residences on a 3,113 sq ft and 3,114 sq ft in the RM 1-1 Zone. *Applicant, Rick Rutstein, 858-454-4555. Project Manager, John Cruz, 619-446-5439, JCruz@sandiego.gov.* (5 minutes)

**SUBCOMMITTEE VOTED TO APPROVE 4 YES, 0 NO.**

After discussion a motion to approve the recommendation of the Zoning Subcommittee was

made by Don Ballantyne, seconded by Doug Beckham. All voted in favor of the motion.

7. Goshen Street map waiver for 1279 Goshen Street . Doug Beckham made a motion to approve the request if one additional parking space was added and the project meets all other city requirements, Seconded by Don Ballantyne. Motion passed 15 in favor 1 opposed.

8. Hyatt Street request was held over for lack of paper work

9. Riley Street # 86853 5646 Riley Street tentative map to convert to condos and a waiver for undergrounding utilities. Margarita Castro made a motion to approve the project subject to the installation utility under grounding. 8 voted in favor of motion and 4 were opposed.

10. Riley Street # 84811 5760 Riley

Motion to approve the project was made by Rob Spahitz, seconded by???? 6 voted in favor of motion 9 were opposed.

Wayne Bamford made a motion to accept the proposal if under grounding was installed, Xiongh Thao seconded the motion. 9 voted to approve project with under grounding and 6 were opposed.

11. USD-SCR # 94078. Topic to reduce number of tennis courts from 3 to 2 due to construction of School of Education building. Wayne Bamford moved to approve request and Rick Bussell seconded the motion. 15 voted in favor of motion, none opposed.

12. Minutes of last meeting as attached to agenda were approved by all.

A few subcommittee reports were made.

Adjourned at 8 pm . 51 people attended.

## RESOLUTION NUMBER R-291206

ADOPTED ON JANUARY 19, 1999

RESOLUTION OF THE COUNCIL OF THE CITY OF SAN  
DIEGO REGARDING THE EXTENSION OF MESA COLLEGE  
DRIVE AS PART OF THE LINDA VISTA COMMUNITY PLAN  
AND THE ASSOCIATED CLAIREMONT MESA  
COMMUNITY PLAN AND THE PROGRESS GUIDE AND  
GENERAL PLAN.

WHEREAS, on December 1, 1998, by Resolution No. R-291021, the Council of The City of San Diego approved the comprehensive update of the Linda Vista Community Plan, with the exception of the final determination regarding the extension of Mesa College Drive. A copy of the comprehensive updated Linda Vista Community Plan is on file in the office of the City Clerk as Document No. RR-291021; and

WHEREAS, on January 19, 1999, the City Council considered the final determination of whether to include or exclude the extension of Mesa College Drive as part of the comprehensive update of the Linda Vista Community Plan and the associated Clairemont Mesa Community Plan and the City of San Diego Progress Guide and General Plan; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That it approves the deletion of the extension of Mesa College Drive as a project from the Linda Vista Community Plan, dated October, 1998.
2. That it adopts amendments to the associated Clairemont Mesa Community Plan and the City of San Diego Progress Guide and General Plan to reflect the deletion of the extension of Mesa College Drive from the Linda Vista Community Plan.

BE IT FURTHER RESOLVED, that the Council requests further studies for a dedicated entrance to Mesa College with the objective for better circulation and directs City staff to work with Mesa College and the community in that regard.

APPROVED: CASEY GWINN, City Attorney

By \_\_\_\_\_  
Richard A. Duvernay  
Deputy City Attorney

RAD:lc  
02/01/99  
Or.Dept:Clerk  
R-99-865  
Form=r+t.frm



THE CITY OF SAN DIEGO

City of San Diego  
 Development Services  
 1222 First Ave., MS-302  
 San Diego, CA 92101  
 (619) 446-5000

# Ownership Disclosure Statement

Project Title: MESA COLLEGE DR. STREET VACATION Project No. For City Use Only

Project Address:  
 7250 MESA COLLEGE DR. (WEST OF ARMSTRONG ST.)

**Part I - To be completed when property is held by Individual(s)**

Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached  Yes  No

Name of individual (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 City/State/Zip:  
 Phone No: Fax No:  
 Signature : Date:

Name of individual (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 City/State/Zip:  
 Phone No: Fax No:  
 Signature : Date:

Name of individual (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 City/State/Zip:  
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 Phone No: Fax No:  
 Signature : Date:

Name of individual (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 City/State/Zip:  
 Phone No: Fax No:  
 Signature : Date:

This information is available in alternative formats for persons with disabilities.  
 To request this information in alternative format, call (619) 446-5446 or (800) 735-2929 (TDD)  
 Be sure to see us on the World Wide Web at: [www.sandiego.gov/development-services](http://www.sandiego.gov/development-services)

000182

Project Title:	Project No. (For City Use Only)
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**Part II - To be completed when property is held by a corporation or partnership**

Legal Status (please check):

- Corporation ( Limited Liability -or-  General) What State? \_\_\_\_\_ Corporate Identification No. \_\_\_\_\_
- Partnership

Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. Additional pages attached  Yes  No

Corporate/Partnership Name (type or print):  
SAN DIEGO COMMUNITY COLLEGE DISTRICT  
 Owner  Tenant/Lessee  
3375 CAMINO DEL RIO SOUTH  
 Street Address:  
SAN DIEGO, CA 92108-3883  
 City/State/Zip:  
(619) 388-6500  
 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
CONSTRUCTION & M.P. (S.D.C.C.D.)  
 Title (type or print):  
RICHARD BURKHART  
 Signature: *Richard Burkhart* Date: 1/3/05

Corporate/Partnership Name (type or print):  
 \_\_\_\_\_  
 Owner  Tenant/Lessee  
 Street Address:  
 \_\_\_\_\_  
 City/State/Zip:  
 \_\_\_\_\_  
 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
 \_\_\_\_\_  
 Title (type or print):  
 \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 \_\_\_\_\_  
 City/State/Zip:  
 \_\_\_\_\_  
 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
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 Title (type or print):  
 \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
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 City/State/Zip:  
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 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
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 Title (type or print):  
 \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
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 City/State/Zip:  
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 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
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 Title (type or print):  
 \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee  
 Street Address:  
 \_\_\_\_\_  
 City/State/Zip:  
 \_\_\_\_\_  
 Phone No: \_\_\_\_\_ Fax No: \_\_\_\_\_  
 Name of Corporate Officer/Partner (type or print):  
 \_\_\_\_\_  
 Title (type or print):  
 \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

DEVELOPMENT SERVICES  
**Project Chronology**  
 MESA COLLEGE STREET VACATION-PROJECT NO. 60885

Date	Action	Description	City Review Time	Applicant Response
1/05/05	First Submittal	Project Deemed Complete		
3/30/06	First Assessment Letter		85	
7/28/05	Second submittal			120
10/06/05	Second Review Complete		70	
12/07/05	Third Submittal			62
1/24/06	Third Review Complete		28	
3/09/06	Fourth Review			44
4/06/06	Meeting			
4/27/06	Meeting			52
6/06/06	Last review		40	
<b>**TOTAL STAFF TIME</b>			223	
<b>TOTAL APPLICANT TIME</b>				278
<b>TOTAL PROJECT RUNNING TIME</b>		From deemed complete date to Hearing		562

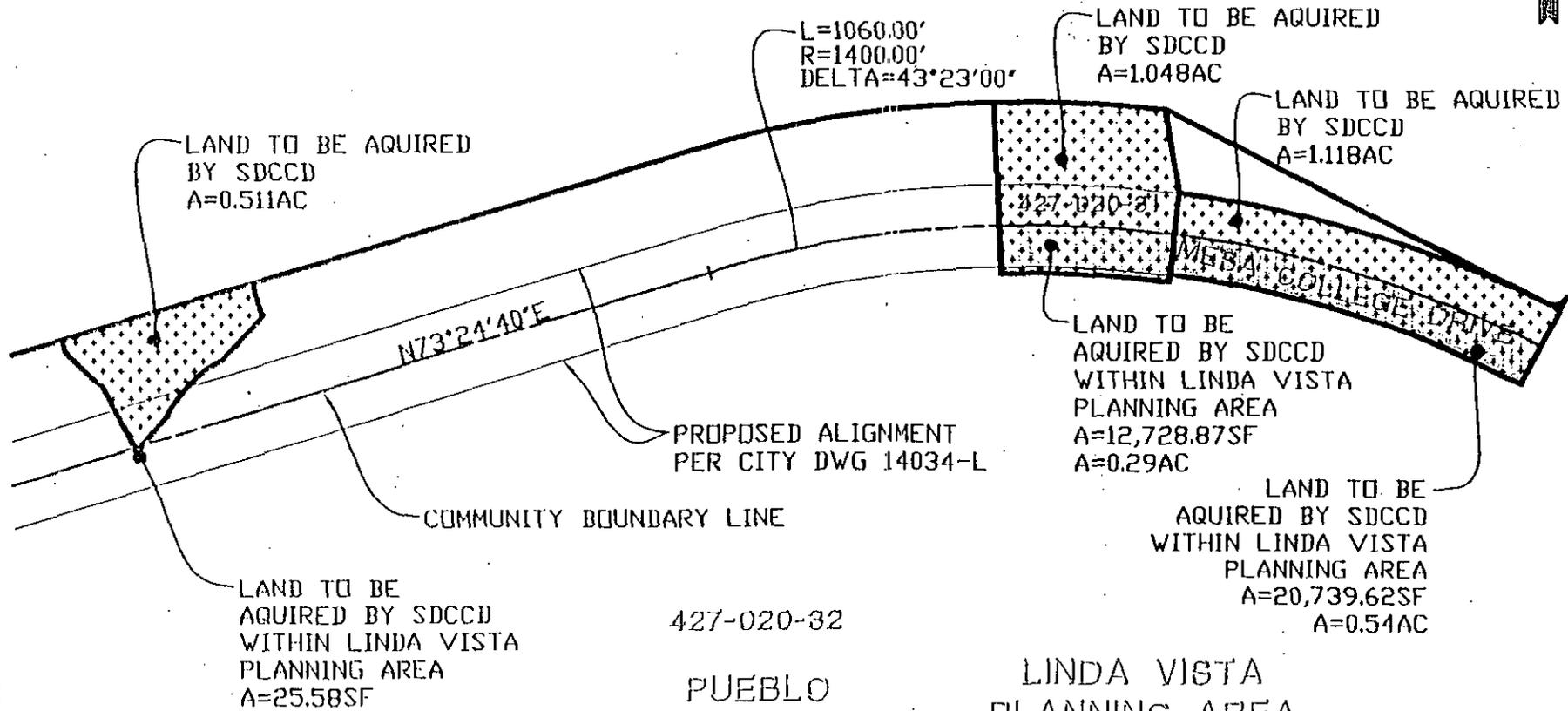
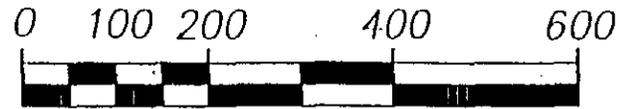
Staff time and applicant response time based on calendar days including holidays  
 Total Project Time includes Scheduling Hearing.

427-020-24

PUEBLO  
LOT 1203

MESA COLLEGE

CLAIREMONT MESA  
PLANNING AREA



427-020-32

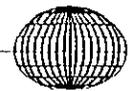
PUEBLO  
LOT 1203

CITY OF  
SAN DIEGO

LINDA VISTA  
PLANNING AREA

Latitude 33

Planning and Engineering  
4933 Paramount Drive, 2nd Floor  
San Diego, CA 92129  
858-751-0833 Fax 858-751-0834



TOTAL LAND TO BE ACQUIRED BY SDCCD  
WITHIN LINDA VISTA PLANNING AREA  
A=0.83AC±

Mesa College Dr. Street Vacation  
Photographic Survey

000185



1. Facing West near intersection of Armstrong and Mesa College Dr.



2. Facing East at end of Mesa College Dr. toward Armstrong Intersection



3. South Side of Mesa College Dr. near Intersection of Armstrong.



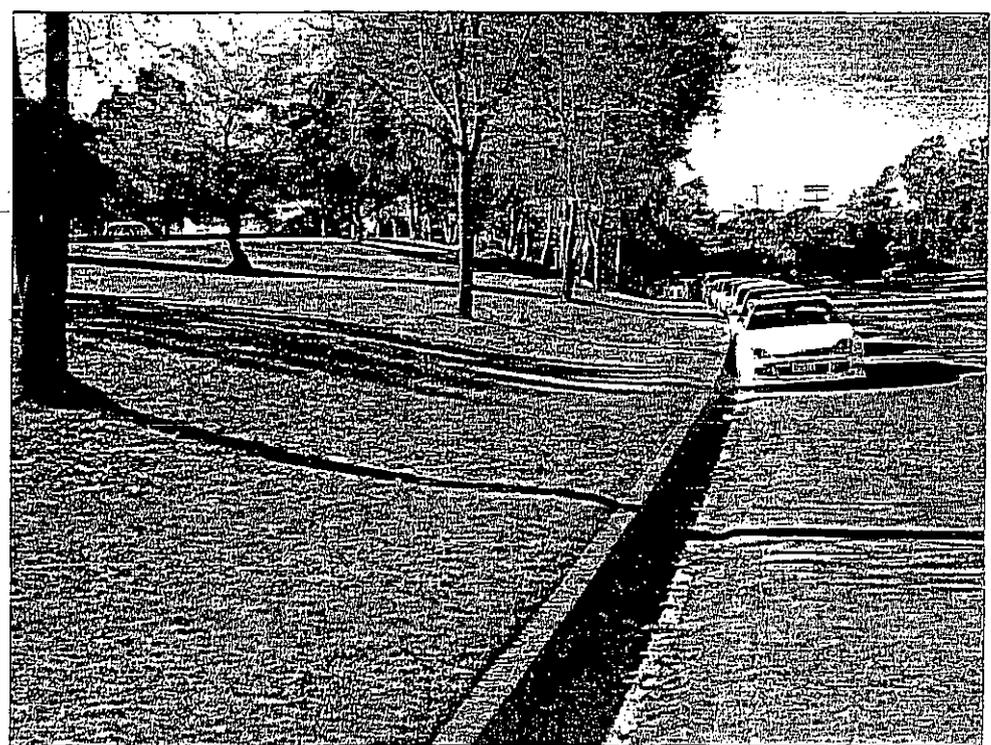
4. Facing the Southwest corner of Armstrong/Mesa College Dr. Intersection

000187

Mesa College Dr. Street Vacation  
Photographic Survey



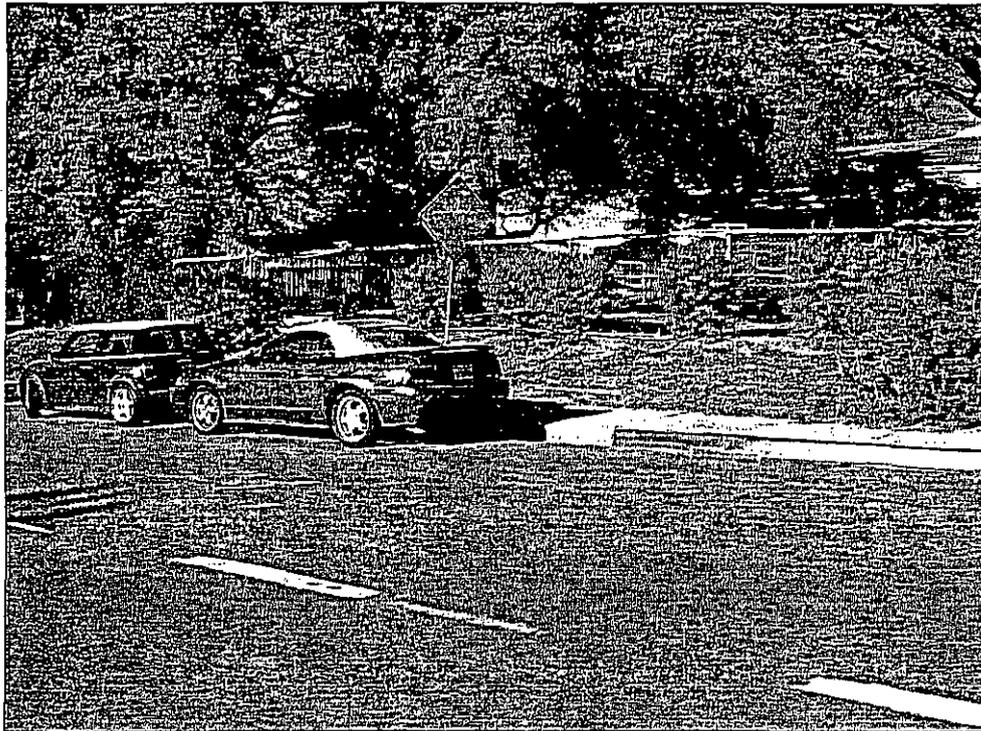
5. South Side of Mesa College Dr. near Intersection of Armstrong.



6. South Side of Mesa College Dr. Facing West



7. North Side of Mesa College Dr. Facing West



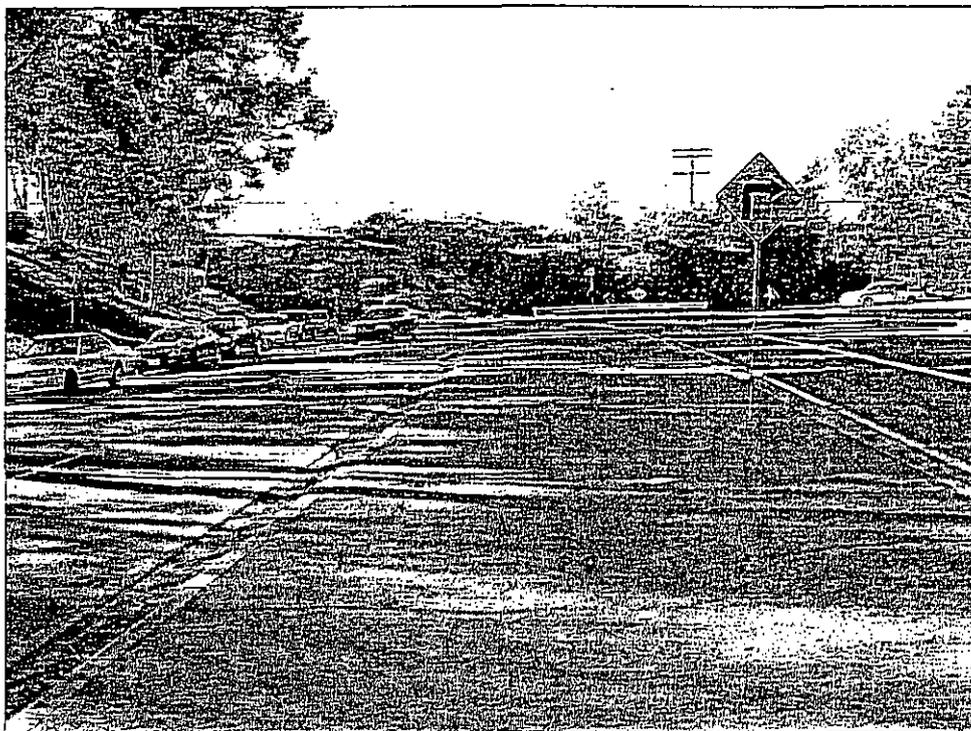
8. North Side of Mesa College Dr. 400ft from West End

Mesa College Dr. Street Vacation  
Photographic Survey

000189



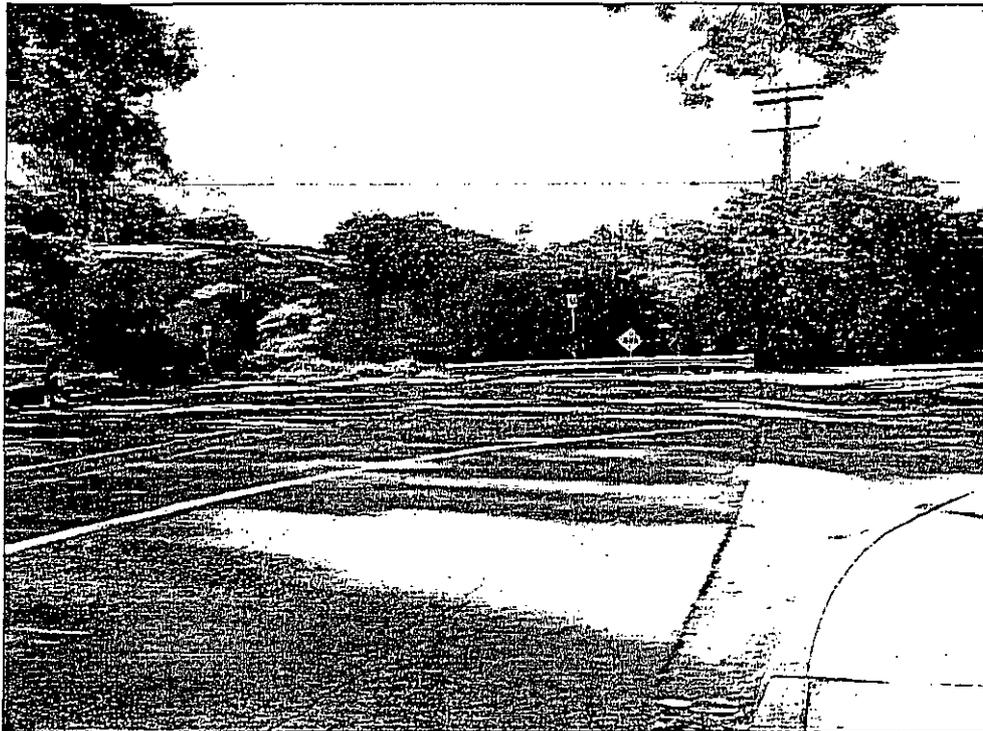
9. North Side of Mesa College Dr.



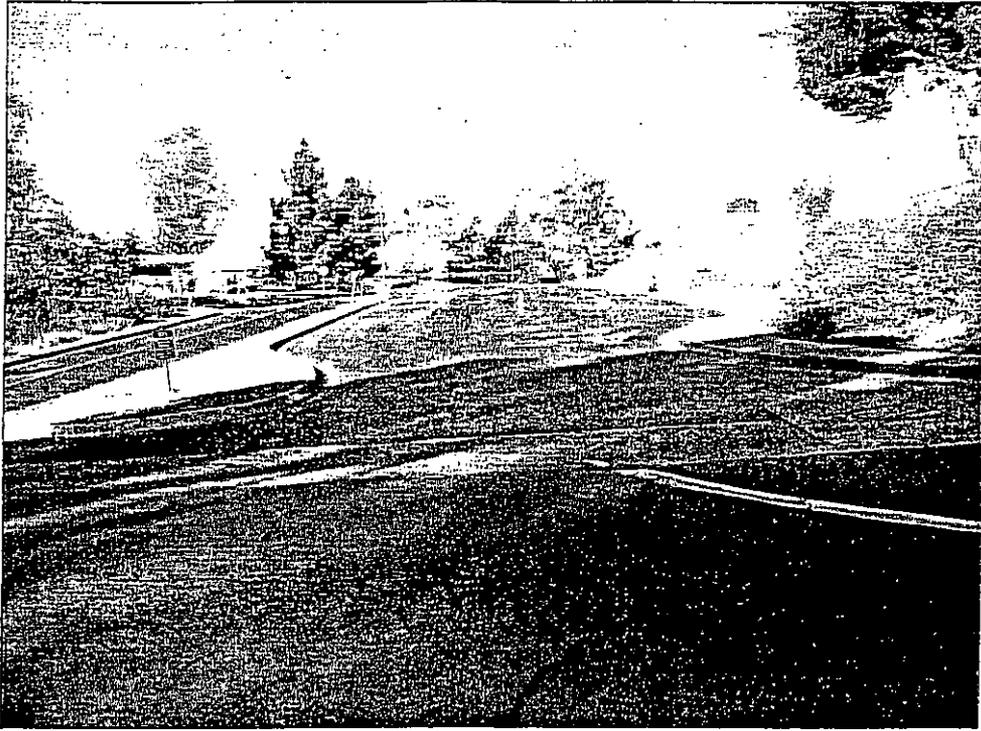
10. West end of Mesa College Dr.



11. Southwest end of Mesa College Dr.



12. Northwest end of Mesa College Dr.



13. Driveway entrance to Mesa College from West end of Mesa College Dr.

000192

PLANNING COMMISSION RESOLUTION NO. XXX-PC  
RECOMMENDATION OF APPROVAL OF A PUBLIC RIGHT-OF-WAY VACATION NO.  
180372, SITE DEVELOPMENT PERMIT NO. 324476; MULTI-HABITAT PLANNING AREA  
BOUNDARY ADJUSTMENT.

WHEREAS, on July 13, 2006, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering and recommending to the City Council of the City of San Diego approval of a Public Right-of-Way Vacation No. 180372; Site Development Permit No. 324476, and a Multi-Habitat Planning Area Boundary Adjustment;

WHEREAS, the San Diego Community College District, Owner/Permittee, requested a Public Right-of-Way Vacation No. 180372, Site Development Permit No. 324476, and a Multi-Habitat Planning Area Boundary Line Adjustment within the Clairemont Mesa and Linda Vista Community Plan area; and

WHEREAS, the Planning Commission of the City of San Diego has considered the Public Right-of-Way Vacation No. 180372, Site Development Permit No. 324476, and a Multi-Habitat Planning Area Boundary Line Adjustment and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby recommends approval of the Public Right-of-Way Vacation No. 180372, Site Development Permit No. 324476, a Multi-Habitat Planning Area Boundary Line Adjustment.

---

Helene Deisher  
Development Project Manager  
Development Services Department  
Dated July 13, 2006  
By a vote of \_\_\_\_\_

---

Sabrina Curtin  
Planning Commission Liaison

000193

Attachment 18

(R- )

## RESOLUTION NUMBER R-

ADOPTED ON \_\_\_\_\_

WHEREAS, the portion of Mesa College Drive west of Armstrong Street as described on Exhibit "B" 20322 is excess right-of-way; and

WHEREAS, a portion of a twenty one inch storm drain easement is to be abandoned, relocated and reserved as identified on Exhibit "B" 20322; and

WHEREAS, the City of San Diego shall grant San Diego Gas & Electric and SBC Pacific Bell Telephone Company a private easement for the facilities within that portion of Mesa College Drive to be vacated as shown on Exhibit "B"-20322; and

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Public Right-of-Way Vacation No.180372:

1. **There is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired or for any other public use of a like nature that can be anticipated.**

The proposed right-of-way vacation will allow for the reasonable development of the project while maintaining or improving the level of access to the campus and improving parking in the surrounding communities of Clairemont Mesa and Linda Vista. The right-of-way vacation plan is described in detail on the project maps on file with the City. In addition, to the extent any temporary private easements within the project area exist, they will also be relocated and quitclaimed prior to construction of the project.

In addition, the area proposed for vacation (Mesa College Drive, west of Armstrong Street) only provides access to Mesa College, and a minimal number of public on-street parking spaces. The Clairemont Mesa and Linda Vista Community Plans were amended in 1999 to eliminate the extension of Mesa College Drive between Genesee Avenue and its western terminus. The Council Resolution deleting the extension also requested further studies for a dedicated entrance to Mesa College with the objective for better circulation and directed City staff to work with Mesa College and the community in that regard. The proposed new entry way will provide the dedicated entrance and better

circulation. Therefore, there is no present or prospective use for the existing public right-of-way, either for the facility for which it was originally acquired for or any other public use or a like nature that can be anticipated that requires it to remain.

2. **The public will benefit from the action through improved use of the land made available by the vacation.**

The action of vacating the right-of-way will benefit the public because it makes possible the proposed project, which provides several significant public benefits to the City of San Diego and its residents. The land made available by the right-of-way vacation will be improved to provide additional parking capacity needed by the campus thus relieving pressure on the surrounding community, will provide a dedicated entrance to the Mesa College Campus and will provide for better circulation.

Therefore, the public will benefit greatly from the use of the vacated right-of-way area that makes the project possible.

3. **The vacation does not adversely affect any applicable land use plan.**

The proposed vacation of Mesa College Drive right-of-way will allow the construction of a parking structure and a new east entry in accordance with the adopted Mesa College Facilities Master Plan.

The existing Mesa College campus and a major portion of the proposed campus expansion are located within the Clairemont Mesa Community Plan, which was adopted in 1989 and amended in January 1999. A portion of the campus expansion is also located within the Linda Vista Community Plan, which was adopted in 1998 and amended in January 1999.

The Clairemont Mesa Community Plan Map (Figure 40, page 133) designates the site as "School." The Plan also recommends that the Mesa College Master Plan incorporate the following:

As student enrollment increases, the Mesa College Master Plan should consider the development of parking structures in order to alleviate future on-street parking problems in adjacent neighborhoods. (page 109)

The San Diego Community College District concurred, and on June 9, 2005, the Board of Trustees approved a Mesa College Facilities Master Plan that included the development of a parking structure as part of Phase I. The proposed actions by the City of San Diego will allow the development of a parking structure as recommended by the adopted Clairemont Mesa Community Plan. Proposed actions will also allow the development of a proposed new east entry from Mesa College Drive as recommended by the adopted Facilities Master Plan. Both the proposed new east entry and parking structure are located partially within the existing street right-of-way for Mesa College and on land which was originally intended to accommodate the future extension of Mesa College Drive from its western terminus to

000195

## Attachment 18

Genesee Avenue. On January 19, 1999 by Resolution No. R-291206 the City Council approved the deletion of the extension of Mesa College Drive as a project from the Linda Vista Community Plan and amended the Clairemont Mesa Community Plan and City of San Diego Progress Guide and General Plan to reflect the deletion of the extension of Mesa College Drive. The Council also requested further studies for a dedicated entrance to Mesa College with the objective for better circulation and directed City staff to work with Mesa College and the community in that regard.

The Progress Guide and General Plan Map, as revised in April, 1992, designates the existing Mesa College as "Colleges and Universities." As stated above, Mesa College Drive was deleted from the Progress Guide and General Plan in 1999.

The Linda Vista Community Plan does not provide any specific recommendations regarding the use of the right-of-way that had been intended for the extension of Mesa College Drive from its current terminus to Genesee Avenue. Therefore, the proposal does not adversely affect the goals, objectives, and recommendations in the Linda Vista Community Plan.

Additionally, the proposed project has been designed to be consistent with the City's Progress Guide and General Plan.

4. **The public facility for which the public right-of-way was originally acquired will not be detrimentally affected by the vacation.**

The proposed Public Right-of-Way Vacation will allow for the reasonable development of the project. The public facility for which the public right-of-way was originally acquired will not be detrimentally affected by the vacation because the roadway extension was deleted from the Clairemont Mesa and Linda Vista Community Plans and the City's Progress Guide and General Plan, which is the purpose for which the right-of-way was originally acquired. Providing reasonable public access to the campus in the Clairemont Mesa Community Planning Area will continue under the proposed right-of-way vacation plan for the same reasons discussed in the finding above.

In lieu of a public right-of-way west of Armstrong Street, a private street will provide access to Mesa College. Therefore, the public facility for which the public right-of-way was originally acquired will not be detrimentally affected by the vacation.

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implication due process rights to individuals affected by the decision and were the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Council finds that certain parcel legally described as all that portion of Pueblo Lot 1203 of the Pueblo Lands of San Diego according to map thereof made by James Pascoe in 1870, a copy of which filed November 14, 1921 and known as miscellaneous map number 36, which is by this reference incorporated herein and made a part hereof, is ordered vacated, reserving therefrom an easement for general utility and emergency access together with ingress and egress for those purposes.

BE IT FURTHER RESOLVED, that the City Clerk shall cause a certified copy of this resolution, along with Exhibit "B," attested by him under seal, to be recorded in the office of the County Recorder.

BE IT FURTHER RESOLVED, this activity is covered under Mesa College East Entry and Parking Garage Mitigated Negative Declaration State Clearing House Number 2005121106 dated March 3, 2006, certified by the San Diego Community College District and revised June 28, 2006. The activity is adequately addressed in the Mitigated Negative Declaration and there is not change in circumstance, additional information, or project changes to warrant additional environmental review.

APPROVED: MICHAEL AGUIRRE, City Attorney

000197

Attachment 18

By

Deputy City Attorney

000198

## San Diego Community College District

Facilities Management, Room 310

3375 Camino del Rio South, San Diego, CA 92108-3883 (619) 388-6546

**MITIGATED NEGATIVE DECLARATION**

Pursuant to: California Environmental Quality Act (PRC 21080(f)) and Guidelines for Implementation of the California Environmental Quality Act (CCR 15070 and 15071)

State Clearinghouse Number 2005121106

**SUBJECT:** Mesa College East Entry and Parking Garage.

**Revision #1:** Minor revisions were made to the Final Mitigated Negative Declaration (MND) when compared to the Draft MND. The revisions did not affect the environmental analysis or conclusions of this document. The revisions are shown in ~~strikethrough~~/underline format. On March 23, 2006, the San Diego Community College District (SDCCD) Board of Trustees considered and approved the Final MND.

**Revision #2:** Subsequent to the approval by the SDCCD, minor refinements were made to the project and minor revisions were made to the technical reports addressing biology and traffic/parking. As a result, the MND and Initial Study were further revised. The additional revisions are shown in ~~double strikethrough~~/double underline format. These revisions do not affect the environmental analysis or conclusions of this document. In accordance with CEQA Guidelines Section 15073.5(c)(4), recirculation is not required when new information is added to the negative declaration that merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

**Revision #3:** Subsequent to the Planning Commission hearing on July 13, 2006, revisions were made to the Biological Technical Report to address refinements to the proposed grading and to correct the location of MHPA Boundary. As a result, the MND and Initial Study were further revised. The additional revisions are shown in italicized ~~strikethrough~~/underline format. These revisions do not affect the environmental analysis or conclusions of this document. In accordance with CEQA Guidelines Section 15073.5(c)(4), recirculation is not required when new information is added to the negative declaration that merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

**SUBJECT:** Mesa College East Entry and Parking Garage. SAN DIEGO COMMUNITY COLLEGE DISTRICT (SDCCD) BOARD OF TRUSTEES APPROVAL to acquire 2.69 acres from the City of San Diego for the development of a parking garage and a new east entry as part of the implementation of the adopted Mesa College Facilities Master Plan. The project site is located at the head of a canyon at the western terminus of Mesa College Drive, south of the Mesa College campus proper, and north of Kearny Mesa Park in the Clairemont Mesa and Linda Vista communities in the City of San Diego.

SAN DIEGO CITY COUNCIL APPROVAL of the vacation of a portion of Mesa College Drive, the sale of 2.69 acres to the SDCCD, a Site Development Permit, Permission to Grade, and a Multi-Habitat Planning Area Boundary Adjustment.

Applicant and Lead Agency: The San Diego Community College District.

Responsible Agency: The City of San Diego.

I. **PROJECT DESCRIPTION:** See attached Initial Study.

---

II. **ENVIRONMENTAL SETTING:** See attached Initial Study.

III. **DETERMINATION:**

In compliance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, the San Diego Community College District, as Lead Agency, conducted an Initial Study which determined that the proposed project could have a significant environment effect in the following areas: biological resources and traffic. Subsequent revisions in the project proposal create the specific mitigation identified in Section V. of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. **DOCUMENTATION:**

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

## V. MITIGATION MONITORING AND REPORTING PROGRAM:

The following mitigation measures shall be implemented in conjunction with the construction of the parking structure to be located at the western terminus of Mesa College Drive.

### Biological Resources

The following mitigation measures shall be a condition of the Site Development Permit:

- The San Diego Community College District shall contribute \$10,500 ~~\$10,250~~ \$10,500 to the City's Habitat Acquisition Fund.
- ~~The San Diego Community College District shall create 0.01 acre of cismontane alkali marsh, 0.02 acre of disturbed wetland, and 0.01 acre of jurisdictional drainage at a location within the MHPA that is approved by the Corps, CDFG, and City.~~
- Impacts to Corps and CDFG jurisdictional areas shall be mitigated by restoration/enhancement on the Mesa College property within a nearby, highly disturbed wetland drainage that feeds into Tecolote Creek (located within the MHPA) as shown in Figure 11 in the Initial Study. Mitigation shall occur at a 5:1 ratio for impacts to cismontane alkali marsh and disturbed wetland habitat and at a 4:1 ratio for impacts to Waters of the U.S./streambed, for a total of 0.10 acre of mitigation.

Restoration/enhancement shall involve removal of non-native invasive plant species, including giant reed (*Arundo donax*), pampas grass (*Cortaderia jubata*), mvoporum (*Mvoporum* sp.), castor bean (*Ricinus communis*), Canary Island date palm (*Phoenix canariensis*), and Mexican fan palm (*Washingtonia robusta*) followed by establishment of native plant species associated with southern willow scrub, mule fat scrub, and cismontane alkali marsh habitats, as appropriate. In the restoration/enhancement areas, all non-native plant species shall be targeted for removal, excluding palm trees that are over 15 feet tall. Future maintenance will be required to prevent the re-establishment of these non-native plant species in the future.

The proposed restoration and enhancement activities shall be implemented in accordance with the "Wetland Restoration Plan for the Mesa College Parking Structure" dated February 23, 2006.

- All grading and clearing of vegetation shall take place outside of the bird breeding season (February 15 through August 31) to avoid impacting native wildlife, including raptors and the coastal California gnatcatcher that may be nesting in the project vicinity.

If construction is proposed during the breeding season of the California gnatcatcher (between March 1 and August 15), a USFWS protocol survey shall be required to determine the presence or absence of this species within areas experiencing noise in excess of 60 dB(A) hourly  $L_{eq}$ . If no gnatcatchers are identified in this area, no additional measures will be required. If it is

determined that California gnatcatchers are present, construction operations shall be suspended or measures to minimize noise impacts, including temporary noise walls/berms, will be required. If a survey is not conducted and construction is proposed during the breeding season, presence would be assumed and a temporary wall/berm would be required. Noise levels from construction activities during the gnatcatcher breeding season shall not exceed 60 dB(A) hourly  $L_{eq}$  at nest locations or the ambient noise level if noise levels already exceed 60 dB(A) hourly  $L_{eq}$ .

If construction is proposed to occur during the raptor breeding season (generally February 1 through September 15), a pre-construction survey for active raptor nests shall be conducted by a qualified biologist to determine the presence or absence of nesting raptors. If no active nests are found, no additional measures will be required; however, no construction may occur within 300 to 500 feet of any identified nests until all young have fledged.

### Traffic

The following mitigation measures shall be implemented during Phase 1:

- An eastbound left turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.
- A stop sign for eastbound traffic shall be installed at the intersection of Armstrong Street and the temporary east campus entry drive (Armstrong Place extension).
- A temporary northbound left turn lane into the project shall be provided.
- A traffic control plan with temporary alignment, turn lanes, and parking restrictions shall be submitted to the City of San Diego.

## VI. PUBLIC REVIEW DISTRIBUTION:

A Notice of Intent to Adopt Mitigated Negative Declaration was published in the San Diego Daily Transcript. Draft copies of the Mitigated Negative Declaration were distributed to:

### Federal

Robert J. Lawrence, Proj Manager  
U.S. Army Corps of Engineers  
16885 West Bernardo Dr, Ste 300A  
San Diego, CA 92127

U.S. Dept. of the Interior\*  
Fish & Wildlife Service  
6010 Hidden Valley Road  
Carlsbad, CA 92009

### State of California

State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

California National Guard  
7401 Mesa College Drive  
San Diego, CA 92111

Mario H. Orso\*  
 Chief, Development Review Div.  
 State of California  
 Department of Transportation  
 Caltrans, District 11  
 P.O. Box 85406 MS 50  
 San Diego, CA 92186-5406

California Regional Water Quality  
 Control Board\*  
 San Diego Region (9)  
 9174 Sky Park Court, Suite 100  
 San Diego, CA 92123

State of California  
 Division of Aeronautics  
 1120 "N" Street  
 Sacramento, CA 95814

California Dept. of Fish & Game\*  
 4949 Viewridge Avenue  
 San Diego, CA 92123

Greg Holmes, Unit Chief\*  
 Southern Ca. Cleanup Operations Branch  
 Dept. of Toxic Substances Control  
 5796 Corporate Avenue  
 Cypress, California 90630

City of San Diego

Honorable Donna Frye\*  
 Councilmember, District 6  
 City of San Diego  
 City Administration Building  
 202 'C' Street, MS 10A  
 San Diego, CA 92101

Cecilia Williams, Program Manager\*  
 City of San Diego  
 Planning Department  
 City Administration Building  
 202 'C' Street, MS 5A  
 San Diego, CA 92101

Clairemont Branch  
 Community Service Center  
 4731 Clairemont Drive  
 San Diego, CA 92117

City of San Diego  
 Balboa Branch Library  
 4255 Mt. Abernathy Avenue  
 San Diego, CA 92117-5028

Keith Greer\*  
 Deputy Director  
 City of San Diego  
 Planning Department (MSCP)  
 City Administration Building  
 202 'C' Street, MS 5A  
 San Diego, CA 92101

Robert J. Manis\*  
 Assistant Deputy Director  
 City of San Diego  
 Development Services Department  
 1222 First Avenue, MS 501  
 San Diego, CA 92101-4155

Brian Schoenfisch\*  
Senior Planner  
City of San Diego  
Planning Department  
202 'C' Street, MS 4A  
San Diego, CA 92101

Denise Abell-Hove\*  
Center Director  
City of San Diego  
Kearny Mesa Recreation Center  
3170 Armstrong Street  
San Diego, CA 92111

Helene Deisher\*  
Development Project Manager  
City of San Diego  
Development Services Department  
1222 First Avenue, MS 501  
San Diego, CA 92101

Others

Joe Wolf, Director  
San Diego City Schools  
Instructional Facilities Planning  
Annex 2, Room 101  
4100 Normal Street  
San Diego, CA 92103

Gary Gallegos  
Executive Director  
San Diego Assoc. of Governments  
(SANDAG)  
401 'B' Street, Suite 800  
San Diego, CA 92101-4231

Environmental Coordinator  
County of San Diego  
DPLU, Environmental Planning Section  
Suite B, MS O-065  
5201 Ruffin Road  
San Diego, CA 92123

San Diego County Regional  
Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

Ed Cramer, Chair\*  
Linda Vista Comm. Planning Committee  
727 Armada Terrace  
San Diego, CA 92106

Eleanor A. Mang, Chair\*  
Clairemont Mesa Planning Committee  
5525 Mt. Acara Drive  
San Diego, CA 92111-4009

Mrs. Lela Inman  
Clairemont Senior Citizens Club  
3605 Clairemont Drive  
San Diego, CA 92117

Clairemont Chamber of Commerce  
P.O. Box 178798  
San Diego, CA 92177

Clairemont Town Council  
Attn: Judy Bramer, President  
P.O. Box 17793  
San Diego, CA 92177

Friends of Tecolote Canyon\*  
Sherlie Miller  
5643 Tamres Drive  
San Diego, CA 92111

000204

Eloise Battle, Chair\*  
Tecolote Canyon Citizens Advisory  
Committee  
5635 Tamres Drive  
San Diego, CA 92111

California Native Plant Society  
c/o Natural History Museum  
P.O. Box 121390  
San Diego, CA 92112-1390

Conservation Coordinator  
Sierra Club, San Diego Chapter  
3820 Ray Street  
San Diego, CA 92104

Ron Tomcek\*  
6801 Elmore Street  
San Diego, CA 92110

San Diego County Archaeological  
Society, Inc.  
EIR Review Committee  
P.O. Box A-81106  
San Diego, CA 92138-1106

Union-Tribune  
P.O. Box 191  
San Diego, CA 92112

•Also received Final Mitigated Negative Declaration.

VII. RESULTS OF PUBLIC REVIEW:

- No comments were received during the public input period.
- Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy / completeness of the Initial Study. No response is necessary. The letters are attached.
- Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received. The letters of comment and responses follow.

Copies of the Final Mitigated Negative Declaration and Initial Study are available for review or for purchase at the cost of reproduction in the following office: The San Diego Community College District, Facilities Management, Room 310, 3375 Camino del Rio South, San Diego, CA 92108-3883.



Damon Schamu, Vice Chancellor  
Facilities Management  
San Diego Community College District

December 14, 2005  
Date of Draft Report

March 3, 2006  
Date of Final Report

June 28, 2006  
Date of Revised Final Report

September 1, 2006  
Date of Revised Final Report

### VIII. LETTERS OF COMMENT AND RESPONSES:

Letters of comment were received from the following agencies, organizations and individuals.

		<u>Page No.</u>
A.	State of California, Governor's Office of Planning and Research - 1/19/06	MND-09
B.	State of California, Governor's Office of Planning and Research - 1/26/06	MND-11
C.	Department of Transportation - 1/20/06	MND-12
D.	Department of Toxic Substances Control - 1/12/06	MND-15
E.	City of San Diego Transportation Development Section - 1/11/06	MND-20
F.	San Diego County Archaeological Society - 12/27/05	MND-24
G.	Friends of San Tecolote Canyon - 1/15/06	MND-25
H.	Linda Vista Community Planning Committee - 2/03/06	MND-27
I.	Denise Abell-Hove - 1/27/06	MND-32

The comment letters and responses follow.

000207



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

January 19, 2006

JAN 23 2006

*D. Roberts*

Damon Schamu  
San Diego Community College District  
3375 Camino del Rio South, Room 310  
San Diego, CA 92108-3883

Subject: Mesa College East Entry and Parking Garage  
SCH#: 2005121106

Dear Damon Schamu:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on January 18, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

*Terry Roberts*  
Terry Roberts  
Director, State Clearinghouse

A1

A1 Comment acknowledged.

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.oprc.ca.gov

000208

Document Details Report  
State Clearinghouse Data Base

**SCH#** 2005121108  
**Project Title** Mesa College East Entry and Parking Garage  
**Lead Agency** San Diego Community College District

---

**Type** MN Mitigated Negative Declaration  
**Description** D  
 Development of new east entry and parking garage for Mesa College.

---

**Lead Agency Contact**  
**Name** Damon Schamu  
**Agency** San Diego Community College District  
**Phone** (619) 388-6548 **Fax**  
**email**  
**Address** 3375 Camino del Rio South, Room 310  
**City** San Diego **State** CA **Zip** 92108-3883

---

**Project Location**  
**County** San Diego  
**City** San Diego  
**Region**  
**Cross Streets** Mesa College Drive / Armstrong Street  
**Parcel No.** 427-010-25; 427-020-18, 23, 24; 420-510-18; 420-574-10  
**Township** **Range** **Section** **Base**

---

**Proximity to:**  
**Highways** I-805 and SR-163  
**Airports** Montgomery Field  
**Railways**  
**Waterways** Tecolote Creek  
**Schools** Elem: Ross, Lindbergh/Schwitzer, Riley, LaFayette, Sequoia, Hol  
**Land Use** Mesa College, Mesa College Drive right-of-way, and vacant land / RS-1-7 and RM-1-1

---

**Project Issues** Aesthetic/Visual; Archaeologic-Historic; Geologic/Seismic; Landuse; Schools/Universities;  
 Toxic/Hazardous; Traffic/Circulation; Vegetation; Wildlife

---

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 9; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Caltrans, Division of Aeronautics

---

**Date Received** 12/20/2005 **Start of Review** 12/20/2005 **End of Review** 01/18/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

000209



Arnold Schwarzenegger  
Governor

JAN 30 2006



Sean Walsh  
Director

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit

January 26, 2006

Damon Schama  
San Diego Community College District  
3375 Camino del Rio South, Room 310  
San Diego, CA 92108-3683

*Rich B.*

Subject: Mesa College East Entry and Parking Garage  
SCH#: 2005121106

Dear Damon Schama:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 18, 2006. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2005121106) when contacting this office.

Sincerely,

*Terry Roberts*

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency

B1

B1

The referenced comment letter was from the Department of Transportation. The letter was also sent directly to the San Diego Community College District and is included below.

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0618 FAX (916) 423-8018 www.epr.ca.gov

000210

STATE OF CALIFORNIA - BUSINESS TRANSPORTATION AND HOUSING AGENCY

AMERICAN SOCIETY OF CIVIL ENGINEERS

DEPARTMENT OF TRANSPORTATION  
DISTRICT 11  
P. O. BOX 85406, MS 50  
SAN DIEGO, CA 92186-5406  
PHONE (619) 688-6934  
FAX (619) 688-4299  
TTY (619) 688-6670



Five year power  
to energy officials

RECEIVED  
JAN 26 2006  
STATE CLEARING HOUSE

clear  
1-18-06  
late

11-SD-163  
PM 5:54  
Mesa College East Entry and Parking  
Garage Project  
SCH #20051211 08

January 20, 2006

Damon Scharu  
San Diego Community College District  
Facilities Management, Room 310  
3376 Camino del Rio South  
San Diego, CA 92108

Dear Mr. Scharu:

The California Department of Transportation (Caltrans) has reviewed the "Notice of Intent to adopt a Draft Mitigated Negative Declaration (DMND) for the Mesa College East Entry and Parking Garage" and the Traffic Impact Analysis (TIA) prepared by Darnell & Associates, Inc., dated October 2005, and has the following comments:

- C1 • Page 9, Figure 3 - Existing Intersection Configuration: Intersection lane configuration at the Genesee Avenue/NB SR-163 ramps/Cardinal Road Intersection is incorrect.
- C2 • Page 18, Figure 8 - Year 2010 Traffic Volumes: Roadway Network is missing.
- C3 • Caltrans believes there will an increase in traffic generated by this project and therefore the TIA must analyze impacts to traffic operation at the following Interchanges, including all ramps and mainline freeways.
  - o SR-163/Mesa College Drive
  - o SR-163/Genesee Avenue
  - o I-805/Mesa College Drive
  - o I-805/Balboa Avenue
- C4 • Based on the volumes on Figure 12 - Year 2030 With Student Traffic, the AM Intersecting Lane Vehicle (ILV) calculation at the State Route 163 (SR-163) southbound ramp/Genesee Avenue Intersection is 1433. The AM/PM ILV calculations at the SR-163 northbound ramp/Genesee Avenue Intersection are 1290/1372. The AM/PM ILV calculations at the I-805 southbound ramp/Mesa College are 1248/1280. These numbers are approaching the 1500 capacity threshold. Therefore, widening the SR-163 SB/NB ramps at Genesee Avenue and the I-805 SB ramp at Mesa College Drive is recommended.
- C5 • Caltrans currently has a project (EA 28940K) to install a traffic signal at the southbound I-805 entrance ramp, from Mesa College Drive, to mitigate recurring congestion at this location. The SR-163/Genesee Avenue Interchange also requires improvements due to heavy traffic. This interchange is used to access the Mesa College Campus to the west and other medical

C1 Figure 3 has been revised to correct the intersection geometries. Appropriate analysis results and appendices pages were revised in accordance with the corrected geometries.

C2 The error, which occurred only in the electronic copies, has been corrected. No conclusions were changed as a result of this correction.

C3 The traffic study was initially prepared to address the Mesa College Facilities Master Plan and the Middle College High School. The Mitigated Negative Declaration (MND) (State Clearinghouse No. 2005041131) concluded that no new traffic would result from the Facilities Master Plan since enrollment would remain at 25,000 students. A nominal amount of traffic was attributable to the Middle College High School to be operated by the San Diego Unified School District as well as temporary construction traffic that would occur during the early phases of implementing the Mesa College Facilities Plan. The current MND (State Clearinghouse No. 2005121106) addresses the early phases and specifically the construction of the Mesa College East Entry, a Parking Garage, and related circulation improvements. Other than temporary construction traffic, these improvements do not create new traffic. The intersection of SR-163/Mesa College Drive, SR-163/Genesee Avenue, and I-805/Mesa College Drive are already included in the traffic study. Volumes to the north at Balboa Avenue are not significant. The report has been revised to include Caltrans ILV analyses of the current study locations.

C4 Although the volumes are approaching capacity, they do not exceed capacity. The SR-163 Southbound/Genesee reports the highest demand at 1433. However, project traffic attributable to the Middle College High School in the year 2030 represents one (1) vehicle in the morning peak hour and zero (0) in the evening peak hour (construction traffic is near term and temporary). Based on 25-year projections that remain beneath the Caltrans threshold, there is no nexus within the traffic report to support widening of these ramps. Note that the volumes at the other ramps identified in the comment are reporting less than 1400 vehicles in 25 years and are not considered to represent significant congestion. No conclusions in the traffic report were changed as a result of this comment; however, ILV calculation tables are included in the revised report.

C5 It is acknowledged that Caltrans has a project to install a traffic signal to solve existing congestion. Note that this project does not generate significant additional traffic, as the student population is not increased. Short-term construction traffic and nominal traffic from the Middle College High School are analyzed in the traffic study. The revised traffic study does not demonstrate project related impacts at the identified locations and is not required to mitigate.

PROJECT

COMMENTS

RESPONSES

000211

Mr. Damon Schamu  
January 19, 2008  
MND for the Mesa College East Entry and Parking Garage Project  
Page 2

facilities to the east. If traffic impacts from this project are identified, then Caltrans supports the concept of a "fair share" contribution from the project proponent for future interchange improvement projects and/or other mitigation measures.

C6

- The TIA must be in accordance with Caltrans Guide for the Preparation of Traffic Impact Studies, dated December 2002 (TIS guide). Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

C7

- Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3" of the Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002) on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the Lead Agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing measures of effectiveness (MOE) should be maintained.

C8

- If an intersection is currently below LOS C, any increase in delay from project-generated traffic must be analyzed and mitigated. Analysis of the intersections shall be done using Intersecting Lane Vehicle (ILV) calculations as per the Highway Design Manual (HDM), Section 408, page 400-21.

C9

- The Cumulative Impacts of a project, together with other related projects, must be considered when determining the project's impacts. The term "Cumulative Impact" is defined as the sum of the impacts of existing, other projects, and the project itself, no matter how small the contribution is from the project itself. There is no minimum size limitation on projects that may be required to mitigate for cumulative impacts, if the project contributes to the problem in any amount.

C10

- A site distance analysis may be required in order to determine if adequate site distance exists at the proposed project's access to State facilities.

C11

- All lighting (including reflected sunlight) within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on state roadways.

C12

- Consideration must be given to determine if grading would divert drainage from the proposed project and cause increased runoff to State facilities.

C13

- If necessary, improvement plans for construction within the State right-of-way (RW) must include: typical cross sections, adequate structural section, traffic handling plans and signing and striping plans stamped by a professional engineer.

C14

- Any work performed within the Caltrans (RW) will require an encroachment permit. For the portion of the project within the Caltrans RW, the permit application must be stated in both English and Metric units (Metric first, with English in parentheses). Additional information regarding encroachment permits can be obtained by contacting our Permits Office at (819) 888-8158. Early coordination with our agency is strongly advised for all encroachment permits.

C15

- If the project entails any work or improvements within the Caltrans RW, the projects environmental studies must include such work. The project proponent is responsible for

*"Caltrans improves mobility across California"*

C6 The revised report includes ILV calculations for Caltrans freeway ramp intersections.

C7 Comment noted.

C8 Although "any increase in delay...must be mitigated" is not fully correct for direct project impacts due to published thresholds of 2.0 seconds of delay (or exceeds 1500 maximum ILV) to be considered significant, the revised report will show all ILV calculations at Caltrans controlled intersections and delay/LOS for all City controlled intersections with mitigation provided where the project meets significance criteria.

C9 See Response C3 above. The Middle College High School, which is not part of the current project, will generate a nominal increase in traffic. The project (i.e., the Mesa College new east entry and parking structure) does not generate new traffic nor contribute to the cumulative impact and, therefore, is not required to participate in fair share mitigation.

C10 The proposed project access points are not in close proximity to State facilities and sight distance for the project access points is not required of the traffic study.

C11 The proposed project is not in close proximity to any state roadway.

C12 Drainage from the proposed project would not be directed or divert to any State facilities.

C13 The proposed project does not include any improvement or construction within the State right-of-way.

C14 The project does not include any improvement or construction within the State right-of-way.

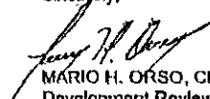
C15 The project does not entail any work or improvements within the Caltrans' right-of-way.

Mr. Damon Schemu  
January 19, 2008  
MND for the Mesa College East Entry and Parking Garage Project  
Page 3

quantifying the environmental impacts of the improvements (project level analysis) and completing all appropriate mitigation measures for the impacts. The indirect effects of any mitigation within Caltrans RAW must also be addressed. The project proponent will also be responsible for obtaining any necessary permits or approvals from the regulatory and resource agencies for the improvements.

If you have any questions, please contact Mr. Vital Woolfolk, Development Review Branch, at (818) 688-2510.

Sincerely,



MARIO H. ORSO, Chief  
Development Review Branch

Cc: EGojuangco  
JMarkey  
BTinli  
SMorgan - State Clearinghouse

"Caltrans improves mobility across California"

3

000212



Ann O. Lloyd, Ph.D.  
Agency Secretary  
CDS7A



Department of Toxic Substances Control

8798 Corporate Avenue  
Cypress, California 90630

JAN 17 2006



Arnold Schwarzenegger  
Governor

January 12, 2006

Mr. Damon Scharu  
Vice Chancellor  
San Diego Community College District  
Facilities Management, Room 310  
3375 Camino del Rio South  
San Diego, California 92108-3883

DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE  
MESA COLLEGE EAST ENTRY AND PARKING GARAGE

Dear Mr. Scharu:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study and Mitigated Negative Declaration (ND) for the above-mentioned project. As stated in your document: "The Facilities Master Plan, which is designed to accommodate up to a maximum of 25,000 students, includes projects to be funded by Proposition "S" as well as the future replacement and addition of other buildings and facilities on 86.83 acres."

Based on the review of the submitted document DTSC has comments as follows:

- D1 1) The ND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- D2 2) For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

Printed on Recycled Paper

Note on comments from DTSC and responses

As stated in the MND, the Facilities Master Plan was previously addressed in a Mitigated Negative Declaration (State Clearinghouse No. 2005041131), which was approved by the San Diego Community College District Board of Trustees on June 9, 2005. The issue of hazardous waste/substances on a campus-wide basis was fully addressed in that document. For reference, a copy of the Final MND, which included responses to very similar comments received from the Department of Toxic Substances Control, was sent to Mr. Greg Holmes.

The current MND (State Clearinghouse No. 2005121106) specifically addresses implementation project for Phase 1 and Stage 1 of Phase 2 as described in Section I (Purpose and Main Features) of the Initial Study.

D1 Current and historic uses at the project site that may have resulted in a release of hazardous wastes/substances were identified in Section 3 of the Hazardous Materials Technical Study (HMTS) prepared by Ninyo & Moore.

D2 Known or potentially contaminated sites within the proposed Project area were identified in Sections 5 and 6 of the HMTS. On pages 24 and 25 the HMTS evaluated whether conditions at the site may pose a threat to human health or the environment. The following federal state and local databases were reviewed: the Multiple Agency Leaking Underground Storage Tank (LUST) list; the Multiple Agency Underground Storage Tank (UST) and Above Ground Storage Tank (AST) Registration lists; the United States Environmental Protection Agency Resource Conservation Recovery Act (RCRA) Generator list; the United States Environmental Protection Agency Emergency Response Notification System (ERNS); and the County of San Diego Department of Environmental Health (DEH) Hazardous Materials Establishment Permits. Ninyo & Moore also contacted the San Diego County Air Pollution Control District (APCD) and the City of San Diego Fire Department.

000214

Mr. Damon Schemu  
 January 12, 2005  
 Page 2

- **Site Mitigation Program Property Database (formerly CalSites):** A Database primarily used by the California Department of Toxic Substances Control.
- **Resource Conservation and Recovery Information System (RCRIS):** A database of RCRA facilities that is maintained by U.S. EPA.
- **Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS):** A database of CERCLA sites that is maintained by U.S.EPA.
- **Solid Waste Information System (SWIS):** A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- **Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC):** A list that is maintained by Regional Water Quality Control Boards.
- **Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.**
- **The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).**

D3

3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations, policies, and laws.

D3

The HMTS did not identify any contamination that would require further investigation or remediation. The HMTS, however, did recommend that precautions should be observed during excavation activities associated with the proposed improvements that occur in the immediate vicinity of the former USTS or active UST at the site. These precautions were included in the previous Initial Study on pages IS-35 and IS-36 and were included as part of the Mitigation Monitoring and Reporting Program (MMRP) on page MND-6 of the previous Mitigated Negative Declaration.

COMMENTS

RESPONSES

000215

Mr. Damon Schamu  
 January 12, 2005  
 Page 3

- |    |  |    |  |
|----|--|----|--|
| D4 | 4) All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including Phase I and II investigations, should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.   | D4 | No environmental investigations, sampling and/or remediation are anticipated for the implementation projects addressed by this MND/IS.   |
| D5 | 5) Proper investigation, sampling and remedial actions overseen by a regulatory agency, if necessary, should be conducted at the site prior to the new development or any construction.  | D5 | No environmental investigations, sampling and/or remediation are anticipated for the implementation projects addressed by this MND/IS.   |
| D6 | 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, except for a gas station, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."   | D6 | As indicated in Section 7.2 of the HMTS, there is a low likelihood that off-site facilities would adversely impact the environmental condition of the subject site based on the research performed for the HMTS. However, precautionary measures were included in Section 10 of the HMTS report.   |
| D7 | 7) If building structures, asphalt or concrete-paved surface areas or transportation structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, asbestos containing materials (ACMs), biohazards and other waste water chemicals of concern. If lead-based paints or products or ACMs, or other chemicals of concern are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations, policies, and laws. | D7 | No building structures are planned to be demolished as part of this specific implementation project; asphalt and concrete-paved surface areas, however, will be demolished. Any contaminants encountered will be remediated in compliance with California environmental regulations, policies, and laws.   |
| D8 | 8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.   | D8 | Comment acknowledged. Excavated soils will be sampled to determine if they are contaminated; any contaminated soils will be properly disposed of rather than placing it in another location. Imported soils will also be sampled to make sure that the imported soil is free of contamination. Language that addresses these necessities is included in Section 10 of the HMTS report.   |
| D9 | 9) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.   | D9 | Comment acknowledged. Based on the research performed for the HMTS, there is a low likelihood that soil and/or groundwater on the site has been contaminated from activities occurring on or near the site. However, language that addresses what to do from a human health standpoint in the event that undocumented areas of contamination are identified during future redevelopment activities is included in Section 10 of the HMTS report. |

Mr. Damon Schamu  
 January 12, 2005  
 Page 4

- D10 10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).
- D11 11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.
- D12 12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.
- D13 13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- D14 14) If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.
- D15 15) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- D16 16) If the project area was used for agriculture or if weed abatement was done onsite, soils may contain pesticide and agricultural chemical residue. If so, activities at the site may have contributed to soil and groundwater contamination. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

- D10 The District will comply with federal, state (including California Hazardous Waste Control Law [California Health and Safety Code, Division 20, chapter 6.5] and the Hazardous Waste Control Regulations [California Code of Regulations, Title 22, Division 4.5]) and local regulatory requirements with regard to the handling, storage, and disposal of hazardous substances and wastes. Language to this effect is included in Section 10 of the HMTS report.
- D11 Comment acknowledged. If it is determined that hazardous waste are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, (c) disposed of onsite, the District will contact DTSC to determine if a permit is required, and, if so, initiate pre application discussions and determine the permitting process applicable to the facility.
- D12 Comment acknowledged. If it is determined that hazardous wastes will be generated, a United States Environmental Protection Agency Identification Number will be obtained.
- D13 Comment acknowledged. If hazardous waste treatment is proposed, the District will contact the local Certified Unified Program Agency (CUPA) to determine if authorization is required.
- D14 Comment acknowledged. If wastewater is to be discharged to a storm drain, the District will contact the San Diego Regional Water Quality Board (Region 9) to determine if a wastewater permit is required, and, if so, apply for the permit.
- D15 Comment acknowledged. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/ demolition would cease and appropriate health and safety procedures will be implemented. Language to this effect is included in Section 10 of the HMTS report.
- D16 The HMTS did not identify any history of agricultural use on the site. No known weed abatement has occurred on the project site.

Mr. Damon Schamu  
January 12, 2005  
Page 5

DTSC provides guidance for cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).

If you have any questions regarding this letter, please contact Mr. Joseph Cully, Project Manager, at (714) 484-5473 or email at [jcully@dtsc.ca.gov](mailto:jcully@dtsc.ca.gov).

Sincerely,



Greg Holmes  
Unit Chief  
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

CEQA # 1279

000218

CITY OF SAN DIEGO  
MEMORANDUM

RECEIVED  
1/11/06

DATE: January 11, 2006  
 TO: Helene Deisher, Development Project Manager  
 FROM: Ann French Gonsalves, Transportation Development Section  
 SUBJECT: Traffic Study for Mesa College Facilities Master  
 Mesa College Street Vacation, PTS 60885/JO 42-3913

We have reviewed the second draft traffic study from Darnell & Associates for the subject project dated September 28, 2005 and received on December 9, 2005. Please see attached photocopied sheets for specific comments.

Additional comments may apply after resubmittal. Please contact me at (619) 446-5294, or Farah M. Mahzari at (619) 446-5360 if you have any questions.

*Ann French Gonsalves*

Ann French Gonsalves, P.E.  
Senior Traffic Engineer

Attachment

cc: Martha Blake, Environmental Analysis Section  
 Bill E Darnell, Darnell & Associates  
 David Potter, Potter and Associates  
 Damon Schamu, SDCCD

\\A\MLDR\WFO\FRENCH\Mesa college Street Vacation PTS 60885.doc

ATTACHMENT 5

E1

PURPOSE AND BACKGROUND

The purpose of this report is to document the results of the traffic analysis conducted for the proposed San Diego Mesa College redevelopment. The project is located east of Genesee Avenue, west of Linda Vista Road, and south of Mar Vista Drive on Mesa College Drive. Figure 1 illustrates the location of the project site. Figure 2 shows the site plan for the ultimate building configuration for the project.

In addition to the existing condition, this report analyzes a near term 2010 condition to include growth attributable from other projects in the area, as well as a 2030 future condition.

Near term temporary construction traffic is evaluated within the existing condition. Muir School background traffic is analyzed as part of the year 2010 and 2030 condition.

The traffic analysis was performed in accordance with SANTEC traffic study requirements and in compliance with the regional Congestion Management Program (CMP) standards. The CMP process is triggered for large scale projects which are expected to generate 2,400 or more average daily trips, or 200 or more peak hour trips.

Neither the temporary construction traffic nor the Muir School Increment exceed the minimum CMP thresholds.

ROADWAY SEGMENT AND INTERSECTION CAPACITY STANDARDS

The City of San Diego General Plan Circulation Element recommends LOS D or better as acceptable for arterial roadway segment ADT volumes. In previously undeveloped locations, however, the City of San Diego maintains a goal of achieving LOS C. These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual functional capacity of roadway facilities can vary by the specific characteristics which exist on each facility under review. Typically, the performance and LOS of a roadway segment is based on the ability of arterial intersections to accommodate peak hour volumes. For the purposes of this traffic analysis, LOS D is considered acceptable under near-term and long-term conditions for roadway segments, assuming adjacent intersection performance is acceptable LOS D or better.

Roadway Segment

The City of San Diego has established LOS standards and thresholds to analyze arterial roadway segment performance. For the purposes of determining roadway capacity, the City's standards were used. The analysis of roadway segment level of service is based on the functional classification of the roadway, the maximum desired level of service capacity, roadway geometrics, and the existing or forecasted average daily traffic (ADT) volume. Table 1 summarizes the City's roadway segment threshold criteria and associated levels of service where daily traffic demand is compared to the given roadway capacity. The resulting V/C (volume to capacity) is then compared to accepted ranges corresponding to the various levels of service for each facility classification as shown on Table 1.

*This study must also document shift in traffic patterns expected due to the proposed street vacation and evaluate the impact of this*

*disagree; they report a significant impact but do not propose mitigation*

*(This study must also document the shift in traffic patterns expected due to the proposed street vacation and evaluate the impact of this.)*

E1

The traffic study is predicated upon the street vacation to permit the construction of the parking garage and campus east entry. Therefore, the traffic study provides the requested analysis.

*(Disagree. They report a significant impact but do not propose mitigation.)*

E2

The project does not generate significant new traffic, only temporary construction traffic. The nominal traffic identified in the report is attributed to the Middle College High School to be operated by the San Diego Unified School District and is not part of this project. This project does not exceed the CMP process thresholds of 2400 daily vehicles or 200 peak hourly vehicles.

000220

SECTION II

EXISTING CONDITIONS

This section represents the existing condition in the field as of the original date of this study.

ROADWAY CHARACTERISTICS

E3

Genesee Avenue is typically a north-south 4-lane major roadway from Balboa Avenue to Marlette Drive. South of Marlette Drive, Genesee Avenue transitions to a two-lane roadway for a short time until approaching Oster Street where it transitions back to a 4-lane major road and is oriented east-west, crossing Linda Vista Road and providing access to State Route 163. Genesee Avenue is posted at 45 miles per hour. Traffic counts for this facility were obtained on the four-lane major portions of Genesee Avenue which has a maximum capacity of 40,000 daily vehicles at LOS B.

need to clearly state ultimate classification and note where raised median exists when discussing existing configuration of four lane roads.

E4

Linda Vista Road is a north-south 4-lane major roadway from Balboa Avenue to south of Genesee Avenue. Linda Vista Road has a two-way left turn lane from Stalmer Street to Genesee Avenue, and is considered to have a maximum capacity of 40,000 daily vehicles at LOS B.

Mesa College Drive is an east-west four lane facility from Aero Drive to Armstrong Street, where it transitions to a 2-lane road within the campus property. On the four lane segments of Mesa College Drive, the maximum four-lane major capacity of 40,000 daily vehicles was used for analysis. Within the campus, the two-lane configuration was assumed to have a maximum capacity of 10,000 daily vehicles. Mesa College Drive provides access to both State Route 163 and Interstate 635.

Anburndale Street is a north-south two-lane residential facility from Balboa Avenue to Marlette Drive. Parking is available on both sides of Anburndale Street and is posted at 25 miles per hour. South of Marlette Drive, Anburndale Street becomes Beagle Street and travels east-west in a two-lane configuration. For the purposes of the analyses, Anburndale Street and Beagle Street were assumed to have a maximum capacity of 8,000 daily vehicles, the equivalent of a multi-family residential collector.

Ashford Street is a north-south two-lane residential facility from Balboa Avenue to Mesa College Drive. Parking is available on both sides of Ashford Street and is posted at 25 miles per hour. For the purposes of the analyses, Ashford Street was assumed to have a maximum capacity of 8,000 daily vehicles, the equivalent of a multi-family residential collector.

Marlette Drive  
Figure 3 demonstrates the lane geometries used for the existing conditions analysis.

EXISTING TRAFFIC VOLUMES

Traffic counts were collected at study intersections and along roadway segments in the project vicinity in April 2004. The resulting peak hourly and daily traffic volumes are shown on Figure 4.

include all street listed in Table 4 plus Armstrong Street

E3

(Need to clearly state ultimate classifications and note where raised medians exist when discussing existing configuration of four lane roads.)

Roadway characteristics and descriptions are updated in the revised report.

(Revise capacity of Linda Vista Road to 30,000 [equivalent of a four lane collector]).

E4

The description of Linda Vista Road is expanded in this discussion and demonstrates that this roadway is the equivalent of a four-lane major road. Additionally, the City's adopted Linda Vista Community Plan calls this roadway a four-lane major street for the existing condition (Figure 17 on page 80 and page 83). As such, the 40,000 capacity is not changed in the revised traffic study.

Linda Vista Road is a north-south 4-lane roadway and is identified in both the adopted Clairemont Mesa and Linda Vista community plans as a 4-lane major street. The segment from Aero Drive to Mesa College Drive, however, is currently functioning as a collector with a maximum capacity of 30,000 daily vehicles at LOS E. From Mesa College south to Genesee, Linda Vista provides four lanes (80 feet curb to curb) with a wide painted island, left turn pockets, bike lanes, and parking allowed on both sides, posted at 40 mph. Driveway access is somewhat limited along this segment, allowing access at the high school near Mesa College, a commercial parcel near Genesee, a medical office, and military housing. This segment functions with a capacity of 40,000 daily vehicles at LOS E, although it lacks a raised median. South of Genesee, Linda Vista continues as four lanes, with a raised median and is considered a major roadway with a capacity of 40,000 daily vehicles at LOS E.

(Not if not classified as collector)

E5

Anburndale/Beagle Street is equivalent to the City's residential collector street with the capacity of 8,000 daily vehicles at LOS E (Not this classification is not the same as a typical "collector" which provides a capacity of 10,000-15,000 daily vehicles and transports vehicles to arterials). No changes to the traffic study were made based on this comment are classified as collector streets and function as such; therefore, the capacity of 8,000 average daily trips is appropriate.

(include all street segments shown listed in Table 4 plus Armstrong Street)

E6

The revised report discusses all effected roadway segments that are shown listed on Figure Table 4 and includes Armstrong Street.

ATTACHMENT

SECTION IV

YEAR 2010 TRAFFIC

YEAR 2010 MODEL DATA

To account for near term traffic growth surrounding the proposed campus expansion project, the SANDAG forecast model for the year 2010 was generated and compared to the existing traffic volumes.

(Add - over the 2004 counted volumes.)

E7

The 2010 model typically shows the following increases in traffic volumes over the 2004 counted volumes:

E7 The text has been revised as recommended by the City.

Genesee Avenue increases from 2% north of Marlesta Drive to 3% near Linda Vista Road;

Linda Vista Road increases approximately 45% north of Mesa College Drive; 7% between Mesa College Drive and Genesee Avenue; and 10% south of Genesee Avenue;

Mesa College has nominal increases of less than 1% from Marlesta Drive to Interstate 805.

Intersection turning volumes were adjusted by the increased near term traffic volumes to remain consistent with projected growth.

The base year 2010 volumes are presented on Figure 8.

(Clarify location of Muir School.)

E8

YEAR 2010 PROJECT TRAFFIC

In addition to the area growth for the year 2010 traffic condition, additional traffic anticipated from redevelopment of the Muir School was included as a project specific generator. The Muir school currently has 308 students. The projected population for the Muir School is 400 students. Note: this school facility is governed by San Diego City Schools and not by the San Diego Mesa College. However, for the purposes of short-range planning, these volumes were included as a result of the proposed project redevelopment.

Clarify location of Muir School

E8

The text has been revised to clarify that John Muir Alternative School was located on the west side of Armstrong Street north of Armstrong Place. Prior to the adoption of the Facilities Master Plan, the John Muir Alternative School was owned and operated by the San Diego Unified School District (SDUSD). Subsequent to the adoption of the Facilities Master Plan, the SDUSD sold the 8.53-acre Muir campus to the San Diego Community College District (SDCCD). The SDUSD acquired from the SDCCD 0.99 acre for the construction of the Middle College High School, which will be operated by the SDUSD. The enrollment at John Muir Alternative School prior to closing was 308 students. The projected enrollment at the Middle College High School is 400 students.

Traffic generated by the proposed increase in Muir School traffic is summarized on Table 6. As shown on Table 6, the school increases area-wide traffic by approximately 176 trips per day, with 35 occurring in the morning peak hour and 25 in the evening peak hour.

Trip distribution assumed similar patterns as the SANDAG select zone model. The resulting student related traffic is shown on Figure 9. These volumes were added to the base year 2010 volumes. Year 2010 plus student traffic is reflected on Figure 10.



JAN 04 2006

San Diego County Archaeological Society, Inc

Environmental Review Committee

27 December 2005

To: Mr. Damon Schamu, Vice Chancellor  
San Diego Community College District  
Facilities Services, Room 310  
3375 Camino del Rio South  
San Diego, California 92108

Subject: Proposed Mitigated Negative Declaration  
Mesa College East Entry and parking Garage

Dear Mr. Schamu:

I have reviewed the subject Proposed Mitigated Negative Declaration on behalf of this committee of the San Diego County Archaeological Society.

F1

Based on the information contained in the PMND and the cultural resource survey for the project, we agree that the project should have no significant impacts on cultural resources. Consequently, we also agree that mitigation measures for such resources are not required.

Thank you for including SDCAS in the District's environmental review process for this project.

Sincerely,

*James W. Royle, Jr.*  
James W. Royle, Jr., Chairman  
Environmental Review Committee

cc: Kyle Consulting  
SDCAS President  
File

F1 Comment acknowledged.

000222

ATTACHMENT

COMMENTS

RESPONSES

000223

JAN 18 2006



DS  
Cristina  
Carnoll  
Rick B.

January 15, 2006

San Diego Community College District  
Facilities Management, Room 310  
3375 Camino del Rio South  
San Diego CA 92108-3883

RE: Mesa College East Entry and Parking Garage Mitigated Negative Declaration

Dear Sir:

G1 I attended the meeting held last fall at Mesa College to allow community residents to comment on the project. I believe this is a good project that will help address the shortage of parking on campus.

G2 In Section V of the Mitigated Negative Declaration, there is a provision that grading and clearing take place outside of the bird breeding season. This statement is followed by provisions to be implemented in the event construction is proposed during the breeding season. If construction does proceed during the breeding season, please supervise the work so that the provisions are actually implemented.

G3 Mitigation measures include the creation of 0.01 acre of cismontane alkali marsh and 0.02 acre of disturbed wetland. Will these be part of mitigation for other projects, and if so, where will they be located?

G4 After the meeting at Mesa College, Eloise Battle of the Tecolote Canyon Citizens Advisory Committee and I had a conversation with Mr. Damon Schwartz. He indicated a plan to remove the invasive plants, including the palm trees, from the area along Genesee Avenue south of Marlesta. Since these plants can impact the area of Tecolote Canyon Natural Park to the west of Genesee, it would be a benefit to the park for them to be removed and I hope it will be accomplished as part of the project. I am enclosing a copy of my letter to Councilmember Donna Frye concerning this meeting.

Sincerely,

Sherio Miller  
President

enclosure

G1 Comment acknowledged.

G2 All provisions of the Mitigation Monitoring and Reporting Program will be implemented.

G3 Impacts to Corps and CDFG jurisdictional areas will be mitigated by restoration/enhancement on the Mesa College property within a nearby, highly disturbed wetland drainage that feeds into Tecolote Creek (located within the MHPA) east of Genesee Avenue. See Figure 11 in the Initial Study. Mitigation will occur at a 5:1 ratio for impacts to cismontane alkali marsh and disturbed wetland habitat and at a 4:1 ratio for impacts to Waters of the U.S./streambed, for a total of 0.10 acre of mitigation.

G4 The mitigation area described in G3 above was chosen because it would improve the riparian wildlife habitat functions of the existing drainage and, furthermore, it would reduce a source of non-native seed into Tecolote Creek downstream within the Tecolote Canyon Natural Park. The District will confer with the Friends of Tecolote Canyon and the Tecolote Canyon Citizens Advisory Committee to determine if additional areas along Genesee Avenue south of Marlesta Drive on property owned by the District will be cleared of invasive plants, including palm trees.

COPY

000224

September 20, 2005

Councilmember Donna Frye  
City Administration Bldg.  
202 C Street  
San Diego, CA 92101

Dear Ms. Frye:

I am writing as a follow up to my phone call last week. I am concerned about the proposal to sell city owned land to raise money to go toward the pension fund deficit. I appreciate your questioning the wisdom of this approach. Eloise Battle and I met with you last year to express our concern at that time about city owned land that had been presented as collateral to the pension fund. At the time no information identifying the land was made available. I think that is still not known. If the majority of the council goes ahead this year, I think there should be open public hearings to examine the list of properties recommended for sale. Once land is sold, we won't get it back. This should not be approached lightly.

Also, I want to thank you, again, for your involvement in the meeting at Mesa College concerning the proposed parking structure on campus. As a graduate of Mesa, and one who hunted for parking along with everyone, I think the parking structure is a good use of space. It will be a net gain for the well being of Tecolote Canyon if the Community College District follows through and removes invasive plants from the area along Genesee Avenue south of Marlesta. (We will be watching!) I appreciate the frustration of neighbors. Thank you for stepping in to help the residents in their struggle to get their needed permits for parking in front of their homes. People in the neighborhood can be glad you care about such things.

Sincerely,

Sherlie Miller  
President

ATTACHED

**LINDA VISTA COMMUNITY PLANNING COMMITTEE**

727 Armada Terrace, San Diego, CA 92106

February 3, 2006

San Diego Community College District  
 Facilities Management, Room 310  
 3375 Camino del Rio South  
 San Diego, CA 92108

RECEIVED  
 2/7/2006

Subject: Mitigated Negative Declaration (MND) Comments (Mesa College East Entry & Parking Garage).

Gentlemen:

Thank you for the two week extension of time which you granted our committee to provide comments on the MND regarding Mesa College. David Potter has been very helpful in providing the missing Exhibits which had not been included in the CD which accompanied the documents.

Our committee is vitally interested in this project. Our planning area includes much of the land being requested by the District for the proposed parking structure, and we share the many concerns expressed by the community. Our desire, as is the District's, is to provide the best neighborhood conditions possible.

The District's stated objective, to be achieved by providing a 1,000 car parking structure in Exhibit E, is to reduce community concerns regarding non-resident parking on residential streets.

Our comments in bold type follow each MND quotation. District documents are in italics.

*(MND 12/14/2005) Page IS-36 ---The proposed parking structure to be located at the western terminus of Mesa College would provide approximately 1,000 additional parking spaces. The Preliminary Parking Analysis conducted by Darnell & Associates dated April 15, 2005 determined that the additional parking spaces would provide over 30% more parking than currently provided. Therefore, the project would actually result in a beneficial impact on parking both on-site and in the surrounding residential area (K-8)*

*(MND - 5/31/2005) Page IS-30 ---The proposed project would actually provide approximately 1,000, plus or minus, additional parking spaces in a new parking structure to be located at the western terminus of Mesa College Drive. The Preliminary Parking Analysis conducted by Darnell & Associates dated April 15, 2005 determined that the additional parking spaces would provide the ability for all student, faculty, and staff to park on-site. There the project would actually result in a beneficial impact on parking both on-site and in the surrounding residential area (K-7)*

000225

H1 **A comparison of the two statements above indicates that Darnell & Associates changed their report between May and December of 2005 and no longer believe that the structure will facilitate all student, faculty and staff parking.**

*(MND-12/14/2005) Page IS-36--As an incentive to use the parking structure, the District has provided the following incentives:*

- *At the beginning of each semester there will be a two-week grace period in which students can park on campus free of charge; and*
- *All on-site parking will be free of charge after 1:00 PM throughout the semester.*

H2 **The incentives above were not included in the May 31, 2005 MND but were added as a result of a S. D. City Development Services cycle request dated 5/17, 2005.**

*(sdmesa.edu/police-campus/mesaparking.htm ~ 2/3/2006)--*

*Mesa College has 3236 parking spaces distributed between nine surface lots.*

*Parking Permits are required (EXCEPT BETWEEN 12:00 NOON AND 6:00 PM DAILY IN THE STUDENT LOTS)*

*Automobile permits are \$30, \$20 for financial aid students and motorcycle permits are \$15.*

H3 **It appears that the incentives offered in the MND are not those offered by the college on their website. The incentive of free parking after 1 p.m. is negated by the current Mesa College Parking requirements that after 6 p.m. it is not free.**

*(MND 12/14/2005)—Exhibit E – Table 2, Summary of Peak Parking – Page E-3 —Max Park AM, Max Park PM, and Max Park HR*

H4 **The above mentioned table shows that the maximum parking demand is achieved between the hours of 10 a.m and noon on the three days surveyed. Approximately 2600/2700 cars are parked in the a.m. hours, 1300/1400 in the afternoon hours and 1800/1900 at 6 p.m.**

*(MND 12/14/2005 – Exhibit E – Parking Analysis Report Page E-3 —The proposed project does not increase the maximum allowable student population. Therefore, it can*

H1 Appendix E in both the April 15, 2005 Traffic Study and the September 28, 2005 Traffic Study specifically states, "1,000 space structure provides over 30% more parking than in the current configuration." The statement in the MND for the Facilities Master Plan was based on a telephone conversation with Bill Darnell, President of Darnell & Associates. While the statement was not reiterated in the MND for the East Entry and Parking Garage, it is still Mr. Darnell's professional opinion that the additional parking spaces (1,129) would provide the ability for all students, faculty, and staff to park on-site.

H2 A memo from the Transportation Development Section, dated May 17, 2005, was submitted to the City's Environmental Analysis Section to address the Draft Mitigated Negative Declaration (MND) for the Mesa College Facilities Master Plan. The memo included the following: "Will there be incentives for students to use the on-site parking rather than continue to park in the surrounding neighborhoods? The document should describe any incentives."

The memo, however, was not transmitted to the San Diego Community District (District) along with other City comments (dated May 20, 2005) on the Draft MND and, therefore, was not addressed in the Final MND for the Master Plan.

On August 22, 2005, the comments were transmitted directly to the District. As a result, a discussion of incentives was included in the revised traffic study and the subsequent Draft MND prepared for the East Entry and Parking Garage.

H3 The Traffic Study and Initial Study have been revised to indicate that student permits are not required between 12 Noon and 6 P.M.

H4 This comment is acknowledged. Further, the worst case parking demand on Thursday at 10:00 A.M. with 2770 vehicles left approximately 476 available parking spaces on site. The traffic study also acknowledges that students park in outlying areas. It is also important to understand that with fewer spaces available on site during these worst-case peak demands, the perception to incoming drivers is there is no parking (or it is difficult to find). The additional 1,129 overall new spaces (current count) would provide proportionally more spaces throughout the campus, relieving perception that the campus lots are full.

000227

be concluded based on existing parking demand, that 476 spaces remain available on site during the worst case demand.

*However to reduce community concern that students are parking off-site into residential areas, part of redevelopment of the college will include a 1,000 parking space structure near the main campus entry from Mesa College Drive. This parking structure is not expected to replace the amount of existing on-site spaces, but provides additional overall parking.*

H5 **The traffic expert states that there are 476 spaces available during the worst case demand. Apparently Darnell is saying that, even though there is adequate parking, the District should reduce community concern by building a structure reported to cost \$17,000,000. The above statement by Darnell questions the very basic need for the project.**

*(MND -- 12/14/2005) Page IS-36 -- Although not an incentive provided by the District, the proposed expansion of the Residential Permit Parking area to the east will likely result in more students parking on campus.*

H6 **In March of 2003, the San Diego City Council created a Residential Permit Parking area in response to concerns that non-residents were parking on residential streets north of Mesa College. The area is extremely large and is not only a cost burden to the residents, but, also imposes extreme inconveniences for guest parking, etc. The area presently covered is only to the north and by the evidence of residents at the 12/12/2005 meeting at Mesa College, there is a cry for student non-resident parking remedies which will not burden residents as does the E Permit system.**

H7 **An attached letter dated 1/27/2006, from Denise Abell Howe, a long time Mesa College resident, provides excellent insight into the problems student parking and traffic creates for residents. She primarily offers the wisdom that students park in her neighborhood because they do not wish to pay the parking fee and are willing to risk their personal security, particularly at night, to do so.**

H8 **This provides a dilemma for the College because they, as yet, do not offer totally free parking and, probably as important, they offer only the most distant space to students. If mostly working students, who have the least time and funds, are to be persuaded to park on campus lots, wouldn't giving them the most desirable locations at no cost provide the answer?**

H5 The need for additional on-site parking is well established by the fact that students still park in the surrounding areas not addressed by the current Residential Permit Parking Area E. As stated above, the perception to incoming drivers is there is limited parking which may be difficult to locate. A number of residents testified accordingly at the public meeting at Mesa College on August 24, 2005. Furthermore, based on observations and a telephone conversation (2/7/06) with Ms. Denise Abell-Howe, Kearny Mesa Recreation Center Director, students park at the Kearny Mesa Recreation Center. There is not a conflict between available parking on campus during a worst-case demand and the need for more parking. The additional 1,129 overall new spaces (current count) would provide proportionally more spaces throughout the campus, relieving perception that the campus lots are full.

H6 The proposed parking structure is intended to alleviate the parking problems in the surrounding areas. Further, if the additional on-site parking spaces (current count of 1,129) more than existing) solve the student parking spilling over into residential areas, it may be possible to eliminate the need for Residential Permit Parking.

H7 Please see the attached letter for the specific statements by Ms. Abell-Howe and the responses to her statements.

H8 The parking permit fees are used for the express purpose of providing parking facilities in accordance with Education Code Section 76360. After conducting a parking study (see Response H13), the District selected the proposed parking structure location.

(MND 12/14/2005) Page IS-37 --Two bus lines operated by Metropolitan Transit System serve Mesa College. Route 41, which provides service between Fashion Valley Transit Center and.....Route 44, which provides service between Old Town Transit Center and Clairemont Town Square.

H9 **There is no mention in the MND regarding the Comprehensive Operational Analysis (COA) being conducted currently by Metropolitan Transit Service which is changing bus routes all over the city including Kearny Mesa. Attention should be given to MTS plans as they will affect Mesa College bus service.**

(MND 12/14/2005) Page IS-37--6. The proposed project would not alter present circulation movements nor have an effect on existing public access to Kearny Mesa Community Park located south of Mesa College Campus. Nor would the project affect access to Tecolote Canyon Natural Park located west of Genesee Avenue.

H10 **The traffic consultants figures which show massive traffic on Mesa College Drive between Linda Vista Road and the College are reflected well in the comments by Mrs. Hove in her letter of January 27, 2006. Similar comments were offered by the multitude of residents attending the meeting at Mesa College on 12/12/2005.**

H11 **Why position a large traffic building structure where traffic to Kearny High School, the National Guard Armory, Kearny Mesa Community Park, Sharp Hospital Complex, and many other businesses already are in grid lock? How can it be that air conditions will not be worsened in the area of schools, a child care center, and a Community Park by focusing additional exhaust exhaling vehicles in the vicinity?**

H13 **The Linda Vista Community Planning Committee respectfully requests that serious consideration be given to the many available alternative sites for the location of this parking structure as well as providing student incentives which will work because they are in the student's best interest. "Students want to park near their destination more than older adults" (Alan Hoffman, Transit Consultant, in a lecture at USD in January, 2006)**

H14 **Very truly yours,  
Ed Cramer, Chair.**

H9

According to the Comprehensive Operational Analysis, Route 41 will continue to provide service between Fashion Valley Transit Center and UCSD and will continue to operate along Genesee Avenue west of the campus. Although the alignment between Beagle Street and Limerick Avenue will be revised, Route 44 will continue to provide service between the Old Town Transit Center and Clairemont Town Square and will continue to operate on Armstrong Street adjacent to the campus. The base frequency for both routes will be 15 minutes or better. Therefore, there will be no negative affect on Mesa College bus service.

H10

The traffic study shows almost 18,000 daily vehicles on the identified segment. This roadway is classified as a four-lane major road and has the ability to accommodate 40,000 vehicles per day according to thresholds established by the City of San Diego and adopted for use by traffic consultants to determine level of service (LOS). The 18,000 daily vehicles equates to less than 50% capacity and results in LOS B conditions, which is well within the acceptable operating parameters.

H11

Response H10 above demonstrates that Mesa College Drive is not "grid-lock" (which would be represented by LOS F) and that there is capacity for this roadway to accommodate the parking structure. Changes to the circulation system within the college to access the parking structure are also proposed to provide improved transition from the City street.

H12

According to the City's Draft "Significance Determination Thresholds" (Feb Nov 2004), "if a proposed development causes a four-lane major road to drop to LOS E or worse, ~~or exceed its design capacity of 30,000 ADT~~, the extended wait at the signalized intersection ~~would result in \$50 pounds of CO (Carbon Monoxide) emissions per day~~ and could cause a significant air quality impact (and a site-specific CO hotspot screening and/or analysis should be performed to determine if health standards are potentially violated and to identify any affected sensitive receptor" or "if a proposed development is within 400 feet of a sensitive receptor and the LOS is worse than D, a site-specific CO hotspot analysis should be performed to determine if health standards are potentially exceeded and to determine the level of adverse effect on the receptors." Even in the year 2030 the roadway segments and intersections will not reach the levels that would cause a significant air quality impact.

H13

Attached to the Initial Study is a graphic showing 7 alternative parking sites considered by District followed by a discussion of the advantages and disadvantages of each of the 7 alternative sites. A copy of these documents was also provided to Mr. Ed Cramer on February 2, 2006. The proposed site remains the District's preferred site. The provision of additional parking is considered an incentive that is in the student's interest.

H14

In a telephone conversation (2/7/06), Alan Hoffman stated he did not make this or any similar statement during his lecture at USD; his lecture addressed transit

0000229

Mesa College Parking Information

Mesa College has 3,236 parking spaces distributed between nine surface lots.

Parking Permits are required (EXCEPT BETWEEN 12:00 NOON and 6:00 PM DAILY IN THE STUDENT LOTS) and enforcement (citations will be issued for not displaying a permit or parking in Faculty-Staff lots).

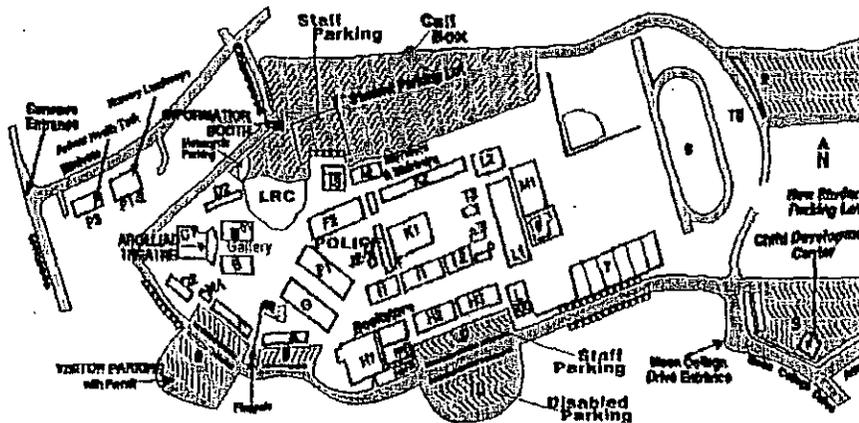
Student Parking Permits may be purchased at the Accounting Office, or through ClassTalk or Reg-e, and picked up at the Campus Police J202.

Automobile permits are \$30, \$20 for financial aid students and motorcycle permits are \$15. (Carpool parking requires an additional permit.)

Visitors may use daily permit machines located in lots 1 and 2 to park in designated student parking. Rate is \$1 per hour, \$5 all day - machine takes coins and bills, but does not make change.

Motorists with state issued disabled placards may park in any student staff or administrator parking. Designated disabled parking is available across the street from the "H" buildings, and in lots #1, #3, H and A.

Convenient carpool parking located in front of the I-400 building, the tennis courts, and the administrative offices is available to motorists with a student permit (or daily permit), one or more passengers and a daily carpool permit. Daily carpool permits may be obtained at the information booth in lot #1.



No Parking on Mesa College Neighborhood Streets Vehicles parked on residential streets around Mesa College without the required area "E" residential parking permit will be cited by City of San Diego parking enforcement personnel. The fine for parking without the required residential permit is \$35.

versus driving and he stated it would not be appropriate to extrapolate any position on the location of student parking.

COMMENTS

RESPONSES

000230

DATE: JANUARY 27, 2006  
TO: LINDA VISTA PLANNERS  
FROM: DENISE ARRIEL HOVE  
RE: MESA COLLEGE PARKING

To Whom It May Concern:

My name is Denise Hove and I am a resident of the Mesa College area since the mid 1960's. I deal with the impact of the Mesa College traffic on a daily basis and these are my observations:

11

1. Mesa College Drive is in grid lock when the college is in session. This impacts all the surrounding neighborhood because Mesa College Drive is the only access to the freeway entrances for 163 and 805 south. Add the traffic from the High School and when the National Guard Armory blocks a lane with busses to board the troops, and you can easily understand why it can take multiple cycles of the lights to just clear Linda Vista Road, much less get onto either freeway. Placing a multi-story parking lot with its only access off this road is sure folly.

12

2. The bus stop on Armstrong is in the wrong place. You have a gate to the parking lot right there, with cars turning right and left with the view obstructed by the City bus. Complicate this with a curve in the road that further obstructs the view. Add in Armstrong as a thoroughfare for the neighborhood, with those cars assuming they have the right-of-way. Mingle in foot traffic on and off the bus, along with the foot traffic of students cutting across the parking lot for access to the campus. Finally, make some of that foot traffic disabled in wheelchairs or elderly. As you can see, this is a recipe for disaster.

13

3. There never is any police presence to enforce not blocking the intersections. Or for that matter, enforcing the right-of-way of traffic leaving the park and going straight through the intersection when the college students are turning left onto Mesa College Drive. This further slows down the time it takes to make it to Linda Vista Road when the intersections are blocked with traffic.

14

4. I truly feel that the students will not park in the parking structure as long the parking fee is not a mandatory part of the registration fee. All you have to do is drive around the community to see how far the students are willing to walk to park for free. They also take up every available space in the City Park, and risk walking those distances in the dark after evening classes, just to park for free. What makes you think that they will willingly pay to park in the structure?

15

5. The Mesa College child care center is located on the corner of Mesa College Dr. and Armstrong, right at the main intersection impacted by all these cars. The air quality must be awful. Since the State Legislature is discussing tightening down where you can smoke cigarettes around children, does it not make sense that the same concern be shown for something as far more serious as car emissions?

11

The traffic study shows almost 18,000 daily vehicles on Mesa College Drive between Linda Vista Road and Mesa College. This roadway is classified as a four-lane major road and has the ability to accommodate 40,000 vehicles per day according to thresholds established by the City of San Diego and adopted for use by traffic consultants to determine level of service (LOS). The 18,000 daily vehicles equates to less than 50% capacity and results in LOS B conditions, which is well within the acceptable operating parameters. The project is not responsible for National Guard Armory vehicles that may block travel lanes. Changes to the circulation system within the college to access the parking structure are also proposed to provide improved transition from the City street. Intersection capacity analyses in the study area also demonstrate acceptable levels of service during peak hours in accordance with City of San Diego published thresholds.

12

The San Diego Community College District in conjunction with MTS is proposing to re-direct the Route 44 bus onto the campus to better serve students and to minimize conflicts on Armstrong Street. In addition to providing bus shelters on campus, bus stops for the neighborhood will be retained on Armstrong Street north of Armstrong Place.

13

The proposed project has been designed to enhance traffic flow and eliminate conflicts that are currently experienced in the vicinity of the project. As stated in Response 12 above, bus stops will be located internally on the campus to better serve students and to minimize conflicts on Armstrong Street north of Armstrong Place. Additionally, the drive to the parking structure will pass under the southbound lanes of Mesa College Drive, thus creating improved transition from the City streets including the Mesa College Drive/Armstrong Street intersection.

14

As demonstrated in the parking study prepared for the existing condition, up to 2,770 vehicles are parked on campus which require paid parking permits. It is also important to understand that with fewer spaces available on site during these worst-case peak demands, the perception to incoming drivers is there is no parking (or it is difficult to find). The additional 1,129 overall new spaces (current count) provide proportionally more spaces throughout the campus, relieving perception that the campus lots are full.

15

See Response H12 above.

Sincerely,  
Denise Arriel Hove  
H) 858-278-3217

000230

# San Diego Community College District

Facilities Management, Room 310

3375 Camino del Rio South, San Diego, CA 92108-3883 (619) 388-6546

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## INITIAL STUDY

State Clearinghouse Number 2005121106

**SUBJECT:** Mesa College East Entry and Parking Garage.

**Revision #1:** Minor revisions were made to the Final Mitigated Negative Declaration (MND) when compared to the Draft MND. The revisions did not affect the environmental analysis or conclusions of this document. The revisions are shown in ~~striketrough~~/underline format. On March 23, 2006, the San Diego Community College District (SDCCD) Board of Trustees considered and approved the Final MND.

**Revision #2:** Subsequent to the approval by the SDCCD, minor refinements were made to the project and minor revisions were made to the technical reports addressing biology and traffic/parking. As a result, the MND and Initial Study were further revised. The additional revisions are shown in ~~double striketrough~~/double underline format. These revisions do not affect the environmental analysis or conclusions of this document. In accordance with CEQA Guidelines Section 15073.5(c)(4), recirculation is not required when new information is added to the negative declaration that merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

**Revision #3:** Subsequent to the Planning Commission hearing on July 13, 2006, revisions were made to the Biological Technical Report to address refinements to the proposed grading and to correct the location of MHPA Boundary. As a result, the MND and Initial Study were further revised. The additional revisions are shown in italicized ~~striketrough~~/underline format. These revisions do not affect the environmental analysis or conclusions of this document. In accordance with CEQA Guidelines Section 15073.5(c)(4), recirculation is not required when new information is added to the negative declaration that merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

**MHPA Boundary Adjustment Alternative:**

On July 13, 2006, the Planning Commission suggested that if an MHPA boundary adjustment were to occur, the addition area should be located in the vicinity of the project. In response, an alternative MHPA boundary addition area was identified on land owned by the San Diego Community College District just east of Genesee Avenue. The alternative 0.42-acre area is located 150 feet north of the existing MHPA; the intervening land is owned by the City of San Diego.

On August 18, 2006, City staff presented the alternative MHPA addition area to the U.S. Fish and Wildlife Service and the California Department of Fish and Game (the wildlife agencies). The agencies, however, continued to support the MHPA addition in East Elliott. According to staff, the 4:1 in-lieu fee to be applied in East Elliott makes sense for the following reasons: 1) the continuing MSCP effort to obtain large core biological areas in the East Elliott MHPA; and 2) the availability of state matching funds to acquire land in East Elliott (thus, doubling the acquisition area). While the PC-suggested urban canyon lands' enhancement is an acknowledged City-goal, the current bio core acquisition is the current short-term, major MSCP effort.

**Location of MHPA:** During more detailed review of the MHPA mapping, engineering design, and impact analysis, an error was discovered (by the consultants) relative to the location of the MHPA compared to the final project engineering drawings. The MHPA location used for the previous biology report (May 1, 2006) was found to have been inadvertently shifted slightly out of position. More precise plotting of the MHPA revealed that it needed to be shifted northward. The result in this shift of the MHPA is that the impact to the MHPA is 0.28 acre and not the 0.14 acre that was previously reported.

**SUBJECT:** Mesa College East Entry and Parking Garage. SAN DIEGO COMMUNITY COLLEGE DISTRICT (SDCCD) BOARD OF TRUSTEES APPROVAL to acquire 2.69 acres from the City of San Diego for the development of a parking garage and a new east entry as part of the implementation of the adopted Mesa College Facilities Master Plan. The project site is located at the head of a canyon at the western terminus of Mesa College Drive, south of the Mesa College campus proper, and north of Kearny Mesa Park in the Clairemont Mesa and Linda Vista communities in the City of San Diego.

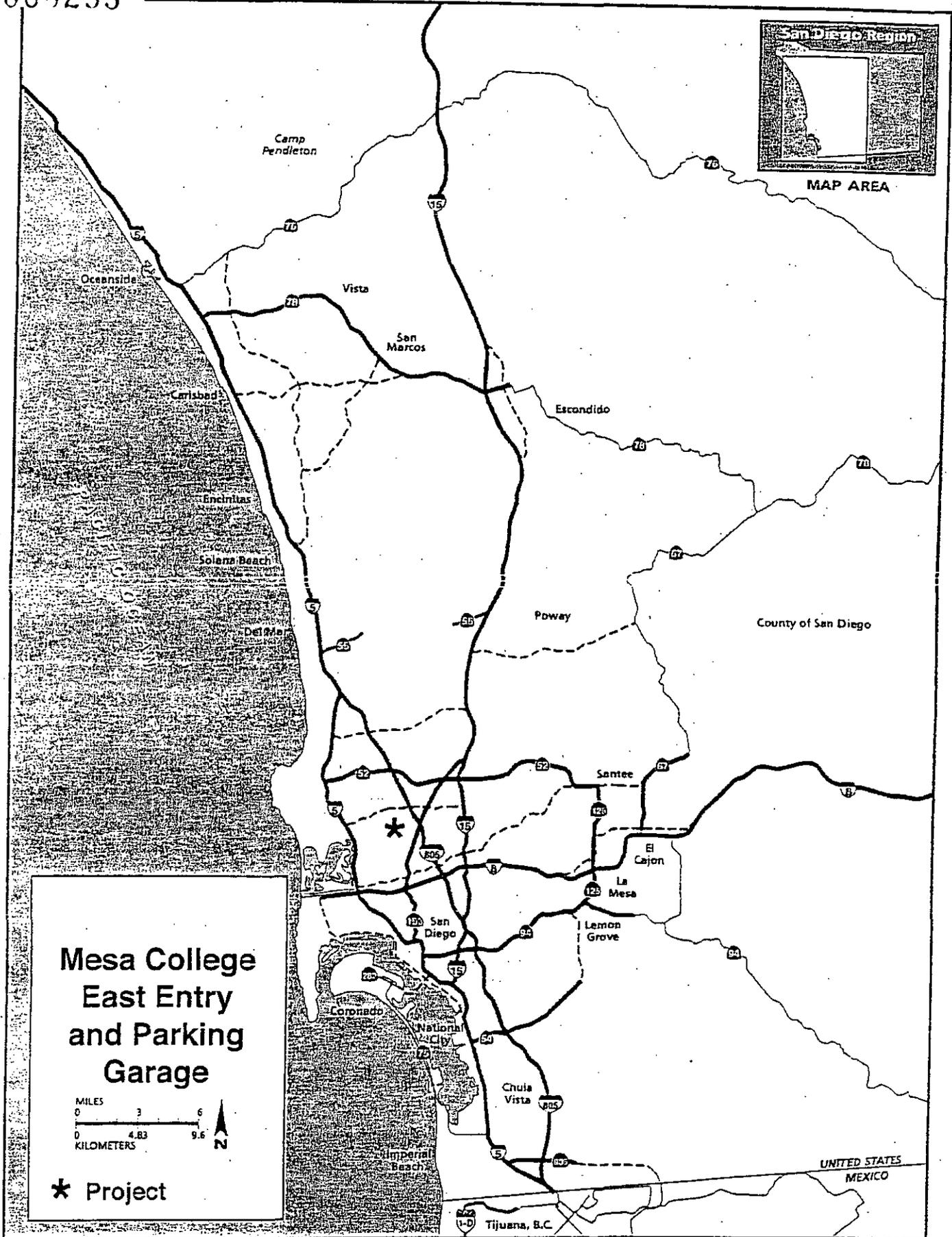
SAN DIEGO CITY COUNCIL APPROVAL of the vacation of a portion of Mesa College Drive, the sale of 2.69 acres to the SDCCD, a Site Development Permit, Permission to Grade, and a Multi-Habitat Planning Area Boundary Adjustment.

Applicant and Lead Agency: The San Diego Community College District.

Responsible Agency: The City of San Diego.

**I. PURPOSE AND MAIN FEATURES:**

On June 9, 2005, the San Diego Community College District Board of Trustees approved a Facilities Master Plan for the Mesa College Campus located at 7250 Mesa College Drive in the City of San Diego (see Figures 1 and 2). The Facilities Master Plan (see Figures 5 and 6), which is designed to accommodate up to a maximum of 25,000 students, includes projects to be funded by Proposition "S" as well as the future



**Mesa College  
East Entry  
and Parking  
Garage**

MILES  
0 3 6  
KILOMETERS  
0 4.83 9.6

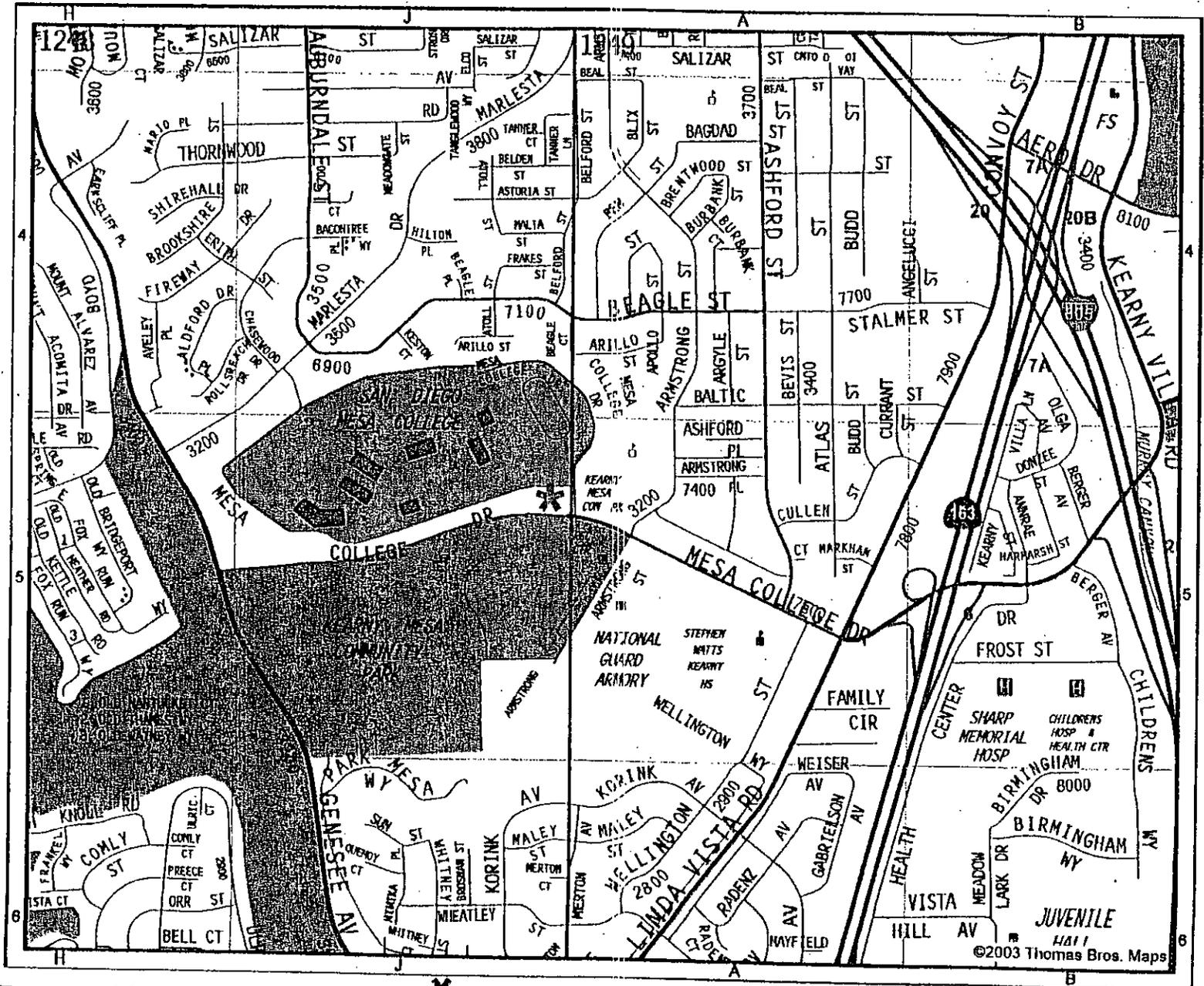
\* Project

Regional Location

Figure 1

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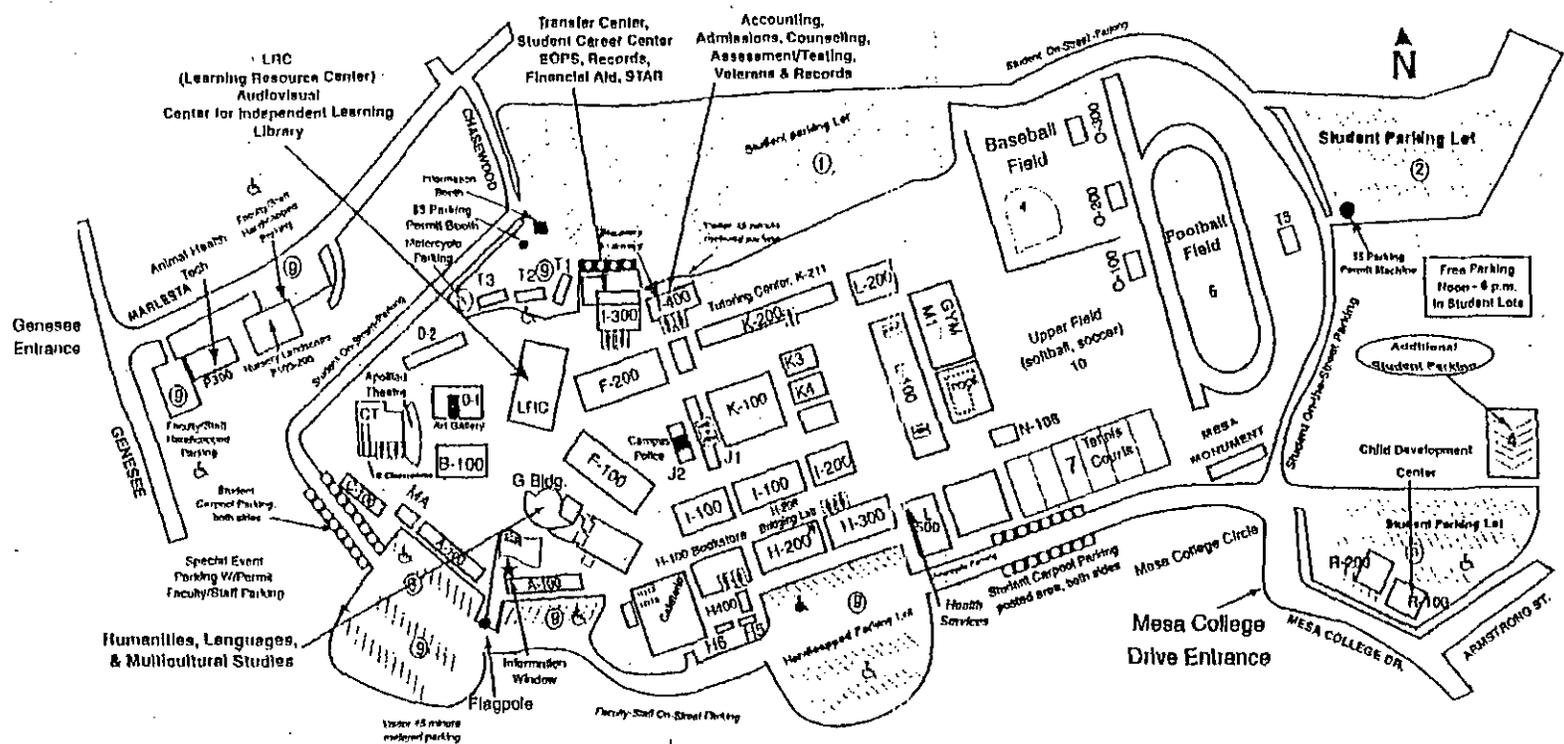
Project Vicinity

★ Project

Figure 2

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**BUILDINGS**

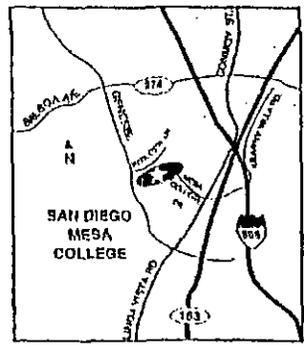
A-100	Administration, President, V.P. Instruction, Business, Public Relations	H-400	Disabled Students Programs and Services, Classrooms	K-300	Computer Labs, Classroom
A-100	Information Window	H-600	Student Affairs	K-400	Computer Application Labs
B-100	Classrooms	I-100	Classrooms, Employment	L70	Audiovisual Center for Independent Learning, Library
C1	Classrooms, Apollo Theatre	I-300	Classrooms, Financial Aid, STAR, Teacher Dev.	L-100	High Tech Center
C-200	Classrooms, Offices	I-400	Accounting, Admissions, Counseling, Testing, Veterans/Records	L-200	Physical Education
C-108	Writing Center	I-400	Counseling, Testing, Veterans/Records	L-300	Handball, Racquetball Courts, WL Rooms
D-100		I-400	V.I. Student Services	L-600	Classrooms, Athletic Training Room, Campus Nurse, Health Services
A D-200	Fine Arts (Gallery, D-104)	J-100	Operations	MA	Services
F-100	Classrooms	J-200	Campus Police, Parking, Stockroom, Recycling	P-100 &	Classrooms
F-200	Classrooms	J-200	Classrooms	P-200	
G-100	Dean's Office, Mesa Press	K-100	Classrooms	P-300	Nursery/Landscape Technology/Art
H-100	Cafeteria, Bookstore	H-200	Apprenticeships, Faculty Workshops, Mailroom, Repro Center, Tutoring Center	Q	Nursery/Landscape Technology/Art
H-200	Classrooms, Bridging Lab, Disabled Students Programs and Services, Classrooms			R	Animal Health Technology
H-300				Q	Classroom
				T1, T2, T3	Child Development Center
					Temporary classroom

**PARKING LOTS**

- 1-4 Student Parking with Permit
- 5 Faculty/Staff Permit Parking
- 6 Student Carpool Parking (2 or more occupants permits available at the Information Booth)

**ATHLETIC FACILITIES**

- M1 Gym
- 4 Baseball Field
- 5 Merrill Douglas Stadium (Football, Track, Golf Field)
- 7 Tennis Courts
- 8 Swimming Pool
- 10 Upper Field (soccer/football)



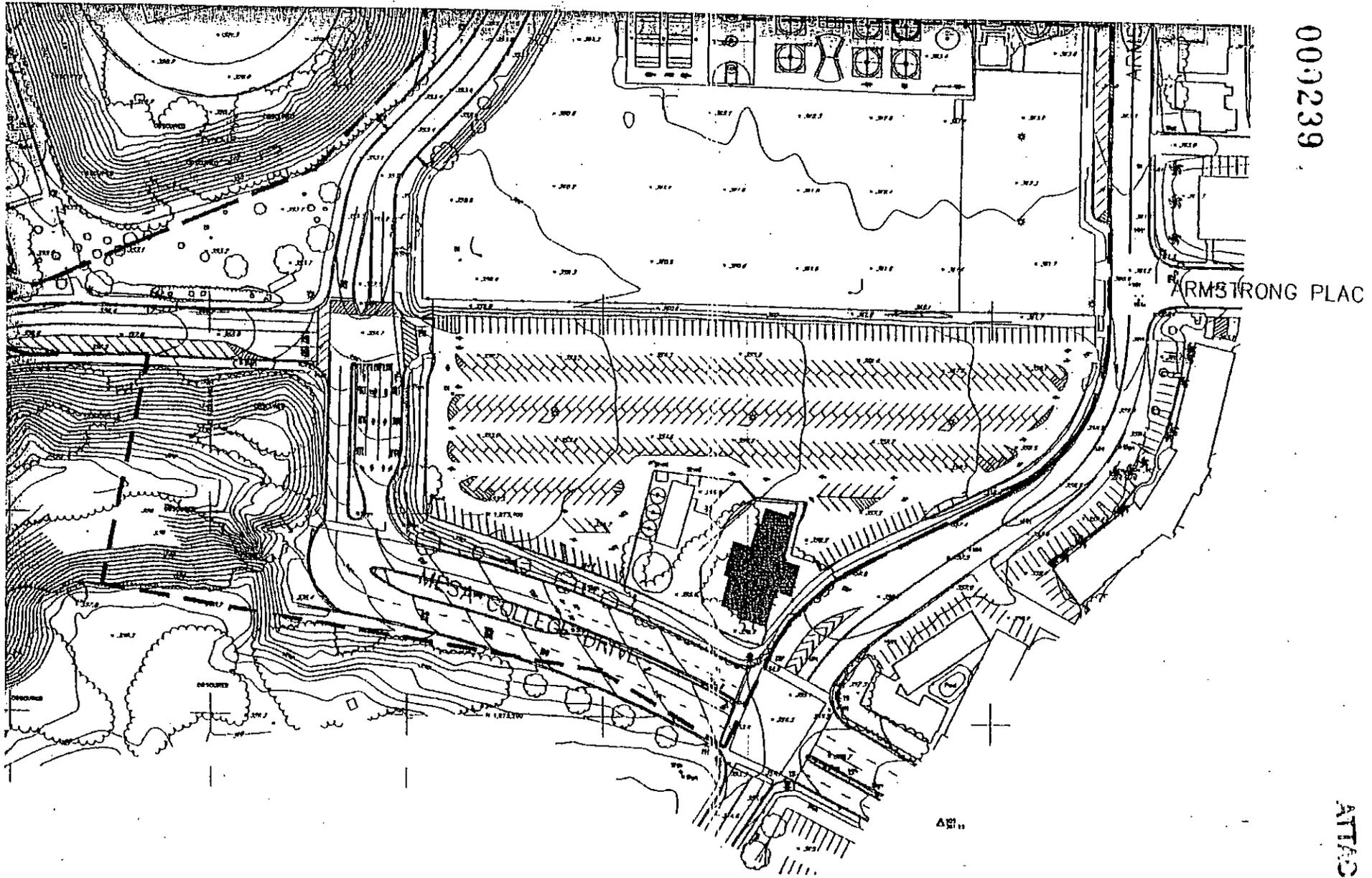
Revised May 2004

**Existing Mesa College Campus**

**Figure 3**

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000239



ARMSTRONG PLAC

MESA COLLEGE DRIVE

**Existing Conditions -  
Area of New East Entry and Parking Garage**

ATTACHMENT

**Figure 4**

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replacement and addition of other buildings and facilities on 86.83 acres. The Facilities Master Plan was addressed in a Mitigated Negative Declaration (State Clearinghouse No. 2005041131), which also was approved by the Board of Trustees on June 9, 2005.

Specific implementation projects that are addressed by this Initial Study include the following:

Phase 1 – Stage 1

- Vacate Mesa College Drive between Armstrong Street and the existing entrance to the campus as shown in Figure 8.
- Acquire 2.69 acres as shown in Figure 8 from the City of San Diego.
- Construct a new temporary east campus entry drive (Armstrong Place extension).

Phase 1 – Stage 2

- Construction site and staging for parking structure #1.

Phase 1 – Stage 3

- Construct new Mesa College Drive entrance as shown in Figure 7.
- Construct new parking structure ( $\pm 1,000$  cars) as shown in Figure 7. Structure will include new Campus Police Headquarters ( $\pm 7,000$  gross square feet)

Phase 2 – Stage 1

- Construct staging area for road and parking lot construction.
- Construct/reconfigure the road extending from the new Mesa College Drive entrance.
- Construct/reconfigure the parking lots east of the newly reconfigured road.

The following summarizes the grading that will occur on 2.97 acres for the new east entry and the parking garage:

- Amount of cut - 1,518 cubic yards
- Maximum depth of cut - 15 feet
- Amount of fill - 4,154 cubic yards
- Maximum depth of fill - 4 feet
- Maximum height of fill slopes - 11 feet
- Fill slope ratio - 2:1
- Maximum height of cut slopes - 18 feet
- Cut slope ratio - 2:1
- Amount of import/export soil - 2,636 cubic yards

## II. ENVIRONMENTAL SETTING:

Mesa College is located in the central portion of the metropolitan San Diego region (see Figure 1). More specifically, Mesa College is located at the western terminus of Mesa College Drive (7250 Mesa College Drive) and east of Genesee Avenue in the City of San Diego (see Figure 2). The project site is located at the head of a canyon at the western terminus of Mesa College Drive, south of the Mesa College campus proper, and north of Kearny Mesa Park in the Clairemont Mesa and Linda Vista communities. It lies approximately 0.5 mile west of the Interstate 805/State Route 163 interchange on unsectioned lands within Township 16 South, Range 3 West, on the USGS La Jolla, California quadrangle.

The existing Mesa College campus is shown in Figure 3 and the area of the proposed east entry and parking garage is shown in Figure 4.

The existing campus consists of classroom, maintenance, and administrative buildings, driveways and parking areas; various athletic fields and associated facilities; and landscaped areas. Five main parking lots are situated around the perimeter of the main campus along Mesa College Drive and Mesa College Circle. The western portion of the main campus consists of the Apollad Theatre, the Art Gallery, Learning Resource Center, administrative building, and classroom facilities. The central portion of the main campus consists of classroom facilities, the cafeteria, and the bookstore. The eastern portion of the main campus consists of the Health Services building, and sports facilities including a gymnasium, tennis courts, swimming pool, baseball field, softball/soccer field, and the Merrill Douglas Stadium. The existing campus is zoned RS-1-7.

East of Mesa College Circle is the former John Muir Alternative School campus (zoned RM-1-1) that consists of several buildings associated with the school and associated parking areas. A portion of the campus has been converted to a Mesa College student parking lot. Also east of Mesa College Circle is the Child Development Center located at the intersection of Mesa College Drive and Armstrong Street.

The north westernmost portion of the campus, between Marlesta Drive and Mesa College Circle, consists of the Mesa College Animal Health Tech building and associated parking, the Nursery Landscape building and associated parking, and vacant, undeveloped land.

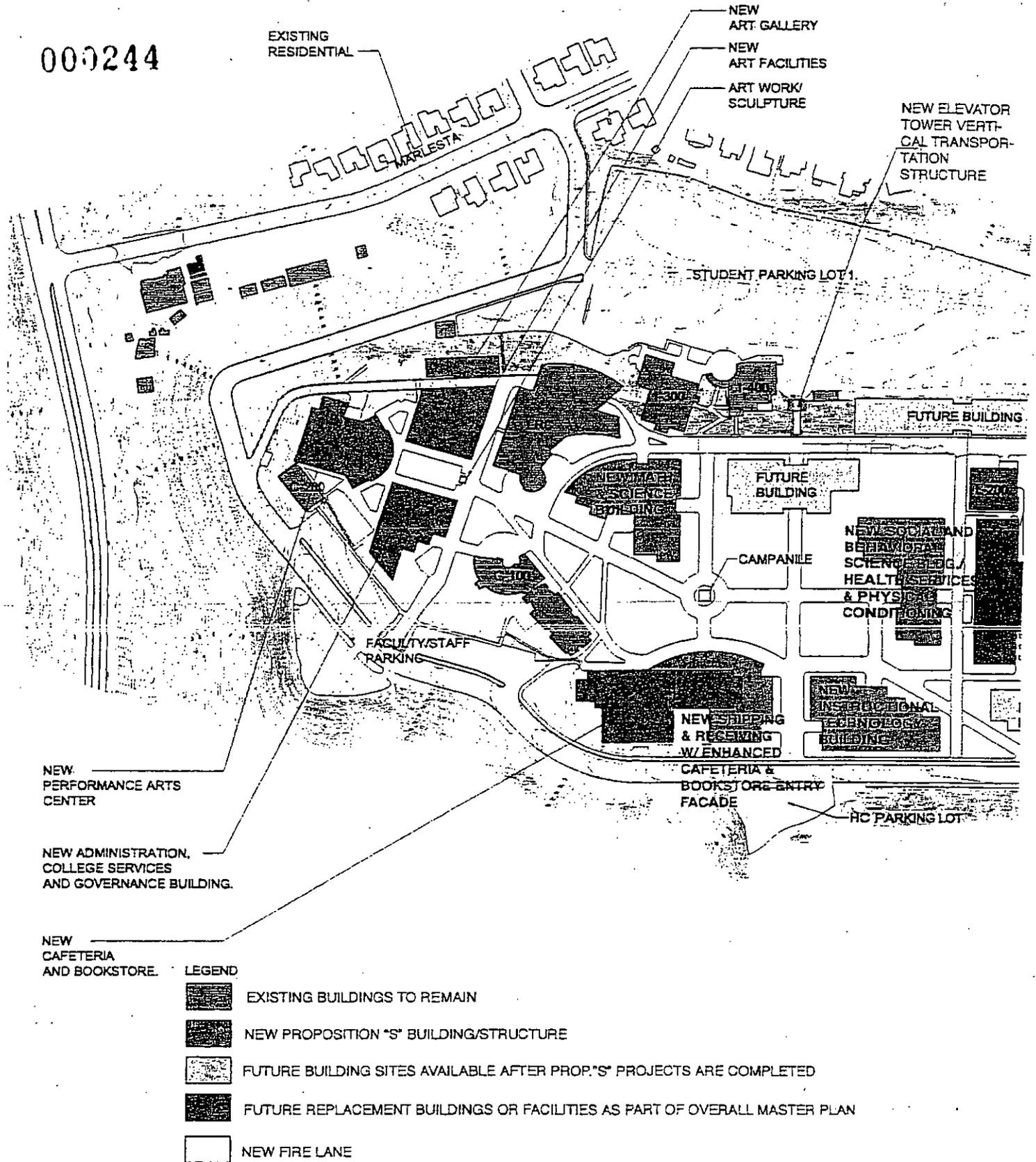
The southwestern portion of the site, southwest of Mesa College Circle, consists of an undeveloped westerly-sloping hillside covered with native and non-native vegetation.

The campus is bounded on the north by single-family residential development; on south by an undeveloped southerly-facing slope and Kearny Mesa Park and Recreation Center; on the east by single- and multi-family residential development; and on the west by Genesee Avenue and Tecolote Canyon Natural Park.

The proposed parking garage and east campus entry lies on undeveloped land areas occupied by a street and a parking lot. Mesa College lies immediately to the north and east of the project site, while Kearny Mesa Park lies to the south. Beyond the community college, existing residential developments occur to the north, while the National Guard Armory, Stephen Watts Kearny High School, and a mix of commercial and multi-family residential developments occur to the east. The proposed parking garage is located at the head of a canyon to the west.

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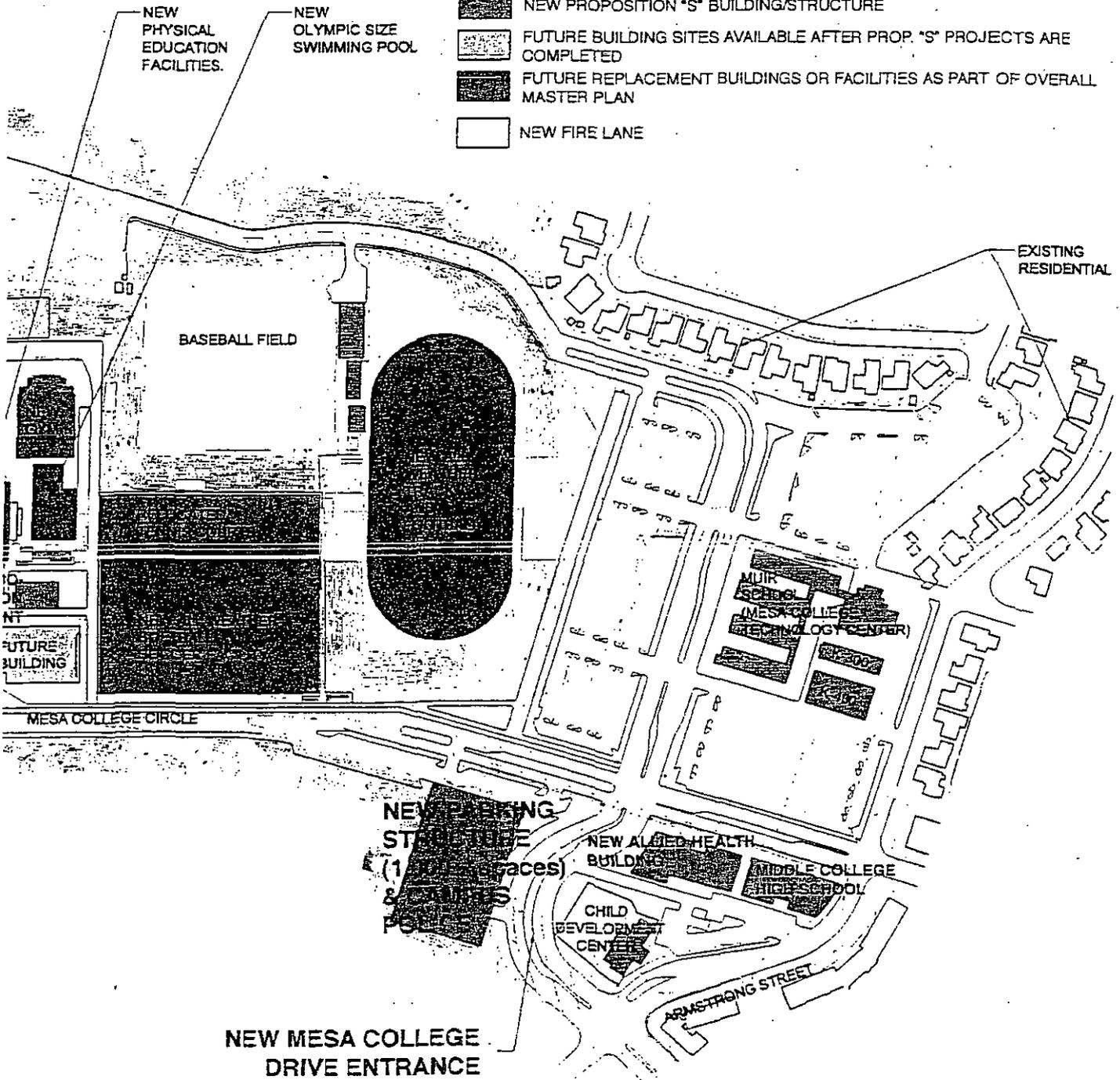
**Mesa College - Western Area**  
**Facilities Master Plan**

**Figure 5**

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LEGEND

-  EXISTING BUILDINGS TO REMAIN
-  NEW PROPOSITION "S" BUILDING/STRUCTURE
-  FUTURE BUILDING SITES AVAILABLE AFTER PROP. "S" PROJECTS ARE COMPLETED
-  FUTURE REPLACEMENT BUILDINGS OR FACILITIES AS PART OF OVERALL MASTER PLAN
-  NEW FIRE LANE



**Mesa College - Eastern Area**  
**Facilities Master Plan**

Mesa College East Entry and Parking Garage

IS-15

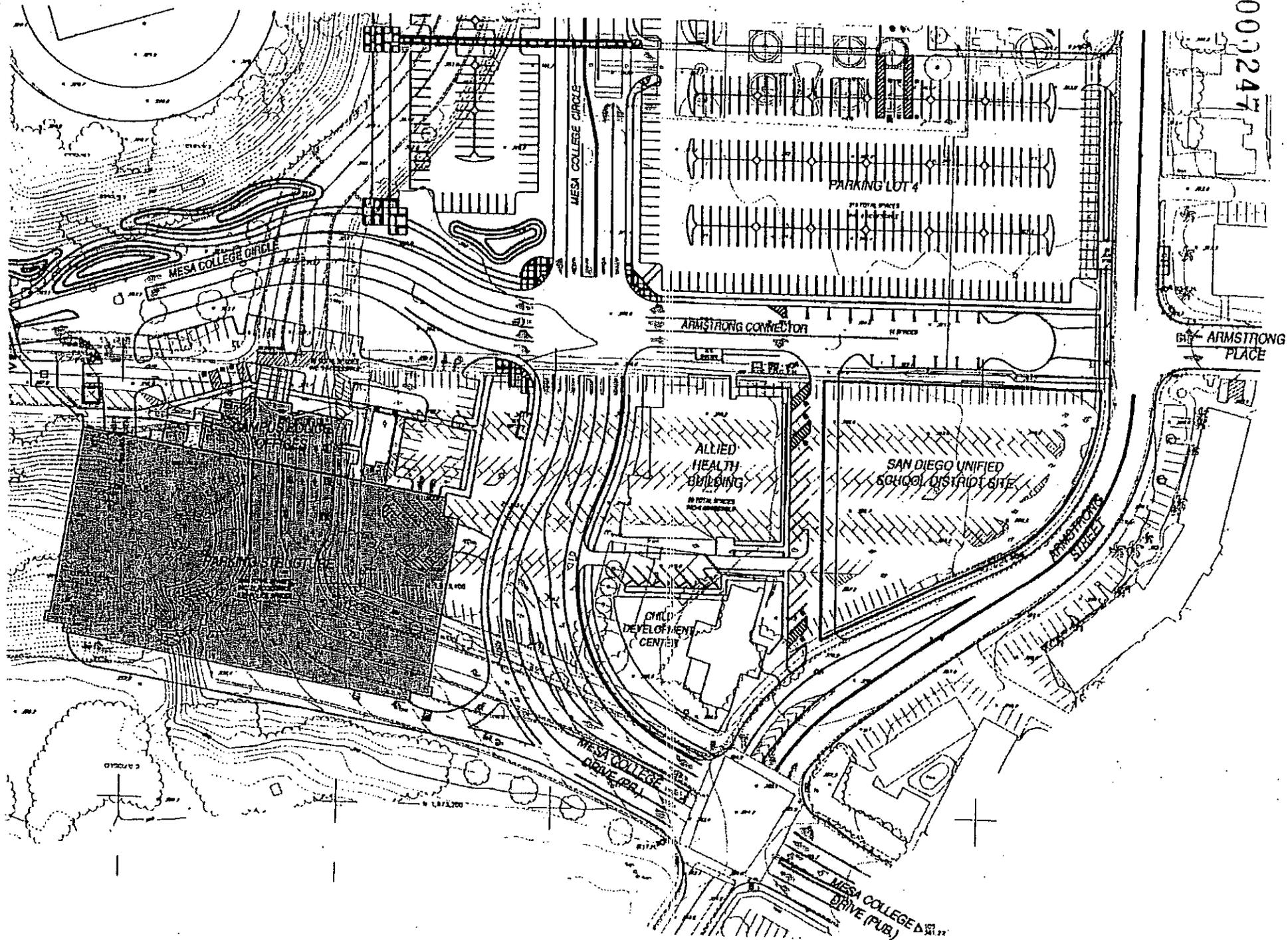
**Figure 6**

Initial Study

000246

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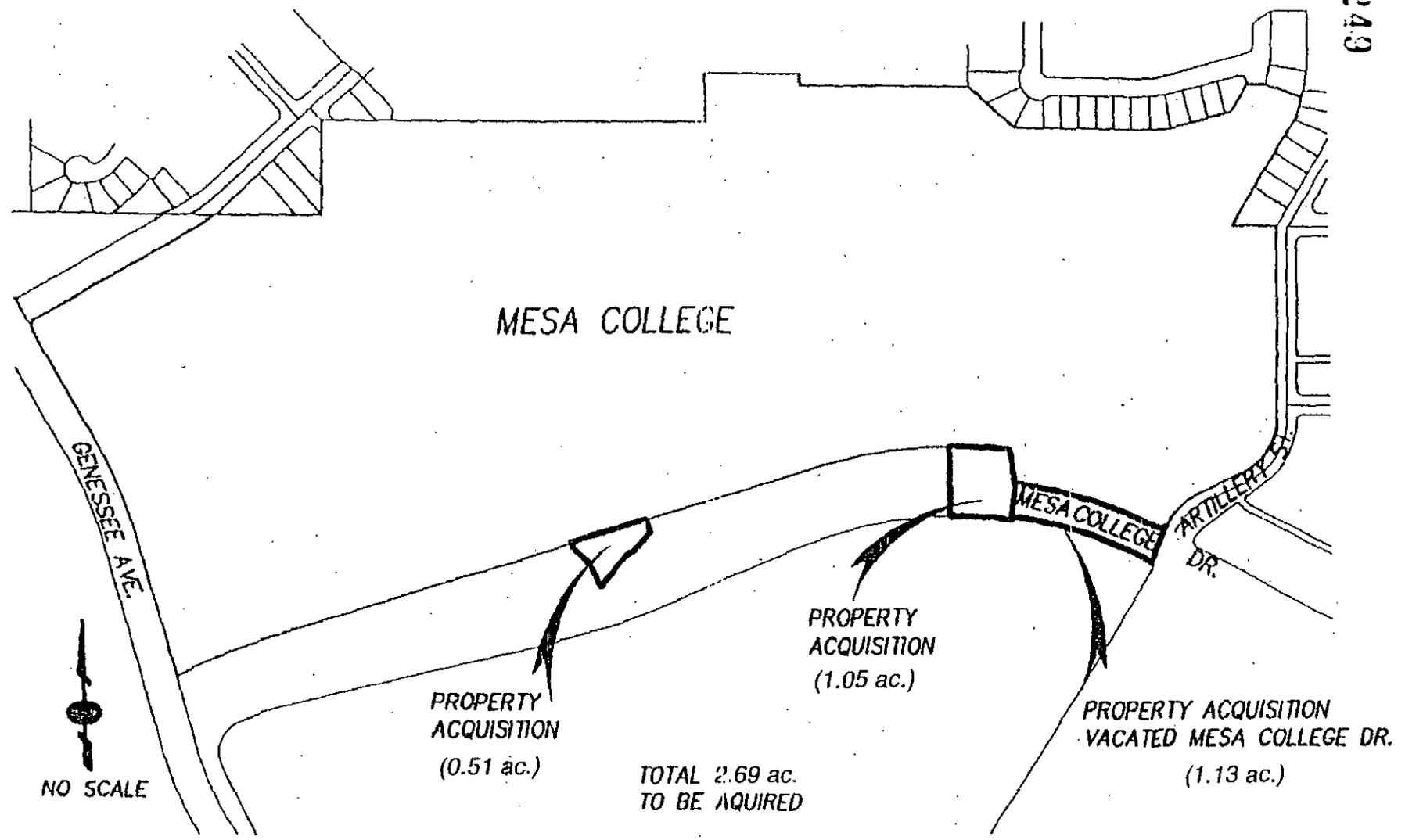
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Proposed New East Entry & Parking Garage

Figure 7

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Proposed Street Vacation and Property to be Acquired from City

Figure 8

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III. ENVIRONMENTAL ANALYSIS: See following discussion and attached Initial Study Checklist.

IV. DISCUSSION:

This section provides an explanation for the determinations made in Section III. See Attachment B for references cited at end of discussion.

A. Geology/Soils

1. Ninyo & Moore conducted a limited geotechnical evaluation for the Mesa College Facilities Master Plan (A-4) According to the report, the master plan area is not located in a special studies zone on any map, or maps, compiled by the State Geologist pursuant to Chapter 7.5 (commencing with Section 2621 known as the Alquist-Priolo Earthquake Fault Zoning Act) of Division 2 of the Public Resources Code.

Additionally, the master plan area is not located within the boundaries of any special studies zone or within an area designated as geologically hazardous in the safety element of the local general plan as provided in subdivision (g) of Section 65302 of the Government Code. To implement its Seismic Safety Element, the City of San Diego adopted the Seismic Safety Study that was most recently updated in 1995. According to the Seismic Safety Study, the majority of the master plan area is located in Hazard Category No. 51. This category, which is assigned to generally level mesas underlain by terrace deposits and bedrocks, is considered generally stable and a nominal risk. A small portion of the northwest corner of the site is located in Hazard Category No. 24. This category, which is assigned to slide-prone formations with unfavorable geologic structure, may be subject to failure during a seismic event and is considered a moderate risk. However, no improvements are proposed for this area.

Based on the above, it can be determined that the project would not result in the exposure of people or property to geologic hazards such as earthquakes, landslides, mud-slides, ground failure, or similar hazards. (A-1 and A-4)

2. The soils in the vicinity of the project area are classified as follows:
  - Northern portion of the project site - "Chesterton-Urban land complex, 2 to 9 percent slopes (CgC);" and
  - Southern portion of the project site - "Terrace escarpments (TeF)."

There is no soil erodibility by water rating for "CgC" because of the urban nature of the existing campus. There would not be a significant increase in wind or water erosion of soils, either on or off the site, due to the relatively flat terrain and project landscaping within these portions of the campus. (A-2)

However, the soil erodibility by water for the soils classified as "TeF" located at the western terminus of Mesa College Drive are rated as severe due to the slopes. Best Management Practices will be employed for construction and operation of the parking garage. (A-2)

## B. Air

1. Regional air quality impact significance derives in part from a project's consistency with the Regional Air Quality Strategy (RAQS) which utilizes SANDAG's growth forecasts to project future mobile source emissions. Development of the site would generally be consistent with the adopted Clairemont Mesa Community Plan and would, therefore, be consistent with the assumptions used in the growth forecast and RAQS. As a result, implementation of the project would not significantly affect the ability of the County to meet the Federal clean air standards according to the revised RAQS. Furthermore, the construction and operation of the facilities would be required to comply with all applicable air quality standards and regulations of the Air Pollution Control District (APCD) for stationary sources. Therefore, the proposal would not conflict with or obstruct implementation of the applicable air quality plan nor violate any air quality standards or contribute substantially to an existing or project air project violation. (B-2 and B-3)
2. The Child Development Center located at Mesa College Drive and Armstrong Street is a sensitive receptor in terms of air quality, particularly elevated levels of carbon monoxide (CO) such as might be generated by cars in stop and go congestion or idling at traffic signals. The proposed project, however, will not result in such traffic conditions. Therefore, the Child Development Center will not be exposed to substantial pollutant concentrations.
3. The project would not result in the creation of objectionable odors.
4. Short-term fugitive dust may be generated during the construction phase. Standard watering practices, however, would be utilized to minimize the amount of dust generated during construction.
5. Anticipated project scale and design would not result in any alteration of air movement in the area of the project.
6. Anticipated project scale and design would not result in a substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally.

## C. Hydrology/Water Quality

Latitude 33 Planning and Engineering prepared a water quality technical report (C-4) to analyze the water quality impacts of the project and to identify the Best Management Practices (BMP) that will be installed on the site. Other sources as noted were also used in the following analysis.

1. Tecolote Creek is located approximately one mile west of the project site. The project would not result in any changes in currents, or the course or direction of water movements. (C-1)
2. The proposed parking structure would increase the amount of impervious surface on the campus resulting in a change in absorption rates, drainage patterns, and the rate and amount of surface runoff. The impact, however, will be less than significant because of the construction of a standard storm drain system.

000253

3. See C.2 above.
4. The project site is located in the Tecolote Creek Hydrologic Area. Waters from Tecolote Creek drain into Mission Bay and eventually into the Pacific Ocean. Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet water quality standards after application of technology-based controls. States are required to compile this information in a list and submit the list to USEPA for review and approval. This list, which was most recently approved in 2002, is known as the Section 303(d) list of impaired waters. Tecolote Creek is included on the list because of a high coliform count and toxicity and the presence of cadmium, copper, lead, and zinc. A 0.5 acre area at the mouth of Tecolote Creek in Mission Bay is listed because the water is eutrophic and the presence of lead. The project, however, will not result in the discharge of any of these pollutants.
5. Pesticides, herbicides, and fertilizers may be utilized for landscaping. However, compliance with local, state, and federal regulations would preclude significant amounts of these chemicals from discharging into surface or ground waters.
6. See C.5 above.
7. See C.5 above.

**D. Biology**

HELIX Environmental Planning prepared a biological technical report (D-10) to determine if the project would result in any of the following:

1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of animals or plants?
2. A substantial change in the diversity of any species of animals or plants?
3. Introduction of invasive species of plants into the area?
4. Interference with the movement of any resident migratory fish or wildlife species or with established native resident or migratory wildlife corridors?
5. An impact on a sensitive habitat, including, but not limited to streamside vegetation, aquatic, riparian, oak woodland, coastal sage scrub or chaparral?
6. An impact on City, State, or federally regulated wetlands (including, but not limited to, coastal saltmarsh, vernal pool, lagoon, coastal, etc.) through direct removal, filling hydrological interruption or other means?
7. Conflict with the provision of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?

The biological technical report describes existing biological conditions for the Mesa College Parking Structure project site and provides the project applicant (San Diego Community College District), City of San Diego, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board, and the California Department of Fish and Game (CDFG) with information necessary to

assess impacts to biological resources under the California Environmental Quality Act, federal and state Endangered Species Acts, the federal Clean Water Act, and the California Fish and Game Code.

The ~~4.57~~ ~~4.00~~ 3.90-acre study area supports nine vegetation communities (in order of sensitivity): cismontane alkali marsh, disturbed wetland, Diegan coastal sage scrub, southern mixed chaparral, non-native grassland, eucalyptus woodland, disturbed habitat, non-native vegetation, and urban/developed land. Additionally, the project site supports 0.02 acre of jurisdictional areas, including one patch of cismontane alkali marsh covering less than 0.01 acre (~~122~~ ~~120~~ square feet), two patches of disturbed wetland totaling approximately 0.01 acre, and two small drainages totaling approximately 0.01 acre. Both drainages are located at the bottom of the canyon and are considered Corps jurisdictional non-wetland Waters of the U.S. as well as CDFG jurisdictional streambeds.

According to the biological technical report, the following impacts would occur.

Direct Impacts

*Upland Vegetation Communities*

The proposed parking structure would not be confined to existing disturbed or developed areas, but would extend west of the current terminus of Mesa College Drive. For purposes of the technical report, the entire project site would be considered impacted. As a result, direct impacts would occur to 0.07 ~~0.06~~ acre of Diegan coastal sage scrub, 0.53 ~~0.52~~ 0.55 acre of southern mixed chaparral, 0.16 ~~0.15~~ acre of non-native grassland, 0.39 ~~0.44~~ 0.59 acre of eucalyptus woodland, 0.32 ~~0.29~~ acre of non-native vegetation, 0.12 ~~0.13~~ acre of disturbed habitat, and 2.30 ~~2.37~~ 2.79 acres of developed land (Figure 9, Table 1).

Tiers II through III B habitats on site (Diegan coastal sage scrub, southern mixed chaparral, and non-native grassland) are considered sensitive vegetation communities and impacts to these communities would require mitigation pursuant to the City's MSCP requirements.

Table 1 IMPACTS TO VEGETATION COMMUNITIES (acre[s])		
VEGETATION COMMUNITY	TIER	IMPACTS
<b>Wetlands</b>		
Cismontane alkali marsh	--	<0.01
Disturbed wetland	--	0.01
<b>Uplands</b>		
Diegan coastal sage scrub	II	<u>0.07</u> <del>0.06</del>
Southern mixed chaparral	IIIA	<u>0.53</u> <del>0.52</del> <u>0.55</u>
Non-native grassland	IIIB	<u>0.16</u> <del>0.15</del>
Eucalyptus woodland	IV	<u>0.39</u> <del>0.44</del> <u>0.59</u>
Non-native vegetation	IV	<u>0.32</u> <del>0.29</del>
Disturbed habitat	IV	<u>0.12</u> <del>0.13</del>
Developed land	IV	<u>2.30</u> <del>2.37</del> <u>2.79</u>
<b>TOTAL</b>		<u>3.90</u> <del>4.00</del> <u>4.57</u>



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*Jurisdictional Areas*

Jurisdictional areas that would be impacted by the project include less than 0.01 acre of cismontane alkali marsh and 0.01 acre of disturbed wetland, as well as 0.01 acre of jurisdictional non-wetland Waters of the U.S./streambeds. The total impact to jurisdictional areas is 0.02 acre.

*Impacts Within the MHPA*

The proposed project would impact approximately ~~0.28~~ ~~0.14~~ ~~0.23~~ acre within the existing limits of the MHPA, including 0.05 acre of Southern mixed Chaparral, 0.09 ~~0.03~~ ~~0.04~~ acre of non-native grassland, 0.09 ~~0.08~~ ~~0.14~~ acre of eucalyptus woodland, and 0.03 ~~0.05~~ acre of disturbed habitat (Table 2). An adjustment to the MHPA boundary is proposed to ensure that the biological value of the MHPA is not reduced and to prevent significant impacts within the MHPA.

Adjustments to the MHPA boundary may be made without amending the Subarea Plan or the MSCP Plan in cases where the new MHPA boundary preserves an area of equivalent or greater biological value. The final determination regarding the biological value of a proposed boundary change would be made by the City per the MSCP Plan and with concurrence of the wildlife agencies (Section 5.4.2 of the MSCP Regional Plan [August 1998]). Because there is no available land near the project, the proposed MHPA addition would occur in the community of East Elliott, approximately 7.5 miles to the northeast. The proposed addition land support Tier II and III habitats entirely within the MHPA. To offset the 0.14-acre MHPA subtraction, 0.56 acre of Tier and III habitats would be purchased in East Elliott (a 4:1 ratio).

**Table 2**  
**PROPOSED MHPA BOUNDARY ADJUSTMENT ANALYSIS\***

VEGETATION COMMUNITY	MSCP Tier	MHPA Subtraction	MHPA Addition	Net Difference
Diegan coastal sage scrub	II	0.00	0.05	+0.05
Southern mixed chaparral	IIIa	0.00	0.15	+0.15
Non native grassland	IIIb	0.04	0.01	-0.03
Eucalyptus woodland	IV	0.14	0.00	-0.14
Disturbed habitat	IV	0.05	0.02	-0.03
	<b>TOTAL</b>	<b>0.23</b>	<b>0.23</b>	<b>+0.00</b>

\*All areas are presented in acres rounded to the nearest 0.01.

VEGETATION COMMUNITY	MSCP Tier	MHPA Subtraction	MHPA Addition	Net Difference
Diegan coastal sage scrub	II	0.00		
Southern mixed chaparral	IIIA	<u>0.05</u> <del>0.00</del>	<u>0.28</u> <del>0.14</del> *	<u>+0.14</u>
Non-native grassland	IIIB	<u>0.09</u> <del>0.03</del>		<u>+0.11</u>
Eucalyptus woodland	IV	<u>0.09</u> <del>0.08</del>	0.00	<u>-0.14</u>
Disturbed habitat	IV	<u>0.05</u> <del>0.03</del>		<u>-0.11</u>
<b>TOTAL</b>		<u>0.28</u> <del>0.14</del>	<u>0.28</u> <del>0.14</del> *	<b>0.00</b>

A total of 1.12 ~~0.56~~ acres of Tiers II and III habitats within the East Elliott mitigation parcel in the MHPA (4:1 ratio) would be preserved to meet the 0.28 ~~0.14~~ acre MHPA addition and result in not net loss of native habitat within the MHPA.

For a boundary adjustment to be approved, the following six factors must be addressed in terms of the biological value of the areas being evaluated (City 1997b).

1. *Effects on significantly and sufficiently conserved habitats (i.e., the exchange maintains or improves the conservation, configuration, or status of significantly and sufficiently conserved habitats, as defined in Section 3.4.2 [of the MSCIP Plan]).*

~~Overall, the proposed boundary adjustment would result in no net change in MHPA area, but would include a net addition of 0.05 acre of Diegan coastal sage scrub, 0.15 acre of southern mixed chaparral as well as a net subtraction of 0.03 acre of non native grassland, 0.14 acre of eucalyptus woodland, and 0.03 acre of disturbed habitat. The boundary adjustment would involve an increase in the area of Tiers II and IIIA habitats and a decrease the area of Tiers IIIB and IV habitats, resulting in higher habitat values within the preserve.~~

The proposed boundary adjustment would result in no effective net change in MHPA area. Approximately 0.28 0.14 acre of habitat would be subtracted from within the MHPA, while 1.122 0.56 acres of MHPA habitat located in the East Elliott community would be purchased as MHPA addition. Such a dedication of land within the MHPA would apply as a boundary adjustment "addition" at a 4:1 ratio, and the habitat would be precluded from future habitat mitigation. According to the City, the East Elliott area consists entirely of Tier II and III habitats. The habitats to be added would be of higher quality than those being subtracted, which are Tier III and IV habitats. This would result in higher habitat values within the preserve.

2. *Effects on covered species (i.e., the exchange maintains or increases the conservation of covered species).*

~~No covered species were observed in either the MHPA subtraction or addition areas. However, with the increased area of higher tier habitats within the MHPA under the proposed boundary adjustment, the potential for covered species to use the MHPA would be marginally increased.~~

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No covered species were observed in either the MHPA subtraction areas. However, because the MHPA addition lands support higher tier habitats, the potential for covered species to use the MHPA would be marginally increased.

3. *Effects on habitat linkages and function of preserve areas (i.e., the exchange maintains or improves any habitat linkages or wildlife corridors).*

The project would not significantly change the overall area or shape of the MHPA. ~~Because the proposed boundary adjustment would occur at the eastern terminus of a branch of the MHPA, it would not have a negative impact on habitat linkages or wildlife corridors. Moreover, the MHPA currently extends well into developed areas of Kearny Mesa Park, located to the south of the project site, and the boundary adjustment would actually move the northern edge of the MHPA in the vicinity north to include more sensitive habitat than it would otherwise protect.~~ Because the proposed MHPA subtraction areas lie at the eastern edge of a branch of the MHPA within a developed portion of Kearny Mesa Park, it would not have a negative impact on habitat linkages or wildlife corridors.

4. *Effects on preserve configuration and management (i.e., the exchange results in similar or improved management efficiency and/or protection of biological resources).*

The proposed MHPA boundary adjustment is not anticipated to have a negative effect on the management efficiency of the preserve because it would not change the balance of development and preserve in the area. Furthermore, fencing would be installed within the development area adjacent to the MHPA to prevent human and pet access to the preserve.

5. *Effects on ecotones or other conditions affecting species diversity (i.e., the exchange maintains topographic and structural diversity and habitat interfaces of the preserve).*

The areas to be subtracted from the MHPA ~~are~~ include a small amount of chaparral, non-native communities and disturbed areas, whereas the areas to be added ~~are higher quality habitats, including~~ support higher quality Tier II and III habitats, such as Diegan coastal sage scrub and southern mixed chaparral. Because of the overall increase of higher-tier habitats ~~located in a small canyon~~ coupled with the decrease of lower-tier habitats located in ~~an~~ a mostly disturbed urban park setting, the boundary adjustment would result in ~~an overall improvement of a reduction~~ of topographic and structural diversity.

6. *Effects on species of concern not on the covered species list (i.e., the exchange does not significantly increase the likelihood that an uncovered species will meet the criteria for listing under either the federal or state ESAs).*

The proposed boundary adjustment would not increase the likelihood that an uncovered species will be significantly impacted and meet the criteria for listing under federal or state ESAs. ~~The project would result in a net increase of 0.05 acre of Diegan coastal sage scrub and 0.15 acre of southern mixed chaparral, which would increase the available habitat within the MHPA to support sensitive species.~~ Because all subtracted areas are associated with an urban park and support only non-native habitat, no covered species are anticipated to be impacted. Because the subtracted areas support mostly (except for 0.05 acre of chaparral) non-native grassland and other disturbed communities such as eucalyptus woodland and

disturbed habitat, no covered species are anticipated to be impacted. Moreover, the MHPA addition areas support Tier II and III habitats, such as Diegan coastal sage scrub and chaparral, which generally support more covered species than lesser quality communities.

#### *Sensitive Species*

Construction of the proposed parking structure would not cause impacts to any listed or sensitive plant or animal species. Because trees in the canyon provide marginal raptor nesting habitat, their removal would potentially impact raptor nesting habitat.

#### Indirect Impacts

Development activities adjacent to the MHPA are subject to special conditions that ensure minimal direct or indirect impacts to the preserve area. Potential indirect impact issues include drainage/water quality, construction noise, fugitive dust, lighting, noise, roadkill, exotic plant species, nuisance animal species, and human intrusion.

#### *Drainage/Water Quality*

Landscape irrigation and increased hardscape area associated with the proposed parking structure may result in increased runoff. Such runoff may be associated with increased erosion, sedimentation, and pollution that could significantly impact drainage and water quality within the canyon and MHPA areas off site to the west. However, the existing habitat area that would be developed is small and landscaped, irrigated areas already occur to the north and south of the development area. Excessive runoff associated with construction should be reduced through project erosion control measures that are consistent with Best Management Practices, while post-construction runoff is expected to be treated using fossil filters prior to being released into existing drainages.

#### *Construction Noise*

Construction activities have the potential to temporarily displace any sensitive mammals or birds occurring in the canyon to the west, which may result in decreased reproductive success or increased mortality. Such indirect impacts to raptors or any federally or state listed species, such as the coastal California gnatcatcher would be considered significant. Raptors have potential to nest in eucalyptus trees on site and in the adjacent habitat within the canyon to the west. Although no gnatcatchers were detected on site, and the project area supports only a small area of coastal sage scrub, areas of sage scrub with potential to support gnatcatchers occur to the west of the site.

Should construction occur during the gnatcatcher breeding season (March 1 through August 15) or during the raptor breeding season (generally February 1 through July 31), any nesting gnatcatchers and/or raptors may be susceptible to disturbance from construction, and any such activity within 500 feet of an active raptor nest would be considered potentially significant.

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### *Night Lighting*

Night lighting may expose wildlife species to an unnatural light regime and alter their behavior patterns, and may result in a loss of species diversity. However, Mesa College Circle, which runs north of the canyon, is lined with existing streetlights. Additionally, the proposed parking structure would only extend a small way beyond the existing lighted, developed areas. As a result, night lighting is not anticipated to cause a significant indirect impact. Regardless, all proposed lighting should be directed away from the canyon and other preserved areas.

### *Fugitive Dust*

Dust released through construction activities could disperse onto vegetation in proposed open space areas in close proximity to the construction areas. Dust-induced shading could reduce plant productivity. The resulting disturbance could displace native vegetation, reduce species diversity, increase susceptibility to fire, pave the way for non-native plant invasions, and adversely affect wildlife dependent on native plant species. However, dust may be controlled through the implementation of measures that would be required as a condition of the grading permit, including application of water on unpaved, unvegetated surfaces during construction activities.

### *Invasive Plant Species*

Non-native plants could colonize sites disturbed by construction and could potentially spread into adjacent native habitats, especially following a disturbance such as fire. Many of these non-native plants are highly invasive and can displace native vegetation reducing native species diversity, potentially increase flammability and fire frequency, change ground and surface water levels, and potentially adversely affect native wildlife that is dependent on the native plant species. However, habitat within the project site already contains a large proportion of invasive non-native plant species, so no increase is anticipated. Regardless, the exotic and invasive plants are a key concern because the City's MHPA occurs both on and adjacent to the project site.

### *Human and Pet Intrusion*

Human and pet intrusion into the surrounding natural areas can often occur following development. This could significantly degrade sensitive habitats adjacent to a project site. Domestic cats in particular are adept predators of native birds and small mammals and can greatly reduce wildlife diversity if they are allowed to gain access and hunt in the adjacent habitat. The proposed parking structure is not expected to facilitate access or intrusion by humans or nuisance animals to the MHPA.

### *Roadkill*

Roadkill impacts would be considered significant if they result in adverse effects to federally or state listed species. No listed species were detected during biological surveys of the site. Vehicular traffic along Mesa College Drive would not increase, and no new roads will be constructed that will encroach on existing habitat areas following construction of the proposed parking structure, so no increase in roadkill is anticipated.

### Mitigation for Direct Impacts

Mitigation measures for direct impacts caused by the Mesa College Parking Structure project would satisfy the requirements of the City's MSCP and Biology Guidelines (City 1997a and 2001, respectively). Mitigation ratios follow the City's Environmentally Sensitive Lands Regulations (ESL) categorized tier system for impacts to sensitive vegetation/habitat communities within the MSCP (City 1999). All direct impacts to sensitive habitats (Tiers I through IIIB) would require mitigation (Table 3). Required mitigation calculations assume the proposed boundary adjustment is in place and that all impacts would occur outside the MHPA, and all mitigation would occur within the MHPA. Mitigation ratios follow:

- Tier I: Southern foredunes, Torrey Pines forest, coastal bluff scrub, maritime succulent scrub, maritime chaparral, native grassland, and oak woodlands (mitigation ratios range from 1:1 to 3:1, depending on the location of mitigation, inside or outside the MHPA; NOTE: based on verbal communication with City staff, scrub oak chaparral is also considered Tier I habitat);
- Tier II: Coastal sage scrub and coastal sage scrub/chaparral ecotone (1:1 to 1.5:1);
- Tier IIIA: Mixed chaparral and chamise chaparral (0.5:1 to 1:1);
- Tier IIIB: Non-native grassland (0.5:1 to 1.5:1); and
- Tier IV: Disturbed, agriculture, and eucalyptus woodland (0:1).

### *Upland Vegetation Communities*

The proposed project could cause permanent, direct impacts to 0.78 ~~0.74~~ ~~0.76~~ acre of sensitive upland vegetation communities, including 0.07 ~~0.06~~ acre of Diegan coastal sage scrub, 0.53 ~~0.52~~ ~~0.55~~ acre of southern mixed chaparral, and 0.16 ~~0.15~~ acre of non-native grassland. Impacts to Diegan coastal sage scrub, which is a Tier II habitat, would be mitigated at a 1:1 ratio through preservation of 0.07 ~~0.06~~ acre of coastal sage scrub (Table 3). Impacts to southern mixed chaparral and non-native grassland, Tier IIIA and IIIB communities, respectively, would be mitigated at a 0.5:1 ratio through preservation of 0.27 ~~0.26~~ ~~0.28~~ acre of southern mixed chaparral and 0.08 acre of non-native grassland.

Mitigation may occur either through preservation of habitat off site at a City-approved location within the MHPA or through contribution to the City's Habitat Acquisition Fund. For projects requiring less than five acres of mitigation, the City allows mitigation to occur through contribution to the fund at a rate of \$25,000 per acre. Because the total mitigation required for upland impacts is 0.42 ~~0.41~~ ~~0.42~~ acre, this would correspond to \$10,500 ~~\$10,250~~ ~~10,500~~.

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**Table 3  
MITIGATION FOR PROJECT IMPACTS  
TO UPLAND VEGETATION COMMUNITIES<sup>1</sup>**

VEGETATION COMMUNITY	TIER	IMPACTS	MITIGATION RATIO	REQUIRED MITIGATION
Diegan coastal sage scrub	II	0.07 0.06	1:1	0.07 0.06
Southern mixed chaparral	IIIA	0.53 0.52 0.55	0.5:1	0.27 0.26 0.28
Non-native grassland <sup>2</sup>	IIIB	0.16 0.15	0.5:1	0.08
Eucalyptus woodland	IV	0.39 0.44 0.59	--	--
Non-native vegetation	IV	0.32 0.29	--	--
Disturbed habitat	IV	0.12 0.13	--	--
Developed land	IV	2.30 2.37 2.79	--	--
<b>TOTAL</b>		<b>3.90 4.00 4.57</b>	--	<b>0.42 0.41 0.43</b>

<sup>1</sup>All areas are presented in acres, rounded to the nearest 0.01.

<sup>2</sup>Mitigation ratios assume the MHPA boundary adjustment is in place and all mitigation would occur within the MHPA.

#### *Jurisdictional Areas*

Federal and state agencies typically require "no net loss" of wetlands, a criterion under which mitigation regimes would generally include a creation element at a minimum 1:1 ratio, often accompanied by a restoration element at a minimum 1:1 ratio. Impacts to jurisdictional drainages (non-wetland Waters of the U.S./streambeds) are generally mitigated through creation at a 1:1 ratio.

~~Impacts to Corps and CDFG jurisdictional areas total approximately 0.02 acre, including less than 0.01 acre of cismontane alkali marsh, 0.01 acre of disturbed wetland, and 0.01 acre of non wetland Waters of the U.S. Cismontane alkali marsh impacts would be mitigated at a 3:1 ratio, those to disturbed wetland would be mitigated at a 2:1 ratio, and those to non wetland Waters of the U.S. would be mitigated at a 1:1 ratio. Thus, the required mitigation for these impacts would be 0.01 acre of cismontane alkali marsh, 0.02 acre of disturbed wetland, and 0.01 acre of jurisdictional drainage (Table 4). Due to the small impact area, all mitigation for jurisdictional areas would occur through creation at a location within the MHPA that is approved by the Corps, CDFG, and City.~~

Due to the small size of the impact area, however, it is proposed that mitigation occur as restoration/enhancement on the Mesa College property within a nearby, highly disturbed wetland drainage that feeds into Tecolote Creek (located within the MHPA) (Figure 10). Proposed mitigation would occur at a 5:1 ratio for impacts to cismontane alkali marsh and disturbed wetland habitat and at a 4:1 ratio for impacts to Waters of the U.S./streambed, for a total of 0.10 acre of mitigation (Table 4 and Figure 11). This mitigation would improve the riparian wildlife habitat functions of the existing drainage and reduce a source of non-native seed into Tecolote Creek downstream.

Table 4  
MITIGATION FOR IMPACTS TO JURISDICTIONAL AREAS<sup>1</sup>

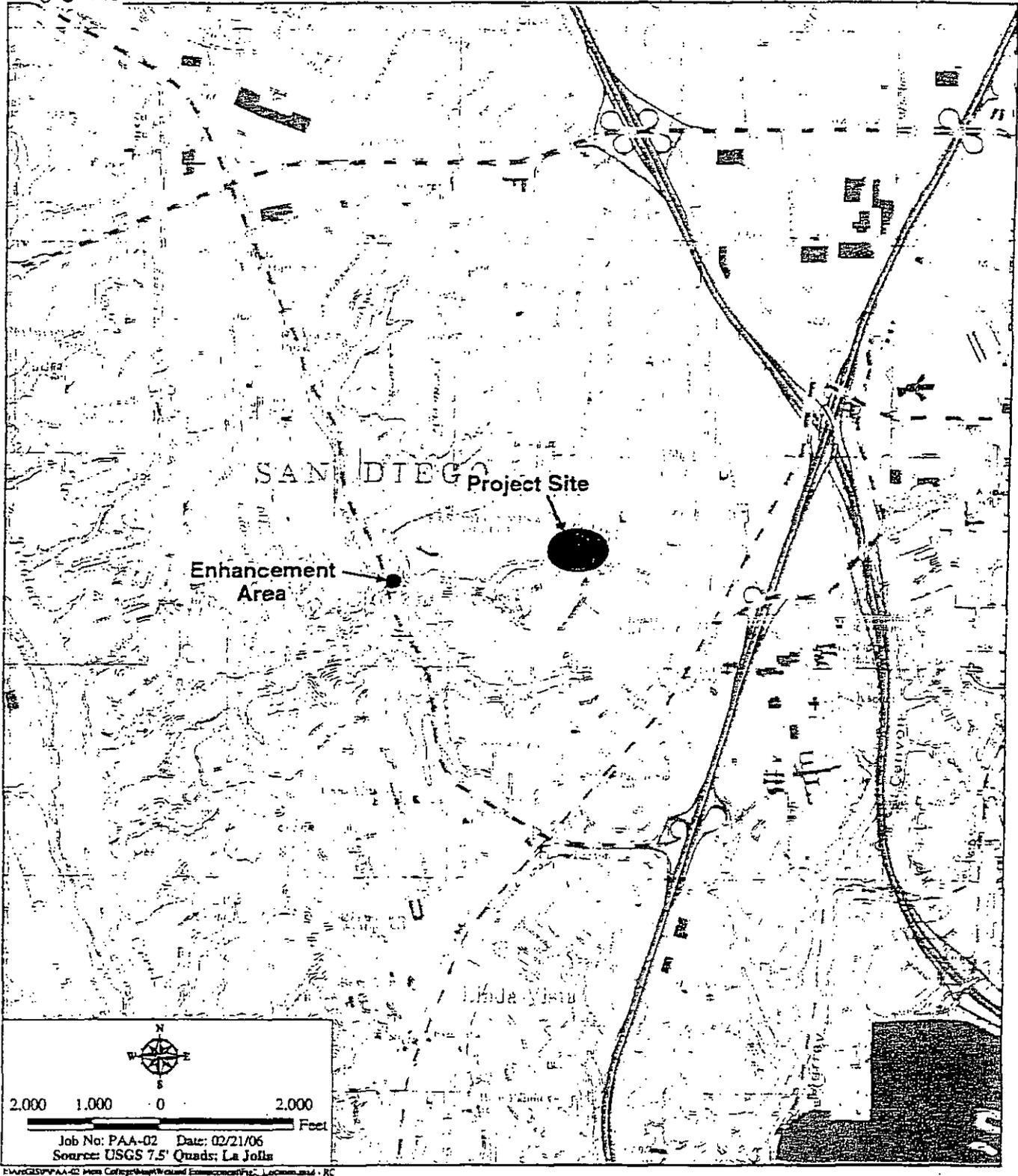
VEGETATION COMMUNITY	IMPACTS	MITIGATION RATIO*	PROPOSED REQUIRED MITIGATION
Cismontane alkali marsh	<0.01 (120 sq ft)	5:1 3:1	0.01 (600 sq. feet)
Disturbed wetland	0.01	5:1 0.21	0.05 0.20
Waters of the U.S./Streambeds	0.01	4:1 1:1	0.04 0.01
TOTAL	0.02	--	0.10 0.04

<sup>1</sup>All areas are presented in acres, rounded to the nearest 0.01.

Restoration and enhancement activities on site would improve the wetland function and value of an unnamed tributary to Tecolote Creek, which feeds into Mission Bay. Restoration/enhancement involves removal of non-native invasive plant species, including giant reed (*Arundo donax*), pampas grass (*Cortaderia jubata*), myoporum (*Myoporum* sp.), castor bean (*Ricinus communis*), Canary Island date palm (*Phoenix canariensis*), and Mexican fan palm (*Washingtonia robusta*) followed by establishment of native plant species associated with southern willow scrub, mule fat scrub, and cismontane alkali marsh habitats, as appropriate. Once established, many non-native species are capable of out-competing native plant species and can take over natural landscapes, displacing both native vegetation and the wildlife that depends upon it. Many non-native plant species not only out-compete the native species in an area but also physically change the environment to allow further invasion. In some instances, soil nutrients are depleted, and large areas are overtaken with a monoculture of a single non-native species. Increased fire hazards and erosion are also possible consequences of non-native species infestation. In the restoration/enhancement areas, all non-native plant species are targeted for removal, excluding palm trees that are over 15 feet tall. Future maintenance will be required to prevent the re-establishment of these non-native plant species in the future.

Details of the proposed restoration and enhancement activities are addressed in "Wetland Restoration Plan for the Mesa College Parking Structure" (dated February 23, 2006) prepared by HELIX Environmental Planning, Inc.

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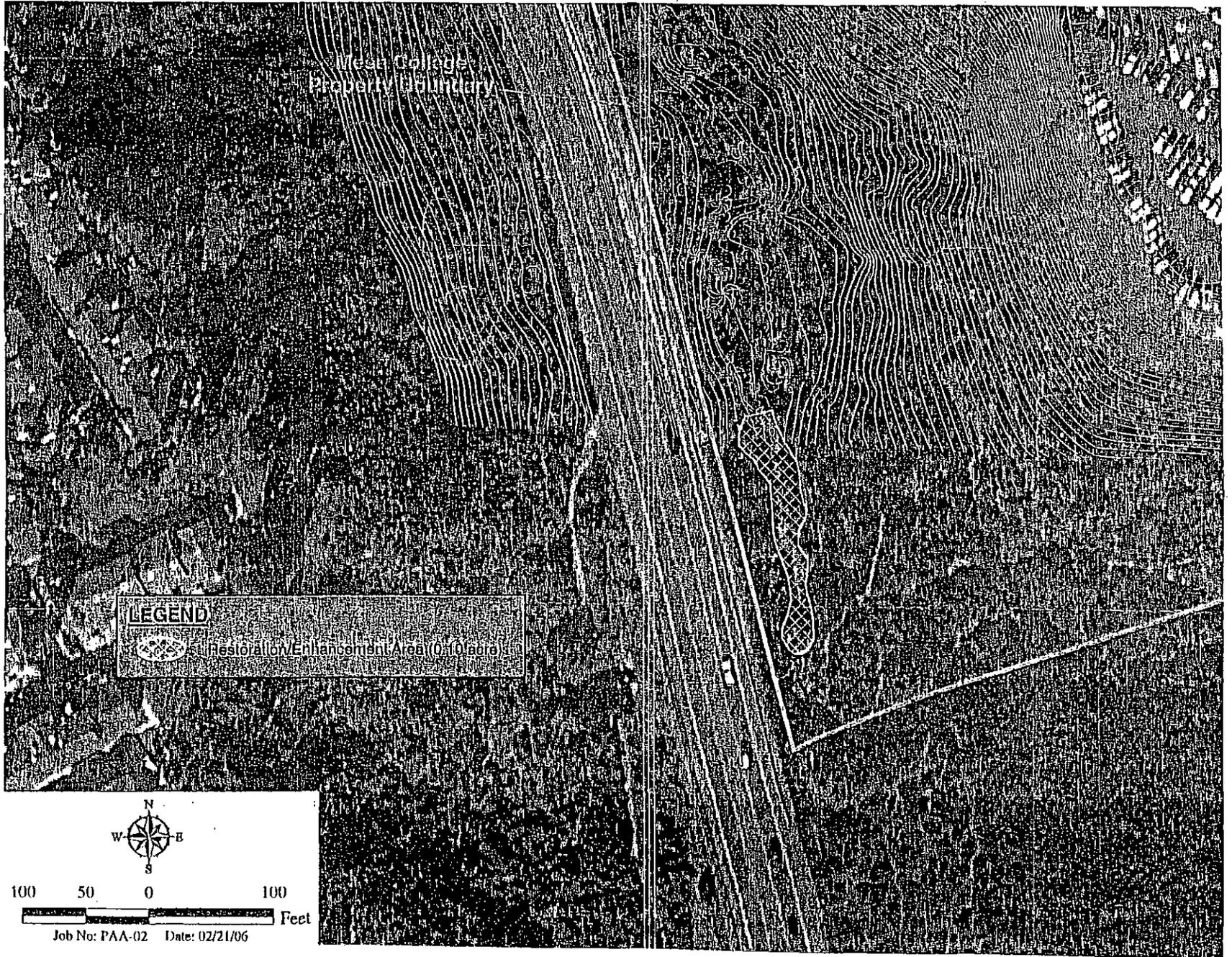


Source: HELIX Environmental Planning, Inc.

Project and Enhancement Site Location

Figure 10

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Mesa College  
Property Boundary

**LEGEND**  
 [Cross-hatch symbol] Restoration/Enhancement Area (0.10 acre)



100 50 0 100  
 Feet

Job No: PAA-02 Date: 02/21/06

Source: HELIX Environmental Planning, Inc.

Restoration/Enhancement Area

Figure 11

Mesa College East Entry and Parking Garage

IS-37

Initial Study

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Mitigation for Indirect Impacts

The project is not anticipated to cause significant indirect impacts associated with drainage/water quality, construction dust, invasive plant species, or human/animal intrusion. However, construction noise has potential to impact native wildlife, including raptors and the coastal California gnatcatcher that are nesting in the project vicinity. Because of the high potential for nesting birds on site, all grading and clearing of vegetation should take place outside the bird breeding season (February 15 through August 31).

Construction noise could impact any coastal California gnatcatchers nesting within the immediate vicinity of the project area. These effects would be considered significant if construction noise displaces nesting gnatcatchers from their nests and prevents them from successfully breeding.

Due to the proximity of the project to Diegan coastal sage scrub, noise impacts related to construction will need to be avoided during the breeding season of the California gnatcatcher (between March 1 and August 15). If construction is proposed during the breeding season, a USFWS protocol survey will be required to determine the presence or absence of this species within areas experiencing noise in excess of 60 dB(A) hourly  $L_{eq}$ . If no gnatcatchers are identified in this area, no additional measures will be required. If it is determined that gnatcatchers are present, construction operations shall be suspended or measures to minimize noise impacts, including temporary noise walls/berms, will be required. If a survey is not conducted and construction is proposed during the breeding season, presence would be assumed and a temporary wall/berm would be required. Noise levels from construction activities during the gnatcatcher breeding season should not exceed 60 dB(A) hourly  $L_{eq}$  at nest locations or the ambient noise level if noise levels already exceed 60 dB(A) hourly  $L_{eq}$ .

The City requires that if construction is proposed to occur during the raptor breeding season (February 1 through September 15), a pre-construction survey must be conducted by a qualified biologist to determine the presence or absence of nesting raptors. If no active nests are found, no additional measures will be required; however, no construction may occur within 300 to 500 feet of any identified nests until all young have fledged.

**E. Noise**

1. Although additional traffic that would be generated by the proposal may result in an increase in the existing ambient noise levels, the impact is not considered to be significant based on number of trips that would be generated.
2. The project would not generate noise that would result in the exposure of people to noise levels that exceed the City's adopted noise ordinance. (E-10)
3. Montgomery Field, which is located approximately one mile northeast of the campus, is the closest airport. However, the subject property is not within the Airport Influence Area of the Montgomery Field Comprehensive Airport Land Use Compatibility Plan as amended October 2004. Mesa College is located in an area of less than 60 CNEL and is considered a compatible use. Therefore, the project would not expose people to current or future transportation noise levels

that exceed standards as established in the Transportation Element of the General Plan. (E-4 and E-9)

**F. Light, Glare and Shading**

1. The proposed project would not result in any substantial light or glare. (F-1 and F-2)
2. Because the existing campus lies to the north, the proposed project would not result in any shading of other properties. (F-1 and F-2)

**G. Land Use**

1. Mesa College and portions of the areas of expansion are located in the Clairemont Mesa Community Plan. The Community Plan Map (Figure 40, page 133) designates the site as "School." The area of campus expansion intended to accommodate a parking garage, which is located on the southeastern edge of the campus, is located in both the Linda Vista and Clairemont Mesa community planning areas. (G-3 and G-4)

The Progress Guide and General Plan Map, as revised in April, 1992, designates the existing Mesa College as "Colleges and Universities" and the area of expansion as "Residential Neighborhoods/ Communities of Primary Residential use Containing Dwelling Units of Various types and Attendant Community Services. For Detailed Uses see the Adopted Community Plan." (G-2, G-3 and G-4)

2. The proposed project is consistent with the following recommendations of the adopted Clairemont Mesa Community Plan:

The Mesa College Master Plan should incorporate the following recommendations.

- As student enrollment increases, the Mesa College Master Plan should consider the development of parking structures in order to alleviate future on-street parking problems in adjacent neighborhoods.
  - Alternative forms of transportation to the single occupant motor vehicle, such as bicycling, car-pooling and transit, should be promoted by Mesa College in order to reduce the student demand for off-campus parking simultaneously with posting limited parking restrictions on streets in the adjacent neighborhoods.
3. A portion of the project site is located within the City of San Diego's Multi-Habitat Planning Area (MHPA) as shown in Figure 4 of the City of San Diego MSCP Subarea Plan. The project is not in conflict with any other adopted environmental plans for the area. (G-9)
  4. The project, which straddles the boundary between Linda Vista to the south and Clairemont Mesa to the north, would not physically divide an established community.
  5. Montgomery Field, which is located approximately one mile northeast of the campus, is the closest airport. However, the subject property is not within the Airport Influence Area of the Montgomery Field Comprehensive Airport Land

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Use Compatibility Plan (ALUCP) as amended October 4, 2004. The ALUCP does not identify any aircraft accident potential within the vicinity of the project site nor are there any land use/noise incompatibilities. (G-6)

#### H. Natural Resources

1. The soils classified as "CgC" are considered unsuitable sources for gravel, sand, or decomposed granite. The soils classified as "TeF" are considered suitable sources for gravel. The site is located in the MRZ-3 Area which is an area containing mineral deposits the significance of which cannot be evaluated from available data. The City of San Diego Progress Guide and General Plan, however, does not identify the project site as being in an area with sand and gravel resources. Therefore, the proposal would not result in the prevention of future extraction of sand and gravel resources that are considered significant. (H-1, H-2 and H-3)
2. The site has not been in the recent past nor is it currently being used for any agricultural use. The soils, which are classified as "CgC" and "TeF," are not considered suitable for agriculture. Therefore, the project would not result in the conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land. (H-2)

#### I. Recreational Resources

As shown in the Linda Vista Community Plan, Kearny Mesa Park and Recreation Center is located south of the proposed parking garage. Recreational areas, however, would not be impacted by the project. There are no other existing or proposed recreational facilities or resources either on site or within the immediate vicinity of the project that would be impacted by the proposal. (I-2 and I-3)

#### J. Population and Housing

1. The proposed project would not induce growth in the area, either directly or indirectly, through the extension of roads or other infrastructure.
2. There are no residential units on the project site. Therefore, the project would not displace existing housing, necessitating the construction of replacement housing elsewhere.
3. The Clairemont Mesa Community Plan and Linda Vista Community Plan do not designate the site for residential use nor would the proposal alter the planned location, distribution, density, or growth rate of the population of the area. (J-3)

#### K. Transportation/Circulation

Darnell & Associates prepared a traffic study (K-8) to determine if the Mesa College Facilities Master Plan, including the proposed parking garage, would result in the following:

1. Traffic generation in excess of specific/community plan allocation?
2. An increase in projected traffic which is substantial in relation to the capacity of the street system?

The traffic study addressed the short-term impacts that would occur during the construction of Phase 1 and the long-term impacts that would occur based on future enrollment at Mesa College and the Middle College High School.

### Short-term Construction Impacts

The analysis of short-term construction impacts during Phase 1 is based on the construction and utilization of a new temporary east campus entry drive (Armstrong ~~Connector Court Place extension~~) and the traffic associated with construction workers and vehicles.

Subsequent to the completion of the new temporary east campus entry drive (Armstrong ~~Connector Court Place extension~~), interim westbound traffic into the college will be redirected north onto Armstrong Street and then west into the college at the new temporary entry drive. Approximately 860 vehicles are anticipated to make this maneuver during the morning peak hour and 480 during the evening peak hour.

The temporary short-term construction traffic is expected to generate approximately 1,200 daily trips, with 156 occurring in the morning peak and 98 during the evening peak hour.

The traffic study concludes that existing intersections would operate at acceptable levels of service throughout the study area with the temporary entry drive and the temporary construction traffic. Although the temporary construction would add traffic to ~~three all street segments in the vicinity, the impact would be the greatest on Armstrong Street between Armstrong Place and Mesa College Drive, (Ashford Street from Balboa Avenue to Beagle Street, Marlesta Drive from Genesee Avenue to Chasewood Street, and Genesee Avenue from Osler Street to Marlesta Drive),~~ Other than the traffic control plan discussed below, however, no mitigation is recommended because the impacts would be temporary.

The traffic study recommends that the temporary access with Armstrong Street and the college be controlled with a stop sign for eastbound traffic. The stop control would allow through movement for north/south traffic and provide more free movement of northbound left turns. The study also recommends a temporary northbound left turn lane into the project. The proposed recommendation would allow vehicles traveling westbound to northbound Armstrong Street to stack along Armstrong Street and Mesa College Drive without interrupting through traffic movements. A traffic control plan with temporary alignment, turn lanes, and parking restrictions will be required by the City of San Diego.

Following the realignment of Mesa College Drive, the temporary access (Armstrong ~~Connector Place extension~~) is proposed to be modified to accommodate bus only traffic, a right in/out only drive onto Armstrong Street. To ensure these access restrictions, a "porkechop" is proposed to preclude northbound left turns from the drive and eastbound left turns into the drive. With the installation of the traffic control, access to parcels along Armstrong Street would not be affected. Similarly, the intersection at Armstrong Place could be maintained without restrictions.

### Long-term Impacts

The long-term traffic impacts are based on future enrollment for both Mesa College and Middle College High School, which is to be operated by the San Diego City

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Schools. The maximum enrollment for Mesa College will remain at 25,000 students even with the acquisition of Muir Alternative School and its conversion to the Mesa College Technology Center. The estimated enrollment for the proposed Middle College High School is 400 students. Since Muir Alternative School has a current enrollment of 302 students, there will be a net increase of 98 students.

According to the traffic study, Mesa College will not increase future traffic volumes since the existing student enrollment of 25,000 will not be increased, and Middle College High School would generate approximately 176 additional trips per day, with 35 occurring in the morning peak hour and 25 in the evening peak hour. Although Middle College High School is not part of the proposed Mesa College East Entry and Parking Garage project, the trips generated by Middle College High School are included in the traffic study to provide the cumulative impact.

### Intersections

Under existing conditions all study area intersections operate at acceptable Level of Service (LOS) ~~D~~ C or better with the exception of Mesa College Drive/I-805 southbound ramp which operates at LOS D in the PM peak hour. In 2010 and 2030 all study area intersections will continue to operate at LOS ~~D~~ C or better with or without the proposed project with the exception of Mesa College Drive/Linda Vista Road and Mesa College Drive/I-805 southbound ramp which will operate at LOS D in the PM peak hour. In 2030 all study area intersections will continue to operate at LOS ~~C~~ or better with or without the proposed project with the exception of Mesa College Drive/Linda Vista Road, Genesee Avenue/Linda Vista Road and Mesa College Drive/I-805 southbound ramp which will operate at LOS D in the PM peak hour. Therefore, the project, including the proposed garage and realigned east entry, would not have a significant impact on study area intersections. See Table 5 for a summary of intersection level of service.

### Roadway Segments

Under existing conditions the following roadway segments demonstrate deficiencies:

- Ashford Street from Balboa Avenue to Beagle Street (LOS E);
- Marlesta Drive from Genesee Avenue to Chasewood Street (LOS F);
- Genesee Avenue from Osler Street to Marlesta Drive (LOS F);
- Mesa College Circle from Chasewood Street to Armstrong Street (LOS F). Mesa College Circle is an on-site facility that is not intended to carry through traffic but to provide access to the campus and parking facilities.

All other roadway segments operate at LOS C or better with the exception of Genesee Avenue between Linda Vista Road and SR-163, Armstrong Street between Stalmer Street and Armstrong Place, and Ashford Street between Beagle Street and Mesa College Drive which operate at LOS D; and Armstrong Street from Stalmer to Mesa College Drive which operates at LOS worse than C.

In 2010 and 2030 these the deficient segments identified above will continue to operate at the same LOS ~~D~~ or F with or without implementation of the Mesa College Facilities Master Plan and the Middle College High School. In addition, Linda Vista Road between Stalmer Street and Mesa College Drive will operate at LOS D and E in 2010 and 2030, respectively, with or without the projects. The projects (Mesa College and Middle College High School and including the parking

garage), however, does not meet significance criteria and, therefore, no mitigation is recommended.

Table 5 INTERSECTION LEVEL OF SERVICE (LOS) SUMMARY							
AM PEAK HOUR							
Intersection	Existing		Year 2010		Year 2030		
	Without Construction	Plus Construction	Without Project	Plus MCHS	Without Project	Plus MCHS	
Genesee/Marlesta	B	B	B	B	B	B	
Chasewood/ Marlesta	EB	A	A	A	A	A	
	WB	A	A	A	A	A	
	NB	A	A	A	A	A	
	SB	A	A	B	B	B	
Auburndale/ Marlesta	EB	A	A	A	A	A	
	WB	A	A	A	A	A	
	NB	A	A	A	A	A	
	SB	A	A	A	A	A	
Beagle/Ashford	A	A	A	A	A	A	
Mesa College/Armstrong	C	C	C	C	C	C	
Mesa College/Ashford	A	A	A	A	A	A	
Mesa College/Linda Vista	C	C	C	C	C	C	
Mesa College/SR-163 NB	B	B	B	B	B	B	
Mesa College/I-805 SB	B	B	B	B	B	B	
Mesa College/I-805 NB	C	C	C	C	C	C	
Genesee/Linda Vista	C	C	C	C	C	C	
Genesee/SR-163 SB	B	B	C	C	C	C	
Genesee/SR-163 NB	C	C	C	C	C	C	
PM PEAK HOUR							
Intersection	Existing		Year 2010		Year 2030		
	Without Construction	Plus Construction	Without Project	Plus MCHS	Without Project	Plus MCHS	
Genesee/Marlesta	B	B	C	C	C	C	
Chasewood/ Marlesta	EB	A	A	A	A	A	
	WB	A	A	A	A	A	
	NB	A	A	B	B	B	
	SB	A	A	B	B	B	
Auburndale/ Marlesta	EB	A	A	A	A	A	
	WB	A	A	A	A	A	
	NB	A	A	A	A	A	
	SB	A	A	A	A	A	
Beagle/Ashford	A	A	B	B	B	B	
Mesa College/Armstrong	B	C	C	C	C	C	
Mesa College/Ashford	A	A	A	A	A	A	
Mesa College/Linda Vista	C	C	D	D	D	D	
Mesa College/SR-163 NB	C	C	C	C	C	C	
Mesa College/I-805 SB	D	D	D	D	D	D	
Mesa College/I-805 NB	C	C	C	C	C	C	
Genesee/Linda Vista	C	C	C	C	D	D	
Genesee/SR-163 SB	B	B	B	B	B	B	
Genesee/SR-163 NB	C	C	C	C	C	C	
WB= Westbound, NB=Northbound, SB=Southbound, EB= Eastbound MCHS = Middle College High School							

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During the temporary construction period of approximately 13 months, Armstrong Street between Armstrong Place and Mesa College Drive will operate at worse than LOS C. Because of the temporary nature, however, no mitigation is required.

In 2010 and 2030 all other roadway segments will operate at acceptable LOS D or better. See Table 6 for roadway segment level of service summary.

**Table 6**  
**ROADWAY SEGMENT LEVEL OF SERVICE (LOS) SUMMARY**

Roadway Segment	Maximum Capacity	Existing		Year 2010		Year 2030	
		Without Construction	Plus Construction	Without Project	Plus Project MCHS	Without Project	Plus Project MCHS
Auburndale: south of Balboa	8000	B	B	C	D	D	D
Auburndale: Chasewood/Marlesta	8000	B	B	C	D	D	D
Beagle: Marlesta/Ashford	8000	A	A	C	D	D	D
Ashford: Balboa/Beagle	8000	E	E	E	E	E	E
Ashford: Beagle/Mesa College	8000	D	D	D	D	D	D
Marlesta: Chasewood/Genesee	8000	F	F	F	F	F	F
Genesee: Balboa/Marlesta	40000	C	C	C	C	C	C
Genesee: Marlesta/Osler	10000	F	F	F	F	F	F
Genesee: Osler/Linda Vista	40000	C	C	C	C	C	C
Genesee: Linda Vista/SR-163	40000	D	D	D	D	D	D
Linda Vista: Stalmer/Mesa College	30000	C	C	D	D	E	E
Linda Vista: Mesa/Genesee	40000	B	B	B	B	C	C
Linda Vista: south of Genesee	40000	C	C	D	D	D	D
Chasewood: south of Marlesta	<del>8000</del> 2200	<del>A</del> ≤C	<del>A</del> ≤C	<del>A</del> ≤C	<del>A</del> ≤C	<del>A</del> ≤C	<del>A</del> ≤C
Mesa College Circle: Chasewood/Armstrong	10000	F	F	F	F	F	F
Mesa College Dr. Armstrong/Ashford	40000	B	B	B	B	C	C
Mesa College Dr. SR-163/I-805	40000	C	C	C	C	C	C
Armstrong: Stalmer/Armstrong Place	2200	≤C	≤C	≤C	≤C	≤C	≤C
Armstrong: Armstrong Pl/Mesa Coll Dr	2200	≤C	F	≤C	≤C	≤C	≤C

MCHS = Middle College High School

≤C = worse than C

### Parking

Darnell & Associates also prepared a preliminary parking analysis (included as Appendix E in the traffic study) to determine if the Mesa College Facilities Master Plan would result in the following:

3. An increased demand for off-site parking?
4. Effects on existing parking?

As background for off-site parking concerns, the City Council on March 25, 2003 (reference City Manager's Report No. 03-032 issued March 19, 2003 and City Council Minutes for March 24, 2003 [Item-333]) created a Residential Permit

Parking Area in response to concerns that non-residents were parking on residential streets north of Mesa College. The Residential Permit Parking Area included the following streets:

- a. 3400-block of Aldford Drive (between Aldford Place and Chasewood Drive);
- b. 6200-block of Aldford Place (between Rollsreadh Drive and Aldford Drive);
- c. 3500-block and 3600-block of Auburndale Street (between Marlesta Drive and Thornwood Street);
- d. 3500-block of Bacontree Place (between beginning and Bacontree Way);
- e. 6900-block of Bacontree Way (between Auburndale Street and end);
- f. 3400-block of Beagle Place (between Beagle Street and end);
- g. 6900-block and 7000-block of Beagle Street (between Marlesta Drive and Atoll Street);
- h. 3500-block and 3600-block of Brookshire Street (between beginning and Thornwood Street);
- i. 3400-block and 3550-block of Chasewood Drive (between Marlesta Drive and Auburndale Street);
- j. 6700-block, 6750-block, and 6800-block of Erith Street (between Chasewood Drive and end);
- k. 3400-block, 3500-block, and 3600-block of Fireway Drive (entire street);
- l. 7000-block of Hilton Place (between Marlesta Drive and end);
- m. 3400-block of Keston Court (between Beagle Street and end);
- n. 6800-block of Lanewood Court (between Auburndale Street and end);
- o. 3200-block, 3500-block, and 3600-block of Marlesta Drive (between Genesee Avenue and end);
- p. 3300-block and 3400-block of Rollsreach Drive (between beginning and Chasewood Drive); and
- q. 6400-block of Shirehall Drive (between beginning and Brookshire Street).

The proposed parking structure to be located at the western terminus of Mesa College would provide approximately 1,000 additional parking spaces. The Preliminary Parking Analysis conducted by Darnell & Associates dated April 15, 2005, determined that the additional parking spaces would provide over 30% more parking than currently provided. Therefore, the project would actually result in a beneficial impact on parking both on-site and in the surrounding residential area (K-8).

As an incentive to use the parking structure, the District has provided the following incentives:

- At the beginning of each semester there will be a two-week grace period in which students can park on campus free of charge; and
- ~~All on site parking will be free of charge after 1:00 PM throughout the semester.~~ Student permits are not required between 12 Noon and 6 PM.

Although not an incentive provided by the District, the proposed expansion of the Residential Permit Parking area to ~~the east~~ include Apollo Street will likely result in more students parking on campus.

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5. On January 19, 1999, City Council amended the Clairemont Mesa Community Plan, the Linda Vista Community Plan, and the Progress Guide and General Plan by deleting the proposed extension of Mesa College Drive between Genesee Avenue and Mesa College Circle. The resolution (Number R-291206) amending the plans also "requested further studies for a dedicated entrance to Mesa College with the objective for better circulation and directs City staff to work with Mesa College and the community in that regard." Although not included in the motion, the action also effectively precluded the development of a Class II bikeway along the deleted extension.

Two bus lines operated by the Metropolitan Transit System serve Mesa College. Route 41, which provides service between Fashion Valley Transit Center and UCSD, operates on Genesee Avenue west of the campus with a stop at Marlesta Drive. Service at Marlesta Drive is available from 5:45 AM<sup>1</sup> northbound (NB) and 6:15 AM southbound (SB) until 11:00 PM NB and 10:35 PM SB. Service is available every 15-20 minutes until 10:45 AM, and every 30 minutes thereafter until 9:45 PM NB and 9:35 PM SB. The proposed project would not impact the existing bus service.

Route 44, which provides service between Old Town Transit Center and Clairemont Town Square, operates on Armstrong Street immediately adjacent to the campus on the east with a stop north of Mesa College Drive at Armstrong Place. Service at Armstrong Street is available from approximately 6:00 AM NB and 5:15 AM SB until 11:05 PM NB and 10:25 PM SB. Service is available every 30 minutes until 10:05 PM NB and 9:25 PM SB. The proposed project would not impact the existing bus service.

The San Diego Community College District in conjunction with MTS is proposing to re-direct the Route 44 bus onto the campus to better serve students and to minimize conflicts on Armstrong Street. In addition to providing bus shelters on campus, bus stops for the neighborhood would be retained on Armstrong Street north of Armstrong Place.

Based on the above considerations, the proposed project would not have a substantial impact upon existing or planned transportation systems. (K-2)

6. The proposed project would not alter present circulation movements nor have an effect on existing public access to Kearny Mesa Community Park located south of Mesa College Campus. Nor would the project affect access to Tecolote Canyon Natural Park located west of Genesee Avenue. There are no nearby beaches, other open space areas, or other parks that would be affected by the project. (K-2 and K-7)
7. The proposed project does not propose a non-standard design feature that would result in an increase in traffic hazards to motor vehicles, bicyclists or pedestrians.
8. As discussed above under G.2, the proposed project does not conflict with adopted policies, plans or programs supporting alternative transportation models.

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<sup>1</sup>All times are approximate and are extrapolated from schedules effective 01/30/05.

L. Public Services

The proposed project is located in an urbanized area where all public services are currently available. Also, the proposal would not result in a need for new or altered governmental services including fire protection, police protection, schools, parks or other recreational facilities, maintenance of public facilities (including roads), or other governmental services. (L-2)

M. Utilities

The proposed project would not result in a need for new systems, or require substantial alterations to existing utilities, including power, natural gas, communications systems, water, sewer, or storm water drainage. (M-1) Demolition of the existing Mesa College Drive and construction of the new Mesa College East Entry and Parking Garage would generate solid waste. Pursuant to the California Code of Regulations, the District requires that a Construction and Demolition (C&D) Waste Management Plan be prepared by the contractor and submitted to the District for review and approval. The plan must indicate how the contractor proposes to recover at least 75% of the C&D wastes for reuse and recycling.

N. Energy

Trellises, which will be located on the upper deck of the parking garage, will support photo-voltaic panels to provide additional electrical energy for use in the parking structure and other buildings on campus.

The project must comply with California Government Code §15814.30 which requires that "all new public buildings for which construction begins after January 1, 1993, shall be models of energy efficiency and shall be designed, constructed, and equipped with all energy efficiency measures, materials, and devices that are feasible and cost-effective over the life of the building or the life of the energy efficiency measure, whichever is less." Therefore, the proposed project would not result in the use of excessive amounts of fuel or energy. (N-1)

O. Water Conservation

The project must be designed to comply with State water conservation requirements which include low flush toilets, water efficient plumbing fixtures, and other conservation measures and recommends use of landscaping with drought tolerant plants and installation of drip irrigation systems that minimize runoff and evaporation. The incorporation of these conservation measure will ensure that the project would not result in the use of excessive amounts of water.

P. Neighborhood Character/Aesthetics

1. Tecolote Canyon Natural Park, which is located west of the campus and the proposed parking garage, can be considered scenic. Although the proposed parking structure, to be constructed at the western terminus of Mesa College, would be located on the upper reach of a finger of Tecolote Canyon, there currently is no view of Tecolote Canyon from Mesa College Drive. Views of Tecolote Canyon Natural Park will still be possible from the Mesa College Campus and from Kearny Mesa Park. Therefore, the proposed project would not result in the obstruction of any vista or scenic view from a public viewing area. (P-4)

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2. The existing Mesa College Drive will be transformed into a parkway entrance into the campus. The new entry will include landscaping, including in the median. A new portal will be created at Armstrong Street. Where possible the existing fence in front of the Child Development Center will be relocated 30 feet from the curb to create a new non-contiguous walk and approximately 18 feet of landscaping between the sidewalk and the relocated fence.

Based on the above considerations, the design of the proposed project would not result in the creation of a negative aesthetic site or project. (P-4)

3. ~~The proposed five level cast-in-place concrete parking garage #1 will be 5 stories and will be located at the western terminus of Mesa College Drive partially within the existing campus and partially within property to be acquired from the City of San Diego. is located to the north and Kearny Mesa Park and Recreation Center is located to the south. The parking garage will be "nestled" into the existing topography of the adjacent canyon edge, thus minimizing its apparent height and size, and only four stories will be above the street elevation. The proposed garage will be setback 30 feet from the curb, and the setback area will be landscaped (including trees) to screen the garage. As viewed from Mesa College Drive, only two levels of covered parking plus the upper parking deck will be visible. Architectural treatment will enhance the Mesa College Drive all facades. Openings will be treated as architectural elements incorporating a multi-colored glazing system and landscape screens to create an aesthetically rich facade with varying levels of complexity. The top of the structure will also utilize trellises to support photo-voltaic panels which will provide shade for parked vehicles and provide additional electrical energy for use in the parking structure and other buildings on campus. The trellises will also add an additional level of visual interest to what would otherwise be a basic upper level parking deck. A driveway will separate the garage from the park to the south, and landscaping (including trees) will be placed between the driveway and the garage to screen the garage from the park.~~

Based on the above considerations, the design of the proposed project would not result in project bulk, scale, materials, or style that would be incompatible with the surrounding area. (P-5)

4. due to the already developed nature of the Mesa College campus, the proposed project (garage and east entrance) would not result in any substantial alteration to the existing character of the area except as noted above. (P-5)
5. According to the biological technical study, 0.43 acre of eucalyptus woodland would be lost. The proposal, however, would not result in the loss of any distinctive or landmark tree(s). (D-10 and P-5)
6. The proposed parking garage will be tucked into the slopes to minimize topographic alteration. Therefore, the proposal would result in a less than significant change in topography or ground surface relief features. (P-5)
7. Other than the canyon head referenced above, there are no unique geologic or physical features that would be lost, covered, or modified by the project. (P-5)

**Q. Cultural Resources.**

Kyle Consulting conducted a Cultural Resource Survey for the Mesa College Facilities Master Plan including the proposed project. (Q-6) The study included a literature review, record search, and field survey of the project site. No cultural resources were identified within the study area by the literature review and record search, and no prehistoric resources were identified during the field survey. Therefore, no additional cultural resource work is recommended for the proposed project.

Based on the results of the cultural resource survey it can be determined that the project would not result in any of the following:

1. The alteration of or the destruction of a prehistoric or historic archaeological site;
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site;
3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object; nor
4. Any impact to existing religious or sacred uses within the potential impact area.

**R. Paleontological Resources**

~~The project site is underlain by the Lindavista Formation (Qln). This formation is assigned a moderate paleontological resource sensitivity. The construction of the parking garage will require excavation of 1,518 cubic yards at a maximum depth of fifteen (15) feet. Since less than 2,000 cubic yards would be excavated, a paleontological monitoring program will not be required. (R-1, R-2 and R-3)~~

**S. Human Health/Public Safety**

Ninyo & Moore prepared a Hazardous Materials Technical Study (HMTS) for the Mesa College Facilities Master Plan including the proposed project. (S-6) The scope of work included the following:

1. Reviewed readily available maps, photographs, plans, reports and other environmental documents pertaining to the site.
2. Performed a limited site reconnaissance to visually identify areas of possibly contaminated surficial soil or surface water, improperly stored hazardous materials, possible sources of polychlorinated biphenyls (PCBs), and possible risks of contamination from activities at the site and adjacent properties.
3. Reviewed available regulatory agency databases for the site and for properties located within a 1,000-foot radius of the site. The purpose of this review was to evaluate the possible environmental impact to the site. Databases identified locations of known hazardous waste sites, landfills, and leaking underground storage tanks, permitted facilities that utilize underground storage tanks, and facilities that use, store or dispose of hazardous materials.
4. Reviewed readily available local regulatory agency files for properties of potential environmental concern located within the study area (i.e., site and properties within a 1,000- foot radius of the site). Requests were made to the San Diego County Department of Environmental Health (DEH).

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5. Reviewed readily available historical aerial photographs of the study area.
6. Prepared a HMTS report documenting findings and providing opinions and recommendations regarding possible environmental impacts at the site.

The report (dated November 15, 2004) addressed the following relevant issues as stated in the State CEQA Guidelines Checklist:

1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Based on Ninyo & Moore's review of the project, it is their opinion that the proposed activities would not involve the routine transport, use, or disposal of hazardous materials

2. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Based on Ninyo & Moore's review of the project, it is their opinion that the proposed activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

3. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Muir Alternative School and Kearny High School are located within one-quarter mile of the campus. Muir Alternative School, which currently provides special education for the San Diego Unified School District, is located between Mesa College Drive and Armstrong Street. The San Diego Community College District, however, proposes to purchase the site, demolish three buildings, and convert the remaining facilities to a Mesa College Technology Center. Kearny High School is located south of Mesa College Drive and west of Linda Vista Road.

Based on Ninyo & Moore's review of the project, it is their opinion that the proposed activities would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would impact nearby schools.

4. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Based on Ninyo & Moore's review of the environmental database report, the proposed project is not located in area that is listed on the Resource Conservation Recovery Act (RCRA) Generator, County Department of Environmental Health (DEH) Permits, the Underground Storage Tank/Aboveground Storage Tank (UST/AST), and the Leaking Underground Storage Tank (LUST) databases.

T. Mandatory Findings of Significance

1. The project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
2. The project would not achieve short-term, to the disadvantage of long-term, environmental goals.
3. No impacts have been identified which are individually limited, but cumulatively considerable.
4. Redevelopment of the site would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

V. **RECOMMENDATION:**

On the basis of this initial evaluation:

- The proposed project would not have a significant effect on the environment, and a **NEGATIVE DECLARATION** should be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described or referenced in Section IV above have been added to the project. A **MITIGATED NEGATIVE DECLARATION** should be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** should be required.

CONTACT: Damon Schamu, Vice Chancellor

Attachments: A. Initial Study Checklist  
 B. Initial Study Checklist References  
 C. Parking Alternatives Study  
 D. MHPA Boundary Adjustment Alternative on Mesa College Campus  
 E. Comparison of Vegetation and Sensitive Resources Impacts

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## Attachment A

## INITIAL STUDY CHECKLIST

This checklist is designed to identify the potential for significant environmental impacts that could be associated with the proposed project. These determinations are explained in Section IV of the Initial Study.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. <u>GEOLOGY/SOILS</u> . Would the proposal result in:				
1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. A substantial increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. <u>AIR QUALITY</u> . Would the proposal:				
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or project air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Exceed 100 pounds per day of Particulate Matter 10 (dust)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Alter air movement in the area of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Cause a substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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C. HYDROLOGY/WATER QUALITY. Would the proposal result in:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. An increase in pollutant discharges, including downstream sedimentation, to receiving waters during or following construction? Consider water quality parameters such as temperature-dissolved oxygen, turbidity and other typical storm water pollutants? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. An increase in impervious surfaces and associated increased runoff?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Discharge of identified pollutants to an already impaired water body (as listed on the Clean Water Act Section 303(d) list)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. A potentially significant adverse impact on ground water?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

D. BIOLOGY. Would the proposal result in:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 2. A substantial change in the diversity of any species of animals or plants?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Introduction of invasive species of plants into the area?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Interference with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. An impact on a sensitive habitat, including, but not limited to streamside vegetation, aquatic, riparian, oak woodland, coastal sage scrub or chaparral?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. An impact on City, State, or federally regulated wetlands (including, but not limited to, coastal saltmarsh, vernal pool, lagoon, coastal, etc.) through direct removal, filling hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Conflict with the provision of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

E. NOISE. Would the proposal result in:

1. A significant increase in the existing ambient noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of people to noise levels which exceed the local agency's adopted noise ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Exposure of people to current or future transportation noise levels which exceed standards as established in the Transportation Element of the local agency's General Plan or an adopted Airport <del>Comprehensive</del> Land Use <u>Compatibility</u> Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

F. LIGHT, GLARE AND SHADING. Would the proposal result in:

1. Substantial light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantial shading of other properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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G. LAND USE. Would the proposal result in:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. A land use which is inconsistent with the adopted community plan land use designation for the site or conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over a project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. A conflict with the goals, objectives and recommendations of the community plan in which it is located?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. A conflict with adopted environmental plans, including applicable habitat conservation plans, adopted for the purpose of avoiding or mitigating an environmental effect for the area?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5. Land uses which are not compatible with aircraft accident potential as defined by an adopted Airport <del>Comprehensive</del> Land Use <u>Compatibility Plan</u> ?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

H. NATURAL RESOURCES. Would the proposal result in:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. The loss of availability of a known mineral resource (e.g., sand or gravel) that would be of value to the region and residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land?              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

I. RECREATIONAL RESOURCES. Would the proposal result:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. An increase in the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. The inclusion of recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

J. POPULATION AND HOUSING. Would the proposal:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

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

3. Alter the planned location, distribution, density or growth rate of the population of an area?

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

K. TRANSPORTATION/CIRCULATION. Would the proposal result in:

1. Traffic generation in excess of specific/community plan allocation?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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2. An increase in projected traffic which is substantial in relation to the capacity of the street system?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3. An increased demand for off-site parking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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4. Effects on existing parking?

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

5. Substantial impact upon existing or planned transportation systems?

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

6. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>L. PUBLIC SERVICES.</b> Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>M. UTILITIES.</b> Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:				
1. Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Sewer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>N. ENERGY.</b> Would the proposal result in:				
1. The use of excessive amounts of fuel or energy (e.g. natural gas)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. The use of excessive amounts of power?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>O. WATER CONSERVATION.</b> Would the proposal result in:				
1. Use of excessive amounts of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Landscaping which is predominantly non-drought resistant vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>P. NEIGHBORHOOD CHARACTER/AESTHETICS.</b> Would the proposal result in:				
1. The obstruction of any vista or scenic view from a public viewing area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The creation of a negative aesthetic site or project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Project bulk, scale, materials, or style which would be incompatible with surrounding development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantial alteration to the existing character of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. The loss of any distinctive or landmark tree(s), or a stand of mature trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Substantial change in topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Q. CULTURAL RESOURCES. Would the proposal result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Alteration of or the destruction of a prehistoric or historic archaeological site?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Any impact to existing religious or sacred uses within the potential impact area?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. The disturbance of any human remains, including those interred outside of formal cemeteries?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

R. PALEONTOLOGICAL RESOURCES. Would the proposal impact a unique paleontological resource or site or unique geologic feature?

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

S. HUMAN HEALTH/PUBLIC SAFETY/HAZARDOUS MATERIALS. Would the proposal:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. Create any health hazard (excluding mental health)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Expose people or the environment to a significant hazard through the routine transport, use or disposal of hazardous materials?                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Create a future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

T. MANDATORY FINDINGS OF SIGNIFICANCE.

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts would endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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## Attachment B

## INITIAL STUDY CHECKLIST REFERENCES

### A. Geology/Soils

- X   A-1 City of San Diego. Updated 1995. Seismic Safety Study. August 21. Map 26.
- X   A-2 U.S. Department of Agriculture. 1973. Soil Survey, San Diego Area, California Parts I and II. December. Part II, 1975. Sheet 53.
- A-3 U.S. Department of Agriculture. 1975. Soil Survey (Soil Interpretation Manual), Part - III. June.
- X   A-4 Site Specific Report: Ninyo & Moore. 2004. Limited Geotechnical Evaluation, Mesa College Master Plan. November 30.

### B. Air Quality

- B-1 California Clean Air Act Guidelines (Indirect Source Control Programs), 1990.
- X   B-2 Air Pollution Control District. 1992. Regional Air Quality Strategy (RAQS). June 30.
- X   B-3 San Diego Association of Governments (SANDAG)/Sourcepoint. 1999. 2020 Regionwide Forecast. February.
- B-4 Site Specific Report:

### C. Hydrology/Water Quality

- X   C-1 National Flood Insurance Program. 1997. Flood Insurance Rate Map (FIRM). June 19. Map No. 06073C1616.
- C-2 Federal Emergency Management Agency (FEMA). 1989. National Flood Insurance Program - Flood Boundary and Floodway Map. September 29.
- X   C-3 U.S. Environmental Protection Agency. 2002. Clean Water Act Section 303(b) list.
- X   C-4 Site Specific Report: Latitude 33 Planning and Engineering. 2006. Water Quality Technical Report for Mesa College East Entry Realignment. February.

## D. Biology

- X D-1 City of San Diego. 1997. Multiple Species Conservation Program (MSCP), Subarea Plan. March.
- \_\_\_\_\_ D-2 City of San Diego. 1996. MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" maps.
- X D-3 City of San Diego. 1997. MSCP, "Multiple Habitat Planning Area" maps.
- \_\_\_\_\_ D-4 Community Plan - Resource Element:
- \_\_\_\_\_ D-5 State of California Department of Fish and Game, California Natural Diversity Database, 2001. State and Federally-listed Endangered, Threatened, and Rare Plants of California. January.
- \_\_\_\_\_ D-6 State of California Department of Fish and Game, California Natural Diversity Database, 2001. State and Federally-listed Endangered and Threatened Animals of California. January.
- \_\_\_\_\_ D-7 Code of Federal Regulations, Title 50, Part 10. List of Migratory Birds.
- \_\_\_\_\_ D-8 Code of Federal Regulations, Title 50, Part 17. 1989. Endangered and Threatened Wildlife and Plants. January 1.
- \_\_\_\_\_ D-9 City of San Diego. 2002. Land Development Code Biology Guidelines. July.
- X D-10 Site Specific Report: HELIX Environmental Planning, Inc. 2006. Mesa College Biological Technical Report. August 30 May 1.
- X D-11 Site Specific Report: HELIX Environmental Planning, Inc. 2006. Wetland Restoration Plan for the Mesa College Parking Structure. February 23.

## E. Noise

- X E-1 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- \_\_\_\_\_ E-2 San Diego Unified Port District. 1999. San Diego International Airport - Field 1999 Annual Noise Contours, in Decibels, of Aircraft Community Noise Equivalent Level (CNEL), January 1, 1999 through December 31, 1999 (Drawing No. 1760, Rev. 18). March 22.
- \_\_\_\_\_ E-3 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1982. Brown Field Comprehensive Land Use Plan.

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- X E-4 ~~San Diego Association of Governments (SANDAG)SDCRAA/(Airport Land Use Commission). 1996~~2004. Montgomery Field Comprehensive Airport Land Use Compatibility Plan. October.
- \_\_\_\_\_ E-5 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1992. Comprehensive Land Use Plan NAS Miramar. September.
- \_\_\_\_\_ E-6 San Diego Association of Governments (SANDAG). 2001. San Diego Metropolitan Area 2001 Traffic Flow Map (Average Weekday Traffic Volumes through 2000).
- \_\_\_\_\_ E-7 San Diego Association of Governments (SANDAG). 2001. San Diego Region Weekday Traffic Volumes, 1997-2001.
- \_\_\_\_\_ E-8 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1994. Lindbergh Field Comprehensive Land Use Plan. April.
- X E-9 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- X E-10 City of San Diego. San Diego Municipal Code Chapter 5, Article 9.5: Noise Abatement and Control (§59.5.0101 et seq).
- \_\_\_\_\_ E-11 Site Specific Report:

#### F. Light, Glare and Shading

- X F-1 Site visit: Multiple dates.
- X F-2 Other: Project plans.
- \_\_\_\_\_ F-3 Site Specific Report:

#### G. Land Use

- \_\_\_\_\_ G-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- X G-2 City of San Diego. 1992. Progress Guide and General Plan Map. Planning Department. April.
- X G-3 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- X G-4 City of San Diego. Amended 1999. Linda Vista Community Plan. January 19.

- \_\_\_\_\_ G-5 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1982. Brown Field Comprehensive Land Use Plan.
- X G-6 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1996. Montgomery Field Comprehensive Land Use Plan. October.
- \_\_\_\_\_ G-7 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1992. Comprehensive Land Use Plan NAS Miramar. September
- \_\_\_\_\_ G-8 San Diego Association of Governments (SANDAG)/Airport Land Use Commission). 1994. Lindbergh Field Comprehensive Land Use Plan. April.
- X G-9 City of San Diego. 1997. Multiple Species Conservation Program (MSCP), Subarea Plan. March.
- \_\_\_\_\_ G-10 FAA.
- \_\_\_\_\_ G-11 Other: Site visits.

#### H. Natural Resources

- X H-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- X H-2 U.S. Department of Agriculture. 1973. Soil Survey, San Diego Area, California Parts I and II. December. Sheet 20.
- X H-3 State of California, Department of Conservation, Division of Mines & Geology. 1983. Mineral Land Classification: Aggregate Materials in the Western San Diego County Production Consumption Region: Special Report 153. Plate 20 (La Jolla Quadrangle).

#### I. Recreational Resources

- \_\_\_\_\_ I-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- X I-2 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- X I-3 City of San Diego. Amended 1999. Linda Vista Community Plan. January 19.
- \_\_\_\_\_ I-4 City of San Diego Department of Park and Recreation.
- \_\_\_\_\_ I-5 City of San Diego. San Diego Regional Bicycling Map.

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## I-6 Additional Resources:

**J. Population and Housing**

- \_\_\_\_ J-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- \_\_\_\_ J-2 City of San Diego. 2000. Draft Progress Guide and General Plan Housing Element. FY 1999 – FY 2004. Planning and Development Review Department. August.
- X J-3 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- \_\_\_\_ J-4 San Diego Association of Governments (SANDAG)/Sourcepoint. 1999. 2020 Regionwide Forecast. February.

**K. Transportation/Circulation**

- \_\_\_\_ K-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- X K-2 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- X K-3 San Diego Association of Governments (SANDAG). 2001. San Diego Metropolitan Area 2001 Traffic Flow Map (Average Weekday Traffic Volumes through 2000).
- \_\_\_\_ K-4 San Diego Association of Governments (SANDAG). 2001. San Diego Region Average Weekday Traffic Volumes, 1997 - 2001.
- \_\_\_\_ K-5 City of San Diego. Revised 2003. Trip Generation Manual. May.
- \_\_\_\_ K-6 City of San Diego. 1998. Traffic Impact Study Manual. July.
- X K-7 City of San Diego. Amended 1999. Linda Vista Community Plan. January 19.
- X K-8 Site Specific Report: Darnell & Associates, Inc. 2006. Traffic Study for San Diego Mesa College Redevelopment Facilities Master Plan. March 7 June 27.

**L. Public Services**

- \_\_\_\_ L-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.

L-2 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.

L-3 Other:

#### M. Utilities

M-1 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.

M-2 Other:

#### N. Energy

N-1 State of California. Government Code §15814.30.

#### O. Water Conservation

O-1 City of San Diego. 1989. Landscape Technical Manual. Planning Department.

O-2 Other:

#### P. Neighborhood Character/Aesthetics

P-1 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.

P-2 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.

P-3 City of San Diego. Amended 1999. Linda Vista Community Plan. January 19.

P-4 Local Coastal Plan:

P-5 Other: Site Visits

#### Q. Cultural Resources

Q-1 City of San Diego. 1997. Historical Resources Guidelines.

Q-2 City of San Diego Archaeology Library.

Q-3 City of San Diego. Historical Site Board List.

Q-4 City of San Diego. 1993. Uptown Cultural Resource Inventory Volumes I-III.

Q-5 Community Historical Survey:

- X Q-6 Site Specific Report: Kyle Consulting. 2005. Cultural Resource Survey for the Mesa College Facilities Master Plan, March.

#### R. Paleontological Resources

- X R-1 City of San Diego. 1999. Paleontological Guidelines.
- X R-2 Deméré, Thomas A., and Stephen L. Walsh. 1993. Paleontological Resources County of San Diego. Department of Paleontology, San Diego Natural History Museum.
- X R-3 Kennedy, Michael P., and Gary L. Peterson. 1975. Geology of the San Diego Metropolitan Area, California, Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles, California Division of Mines and Geology Bulletin 200, Plate 2A (La Jolla Quadrangle).
- R-4 Kennedy, Michael P. and Siang S. Tan. 1977. Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California, Map Sheet 29.
- R-5 Site Specific Report:

#### S. Human Health/Public Safety/Hazardous Materials

- S-1 County of San Diego Department of Environmental Health. 2003. Environmental Assessment Listing. May.
- S-2 County of San Diego Hazardous Materials Management Division.
- S-3 FAA Determination.
- S-4 State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized, 1995.
- S-5 State of California, Department of Transportation, Division of Aeronautics. 2002. Airport Land Use Planning Handbook. January.
- X S-6 Site Specific Report: Ninyo & Moore. 2005. Hazardous Materials Technical Study, Mesa College Master Plan. April 18.

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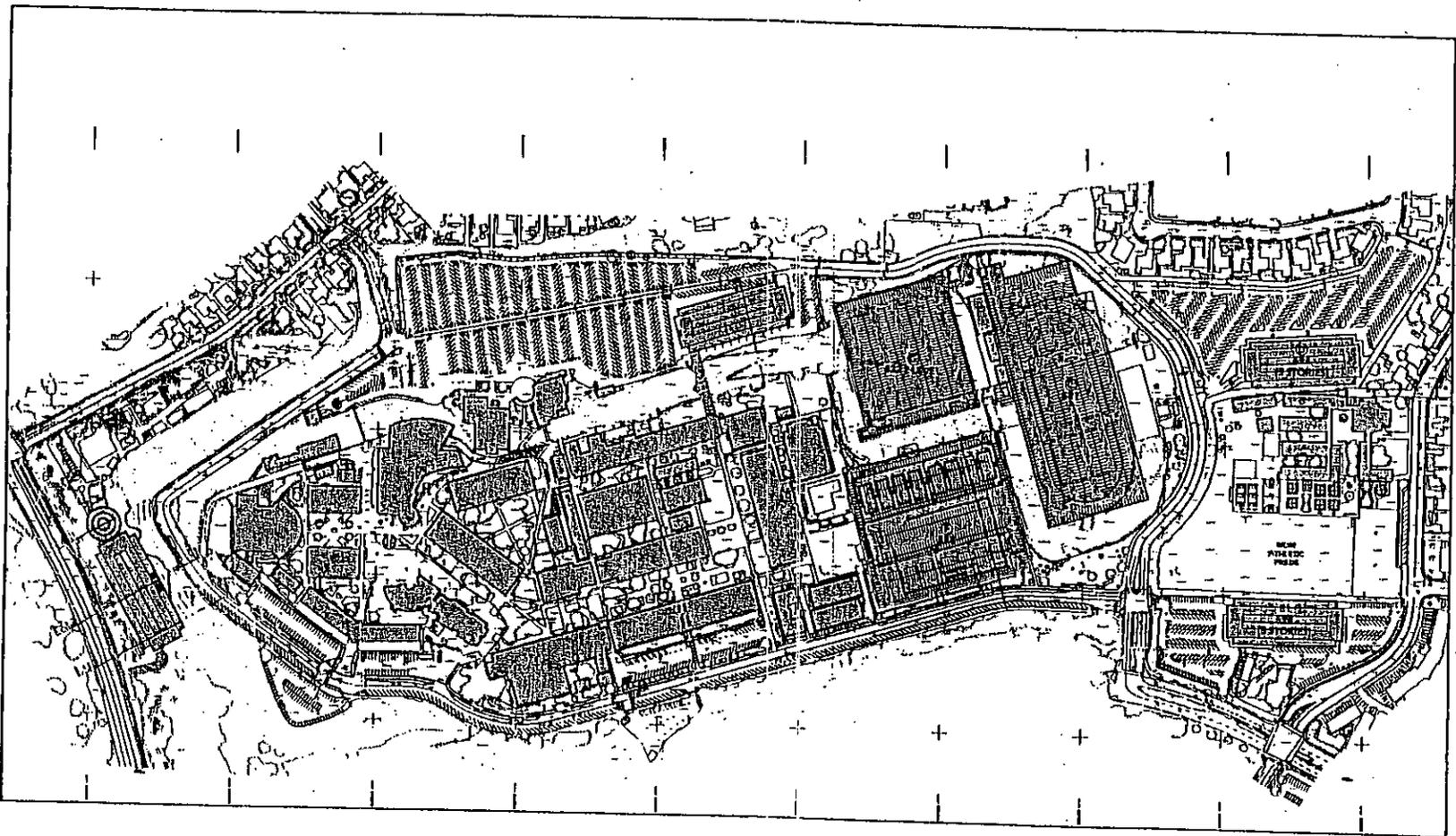
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**ATTACHMENT C**

**PARKING ALTERNATIVES STUDY**

**for**

**MESA COLLEGE**



MESA COLLEGE  
PARKING STRUCTURE SCHEMATIC PLANNING

11.05.04



Architects

Delwin  
White  
Rodriguez  
Baker

Mesa College Parking Structure Schematic Planning

Architects | Delawle Wilkes Rodrigues Barker  
Project No. 01141  
11.07.2002  
Page 1 of 1

Advantages - Parking Structure Location "A"

Genesee Avenue

- Main access to parking structure is off of Genesee Avenue, which helps reduce vehicular load into existing campus parking areas.
- Location is not a desirable site for future buildings for campus uses.
- Location does not displace any existing parking or campus uses while under construction.
- Has minimal visual impact on surrounding residential neighborhoods.
- Provides a parking area that is on the opposite end of campus from the eastern remote surface lots.

Disadvantages - Parking Structure Location "A"

Genesee Avenue

- +/- 80' grade difference between lower level of parking structure and perimeter campus roadway. This would require a speed ramp appendage to get vehicles up to campus roadway as well as a stair and elevator tower to get people up to campus roadway level. The Campus roadway at this location is still +/- 40' lower than the main campus building elevations.
- Building in the canyon area would more than likely require a full E.I.R. and processing and approval time would probably delay completion of construction beyond what is desired by SDCCD and Mesa College.
- Cost of construction would be considerably higher than a more traditionally flat site.
- A traffic signal would more than likely be required, which would increase the cost of this site by +/- \$125,000.
- Difficult site for construction staging areas.

Advantages - Parking Structure Location "B"

North Parking Lot

- Location is not a desirable site for future buildings for campus uses.
- Location allows for top level of structure to be close to campus elevation for convenient pedestrian bridge access to campus.
- Structure would be in the most popular parking location, so students would have minimal adjustment when using this new parking structure.
- Traditional parking structure design that could be precast elements that would be most cost effective and time effective to construct.
- Structure is easily expandable if a second structure should need to be added in the future.

Disadvantages - Parking Structure Location "B"

North Parking Lot

- Have to over-build by +/- 200 spaces to accommodate displacement of surface parking.
- Increases traffic load in main parking area, which is not desired.
- Displaces parking while under construction.
- Potentially visually obtrusive to residential neighborhood to the north.
- Restricted to long linear shape due to existing utilities/infrastructure running through site. Infrastructure could be re-routed, but this would considerably increase the construction cost.

Advantages - Parking Structure Location "C"

Football Field & Track

- Location does not displace any existing parking while under construction.
- Provides one large single level of parking that is more desirable to users.
- Visually this design and location is unobtrusive since it is located below playing fields.
- Provides for convenient parking location for both campus buildings and playing field access.
- Access to parking is not pulled all the way into the north surface lot.

Disadvantages - Parking Structure Location "C"

Football Field & Track

- Cost of construction would be considerably higher than a more traditional structure due to the loads of the playing fields located directly over the parking.
- Drainage from the playing fields above is more complex and expensive to construct.
- Playing fields would not be usable during construction.
- The existing track, grandstand and support structures would have to be demolished and replaced adding to the cost of construction.
- The grade level of the parking area is well below the main campus elevation creating inconvenient access from parking to campus buildings.
- The only reasonable access point is on the north end of the structure, which brings vehicles farther into the site than is desired.
- Placing a structure in this area minimizes the potential for locating any future buildings in this area.

000303

**Mass College Parking Structure Schematic Planning**

Architects | Delawie Wilkes Rodrigues Barker  
Project No. 01141  
11.07.2002  
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**Advantages – Parking Structure Location "D"**

Northwest Parking Lot

- Location is not a desirable site for future buildings for campus uses.
- Traditional parking structure design that could be precast elements that would be most cost effective and time effective to construct.
- Access to parking is from multiple locations (3).

**Disadvantages – Parking Structure Location "D"**

Northwest Parking Lot

- Have to over-build by +/- 200 spaces to accommodate displacement of surface parking.
- Displaces parking while under construction.
- Potentially visually obtrusive to residential neighborhood to the north and east.
- Visually obtrusive to adjacent Muir School.
- Inconvenient access from parking lot to main campus (most remote parking location).

**Advantages – Parking Structure Location "E"**

Southeast Parking Lot

- Location is not a desirable site for future buildings for campus uses.
- Traditional parking structure design that could be precast elements that would be most cost effective and time effective to construct.
- Structure is easily expandable if a second structure should need to be added in the future.
- Potentially three access points into this parking area.
- Vehicles parking in this area do not need to go beyond the main campus entry intersection. This would reduce traffic loads within the campus roadway loop.
- Location is not visually obtrusive to nearby residential neighborhoods and does not increase traffic at the existing northwest entry point into the campus.

**Disadvantages – Parking Structure Location "E"**

Southeast Parking Lot

- Have to over-build by +/- 200 spaces to accommodate displacement of surface parking.
- Inconvenient access from parking lot to main campus. A traffic signal and/or pedestrian bridge would probably be required to mitigate vehicle and pedestrian access conflicts.
- Displaces parking while under construction.
- May create additional congestion into main campus entry (current freeway backup could be worsened if queuing issues aren't resolved).

**Advantages – Parking Structure Location "F"**

Soccer / Softball Fields & Tennis Courts

- Location does not displace any existing parking while under construction.
- Visually this design and location is unobtrusive since it is located below playing fields and tennis courts.
- Provides one large single level of parking that is more desirable to users.
- Could be multiple levels to increase parking count.
- Provides for convenient parking location for both campus buildings and playing field access.
- Access to parking is not pulled all the way into the campus.
- Creates the opportunity for a more visually pleasing entry into the campus with the reorganization of the playing fields and tennis courts.

**Disadvantages – Parking Structure Location "F"**

Soccer / Softball Fields & Tennis Courts

- Cost of construction would be considerably higher than a more traditional structure due to the loads of the playing fields located directly over the parking.
- Drainage from the playing fields above is more complex and expensive to construct.
- Playing fields would not be usable during construction.
- Placing a structure in this area minimizes the potential for locating any future buildings in this area.

**Mass College Parking Structure Schematic Planning**

Architects | Delawie Wilkes Rodrigues Barker  
Project No. 01141  
11.07.2002  
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**Advantages – Parking Structure Location "G"**

**Baseball Field**

- Location does not displace any existing parking while under construction.
- Provides one large single level of parking that is more desirable to users.
- Could be multiple levels to increase parking count and get baseball field closer to main campus elevation.
- Visually this design and location is unobtrusive since it is located below playing fields.
- Provides for convenient parking location for both campus buildings and playing field access.
- Access to parking is not pulled all the way into the north surface lot.

**Disadvantages – Parking Structure Location "G"**

**Baseball Field**

- Cost of construction would be considerably higher than a more traditional structure due to the loads of the playing fields located directly over the parking.
- Drainage from the playing fields above is more complex and expensive to construct.
- Playing fields would not be usable during construction.
- Existing support structures would have to be demolished and replaced adding to the cost of construction.
- The grade level of the parking area is well below the main campus elevation creating inconvenient access from parking to campus buildings.
- The only reasonable access point is on the north end of the structure, which brings vehicles farther into the site than is desired.
- Placing a structure in this area minimizes the potential for locating any future buildings in this area.

000305

**ATTACHMENT D**

**MHPA BOUNDARY ADJUSTMENT ALTERNATIVE  
ON MESA COLLEGE CAMPUS**

Mesa College Parking Structure Project  
MHPA Boundary Adjustment Alternative  
On Mesa College Campus

The proposed project would impact approximately 0.28 acre within the existing limits of the MHPA, including 0.05 acre of southern mixed chaparral, 0.09 acre of non-native grassland, 0.09 acre of eucalyptus woodland, and 0.05 acre of disturbed habitat (Table 1, Figures 1 and 2). An MHPA boundary "adjustment" is proposed to ensure that the biological value of the MHPA is not reduced and to prevent significant impacts within the MHPA.

Adjustments to the MHPA boundary may be made without amending the Subarea Plan or the MSCP Plan in cases where the new MHPA boundary preserves an area of equivalent or greater biological value. The final determination regarding the biological value of a proposed boundary change would be made by the City per the MSCP Plan and with concurrence of the wildlife agencies (Section 5.4.2 of the MSCP Regional Plan [August 1998]).

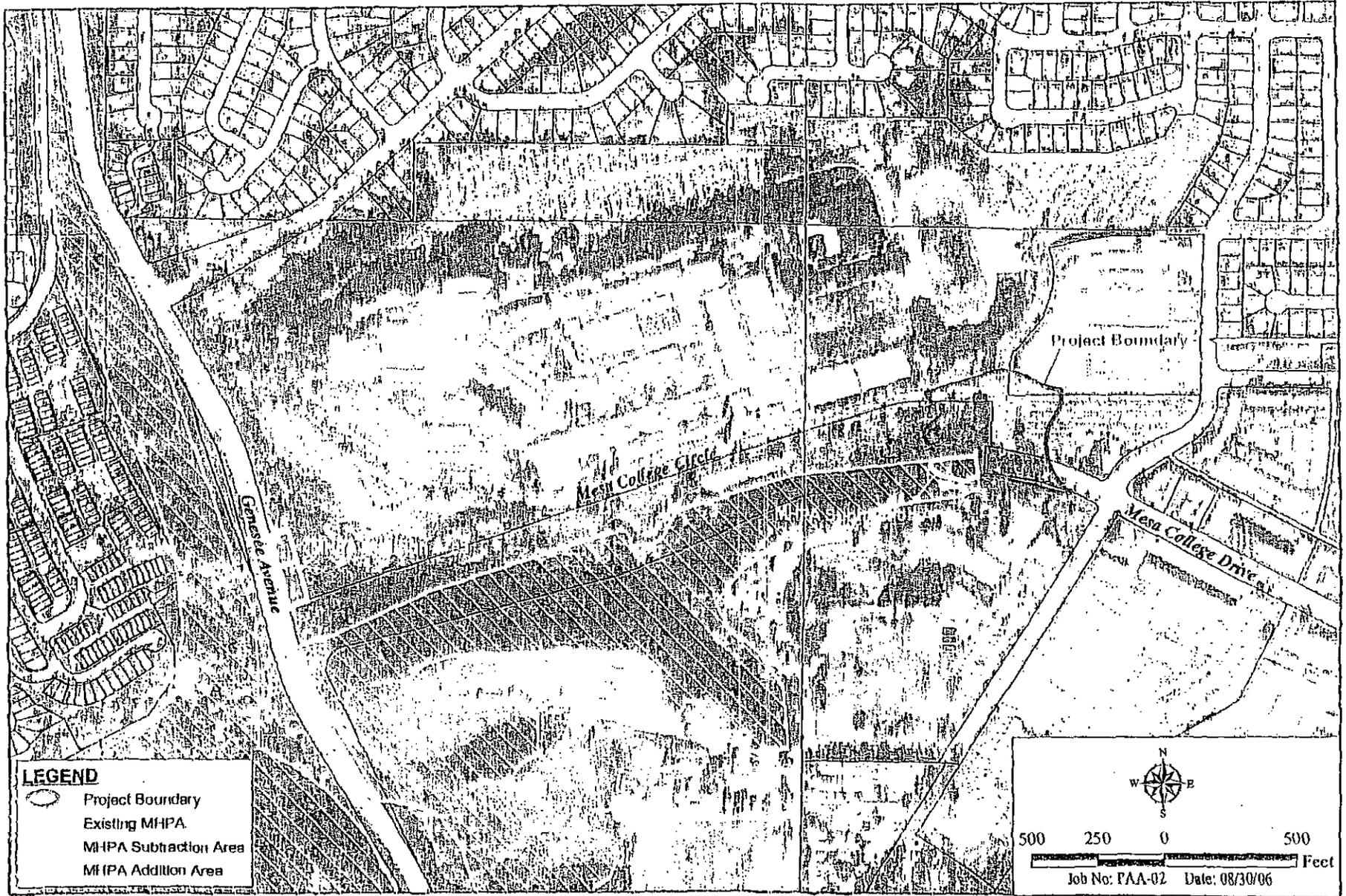
An MHPA boundary adjustment has already been approved by the City and Wildlife Agencies that includes use of land in East Elliott. However, at the request of the City of San Diego Planning Commission, another alternative that involves an MHPA boundary addition in the vicinity of the project was considered. This alternative includes the addition of a 0.42-acre area located on land owned by the San Diego Community College District, located just east of Genesee Avenue, as shown on Figures 1 and 3. This parcel contains the wetland restoration area proposed by the applicant as wetland mitigation for the project. The alternative MHPA addition area is located 150 feet north of the existing MHPA (Figure 3); the intervening land, however, is owned by the City of San Diego.

As stated on page 2 of the Initial Study, the wildlife agencies continue to support East Elliott. In addition, the agencies could not support the 0.42-acre parcel because a portion of the area is already proposed for mitigation (wetland restoration), and because the area is not immediately connected to the MHPA. While the San Diego Community College District would be willing to create a larger area that extends well beyond the wetland restoration area, the disconnect with the MHPA to the south would still exist.

**Table 1**  
**MESA COLLEGE PARKING STRUCTURE PROJECT**  
**MHPA BOUNDARY ADJUSTMENT ANALYSIS**  
**FOR ON CAMPUS ALTERNATIVE**

MSCP TIER	Vegetation Community	MHPA Subtraction	MHPA Addition	Net Difference
NA	Riparian scrub - disturbed	0.00	0.13*	+0.13*
II	Coastal sage scrub	0.00	0.13	+0.29
	Coastal sage scrub - dist.	0.00	0.16	
III	Southern mixed chaparral	0.05	0.00	- 0.05
	Non-native grassland	0.09	0.00	- 0.09
IV	Eucalyptus woodland	0.09	0.00	- 0.14
	Disturbed habitat	0.05		
<b>TOTAL</b>		<b>0.28</b>	<b>0.42*</b>	<b>+0.14*</b>

\* Includes 0.10 acre of riparian scrub to be enhanced as wetland mitigation.



F:\arcGIS\FAA-02 Mesa College\Map\MBUA\_Adjustment\Fig1\_Location.mxd - JT

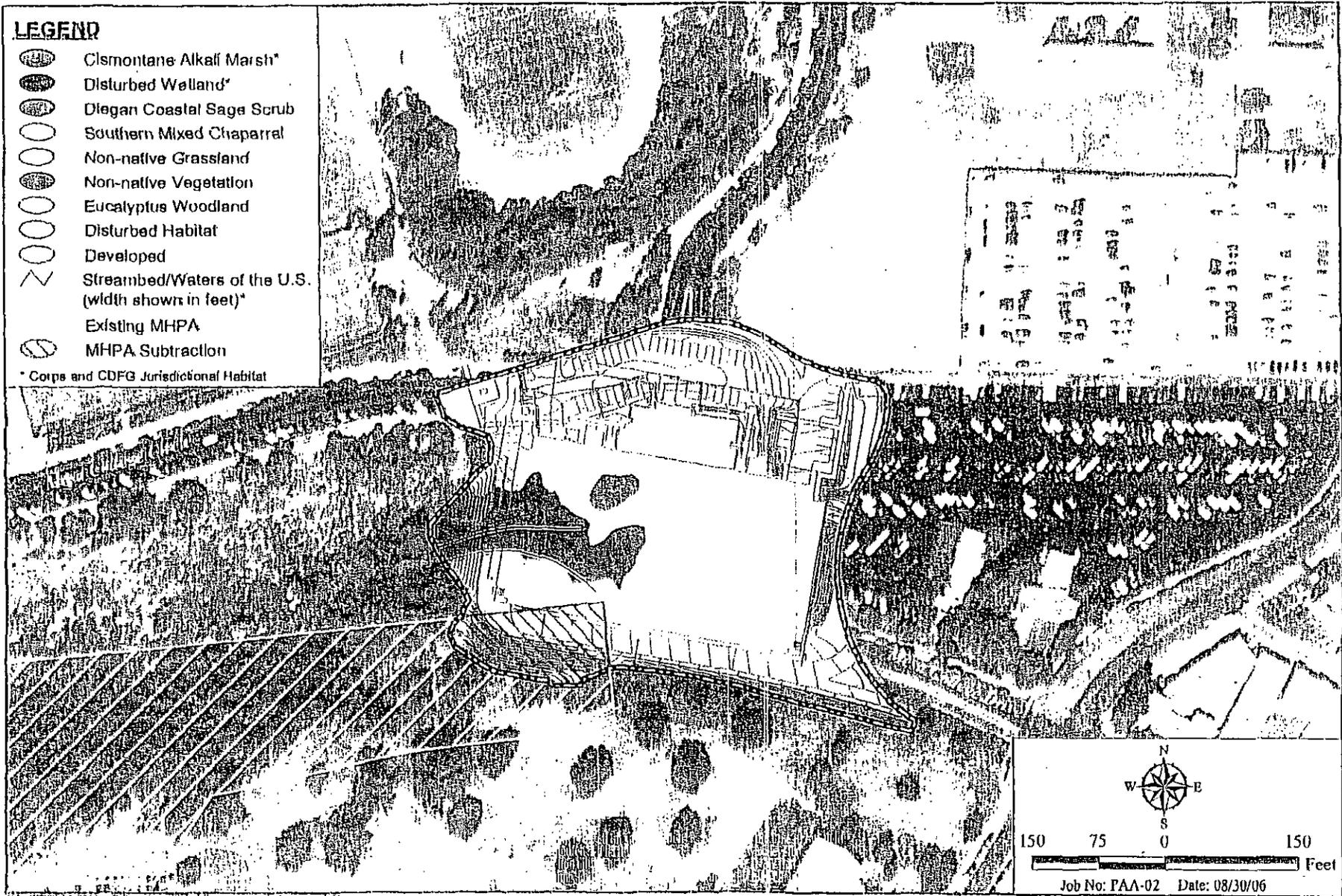
# MHPA Adjustment Areas

MESA COLLEGE

Figure 1



000310



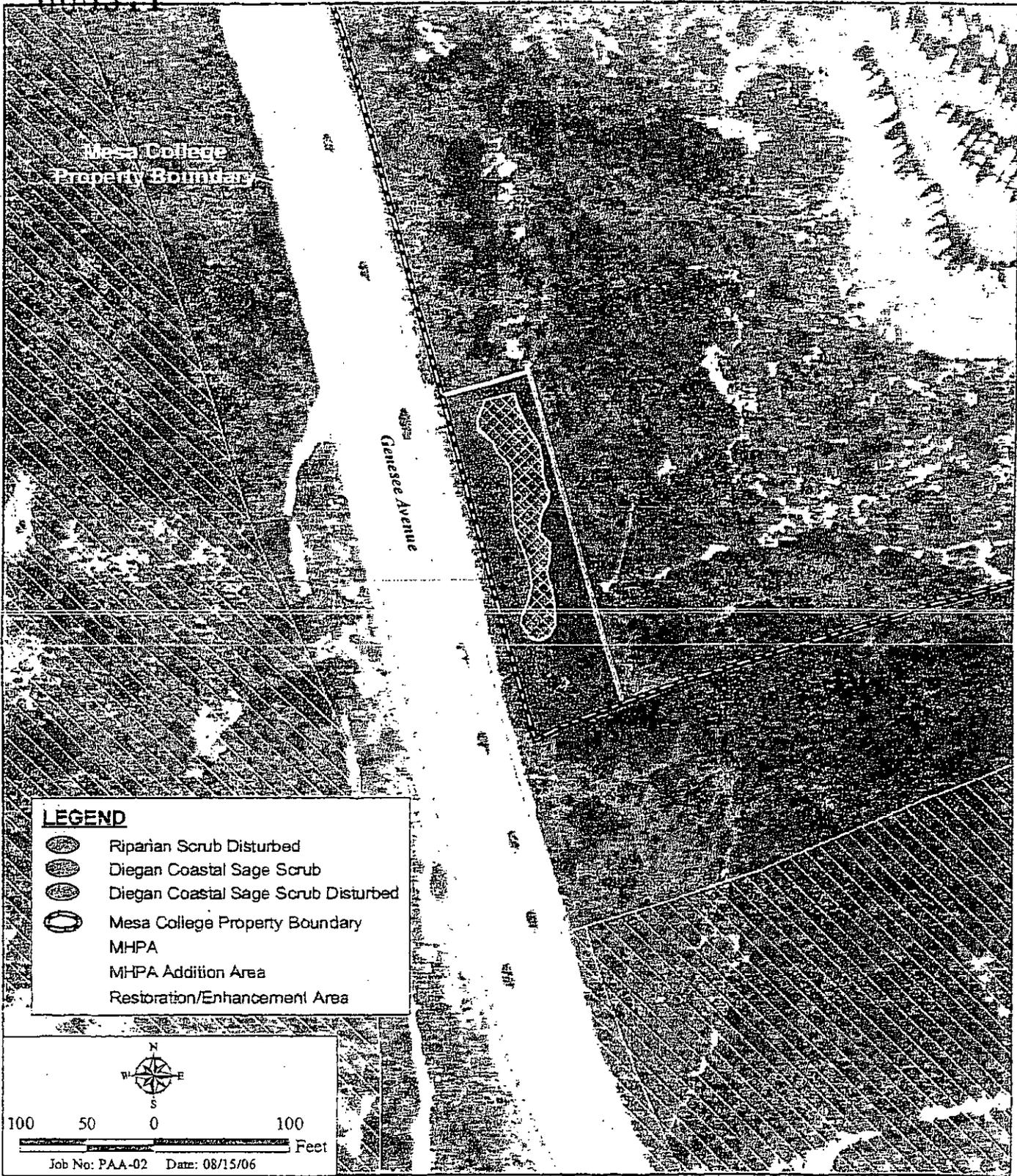
# Vegetation and Sensitive Resources/Impacts

MESA COLLEGE

Figure 2



000310



# MHPA Addition Area and Restoration/Enhancement Area

MESA COLLEGE

Figure 3



000312

**ATTACHMENT E**

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**COMPARISON OF VEGETATION AND SENSITIVE  
RESOURCES IMPACTS**

The following table compares the impact on vegetation and sensitive resources for March 3, 2006, June 28, 2006, and September 1, 2006, as a result of refinements to the proposed grading. The vegetation and sensitive resources are shown on the following figures.

The figure dated March 3, 2006, also shows the originally proposed MHPA addition.

The northward shift (approximately 40 feet) of the MHPA can be observed by comparing the figure dated June 28, 2006, with the figure dated September 1, 2006.

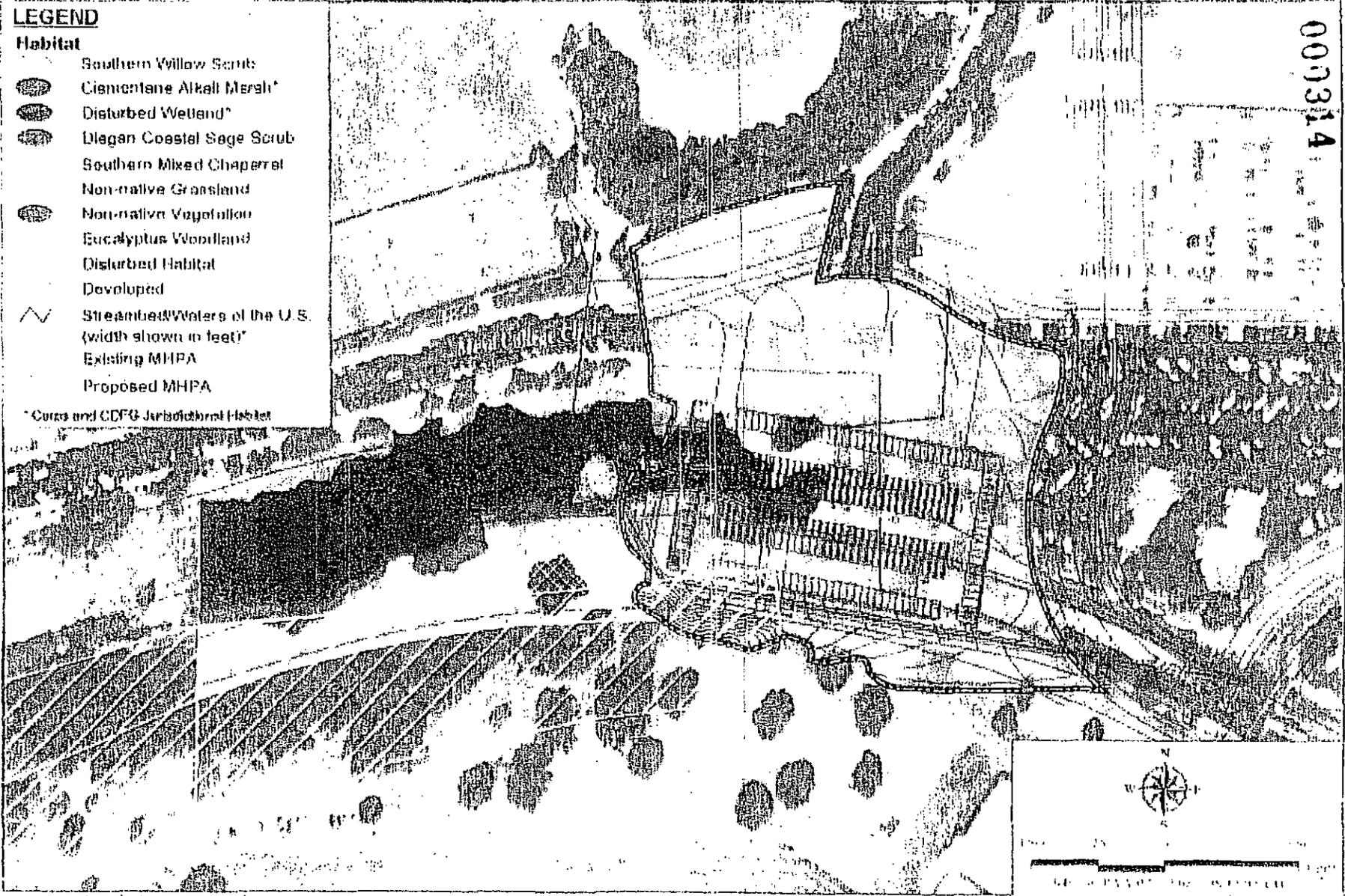
IMPACTS TO VEGETATION COMMUNITIES (acre[s]).				
VEGETATION COMMUNITY	TIER	IMPACTS		
		Mar 3, 2006	Jun 28, 2006	Sep 1, 2006
<b>Wetlands</b>				
Cismontane alkali marsh	--	<0.01	<0.01	<0.01
Disturbed wetland	--	0.01	0.01	0.01
<b>Uplands</b>				
Diegan coastal sage scrub	II	0.06	0.07	0.07
Southern mixed chaparral	IIIA	0.55	0.52	0.53
Non-native grassland	IIIB	0.15	0.15	0.16
Eucalyptus woodland	IV	0.59	0.44	0.39
Non-native vegetation	IV	0.29	0.32	0.32
Disturbed habitat	IV	0.13	0.12	0.12
Developed land	IV	2.79	2.37	2.30
	<b>TOTAL</b>	<b>4.57</b>	<b>4.00</b>	<b>3.90</b>

**LEGEND**

**Habitat**

-  Southern Willow Scrub
-  Clementine Alkali Marsh\*
-  Disturbed Wetland\*
-  Diegoan Coastal Sage Scrub
-  Southern Mixed Chaparral
-  Non-native Grassland
-  Non-native Vegetation
-  Eucalyptus Woodland
-  Disturbed Habitat
-  Developed
-  Streambed/Waters of the U.S.  
(width shown in feet)
-  Existing MHPA
-  Proposed MHPA

\*Corps and CDFG Jurisdictional Habitat



000314

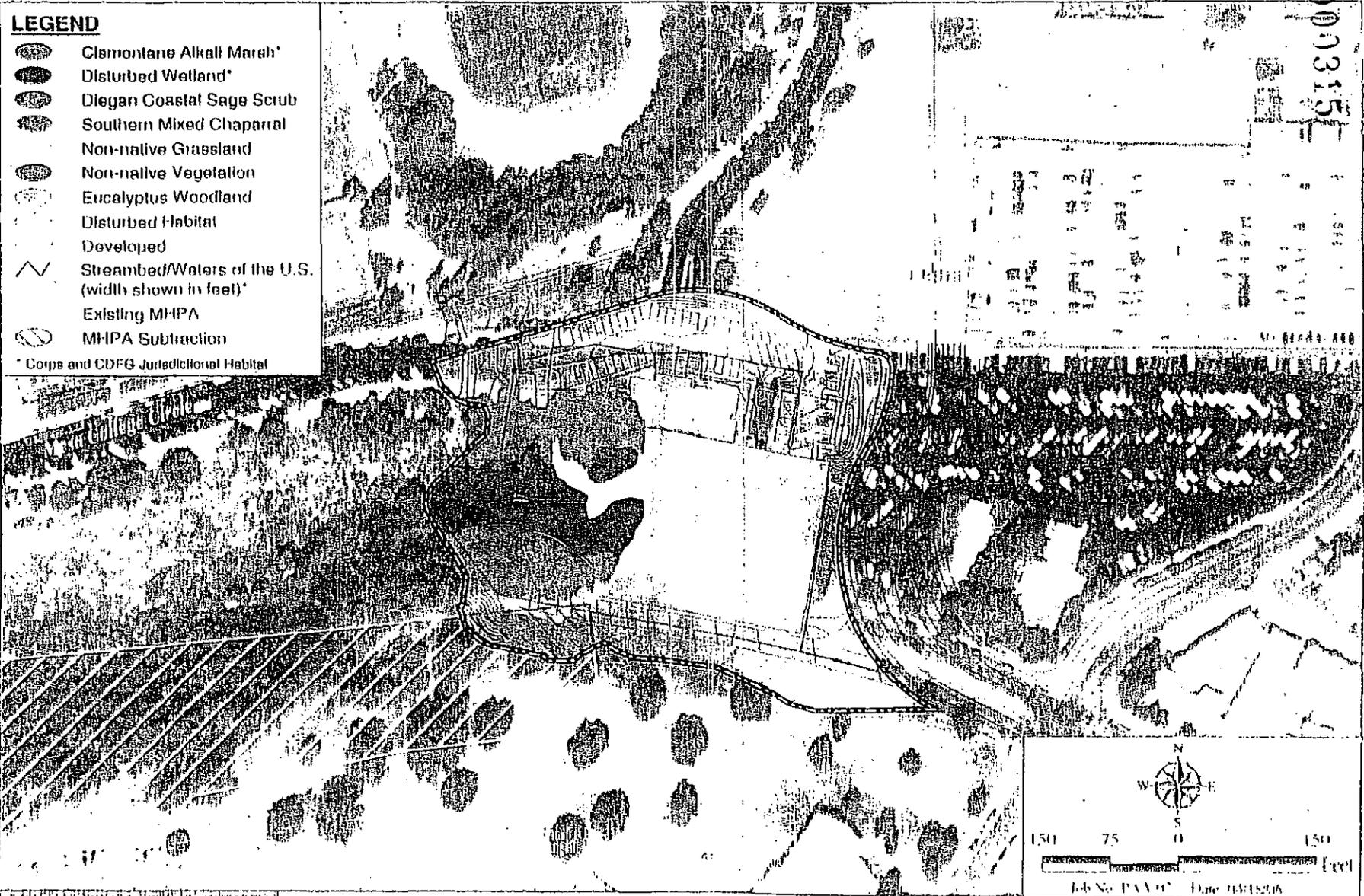
IS-25

Source: HELIX Environmental Planning, Inc.

**Vegetation and Sensitive Resources/Impacts and Proposed MHPA Boundary Line Adjustment**

**Figure 9**

000315



Missi College East Linn and Harting Center

IS-25

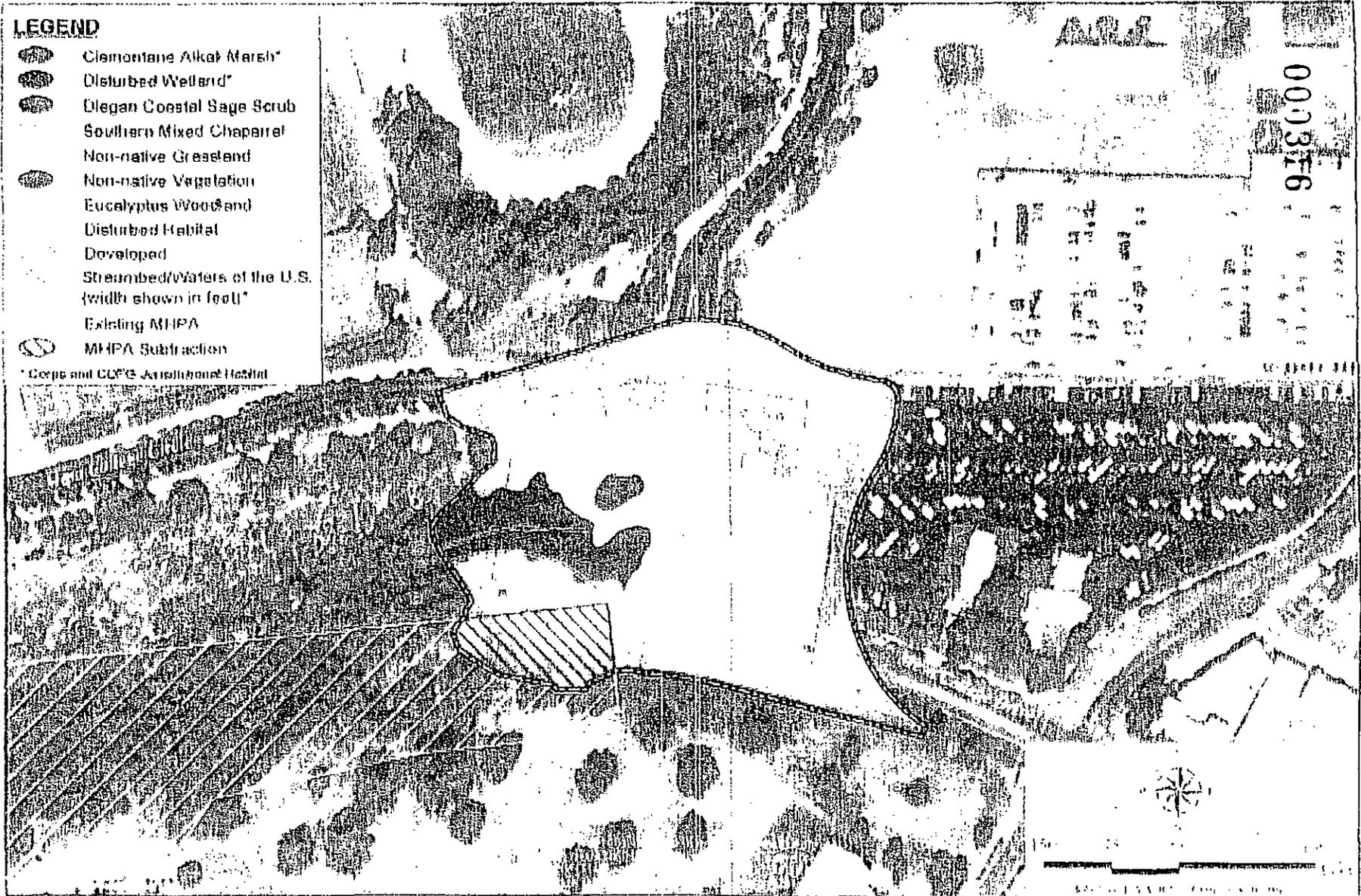
Initial Study

**Vegetation and Sensitive Resources/impacts and Proposed MHPA Boundary Line Adjustment**

Source: HELIX Environmental Planning, Inc.

**Figure 9**

IS-25



**Vegetation and Sensitive Resources/impacts and Proposed MHPA Boundary Line Adjustment**

**Figure 9**