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San Diego Community College District

Facilities Management, Room 310

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

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Pursuant to: California Environmental Quality Act (PRC 21166) and Guidelines for
Implementation of the California Environmental Quality Act (CCR 15164)

State Clearinghouse Number 2005121106

SUBJECT: Mesa College East Entry and Parking Garage. SAN DIEGO COMMUNITY COLLEGE DISTRICT (SDCCD) BOARD OF TRUSTEES APPROVAL of a revised Mitigation Monitoring and Reporting Program (MMRP) related to 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.

CITY OF SAN DIEGO PLANNING COMMISSION APPROVAL of an amendment to Site Development Permit No. 324476 to incorporate revisions to the MMRP.

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

Responsible Agency: The City of San Diego.

I. PROJECT DESCRIPTION:

The Mitigation Monitoring and Reporting Program would be modified by deleting the following traffic measure:

- An eastbound left turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.

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II. PROJECT BACKGROUND/DISCUSSION:

Project Approval and MMRP Adoption

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. Key components of the Master Plan included the development of a parking structure and a new east entry.

On January 8, 2007, the City Council approved the following items related to the new east entry and parking structure to be constructed by the SDCCD:

- A. Site Development Permit No. 324476 to allow grading within the Multi-Habitat Planning Area (MHPA) and other areas containing biological sensitive lands;
- B. A Multi-Habitat Planning Area Boundary Adjustment;
- C. Vacation of the western end of Mesa College Drive; and
- D. Sale of 2.69 acres to the SDCCD.

The City Council also adopted the Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP included the following traffic measure:

- An eastbound left turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.

Historical Perspective of the Mitigation Measure

The following summarizes the development of the mitigation measure.

- Neither the MND (dated December 14, 2005) nor the traffic study (dated April 15, 2005) prepared for the Mesa College Facilities Master Plan included the mitigation measure.
- Although not warranted or required by the traffic analysis, a revised traffic study (dated September 28, 2005) included the following in Section VIII – Recommended Mitigation Measures:

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 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 dated April 20, 2006, May 31, 2006, and June 27, 2006.

- The recommendation was also included in subsequent MNDs dated June 28, 2006, and September 1, 2006 as a mitigation measure.

Issue

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

The SDCCD and City staff concur that the mitigation measure could be deleted from the MND and MMRP based on the analysis in the traffic study utilizing the City's CEQA thresholds for significant impacts. See the following analysis.

III. ENVIRONMENTAL ANALYSIS:

A traffic study (Darnell & Associates, June 27, 2006) was prepared for the Mesa College Facilities Master Plan, including the new east entry and the parking structure. According to the traffic study, and as summarized in the attached Initial Study, the intersection of Mesa College Drive and Ashford Street operates and will continue to operate at Level of Service A during the AM and PM peak hour under existing and future conditions with and without the project.

| INTERSECTION LEVEL OF SERVICE (LOS) SUMMARY | | | | | | |
|---|----------------------|-------------------|-----------------|--------------|-----------------|--------------|
| Intersection | Existing | | Year 2010 | | Year 2030 | |
| | Without Construction | Plus Construction | Without Project | Plus Project | Without Project | Plus Project |
| AM PEAK HOUR | | | | | | |
| Mesa College/Ashford | A | A | A | A | A | A |
| PM PEAK HOUR | | | | | | |
| Mesa College/Ashford | A | A | A | A | A | A |

The roadway segment of Mesa College Drive between Armstrong Street and Ashford Street operates at Level of Service B under existing conditions and would be expected to operate at Levels of Service B and C in the Year 2010 and 2030, respectively, with and without the project.

| ROADWAY SEGMENT LEVEL OF SERVICE (LOS) SUMMARY | | | | | | |
|--|----------------------|-------------------|-----------------|--------------|-----------------|--------------|
| Roadway Segment | Existing | | Year 2010 | | Year 2030 | |
| | Without Construction | Plus Construction | Without Project | Plus Project | Without Project | Plus Project |
| Mesa College Dr: Armstrong/Ashford | B | B | B | B | C | C |

Based on the above levels of service, no mitigation is required for the eastbound traffic turning left from Mesa College Drive to Ashford Street.

IV. DETERMINATION:

The San Diego Community College District previously prepared a Mitigated Negative Declaration for the project described in the subject block of the attached MND.

Based upon a review of the current project, it has been determined that:

- A. There are no new significant environmental impacts not considered in the previous MND.
- B. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
- C. There is no new information of substantial importance to the project.

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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:

- 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.

Copies of the Addendum, the Final Mitigated Negative Declaration/Initial Study, the Mitigation, Monitoring and Reporting Program and any technical studies 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.



David Umstot, Vice Chancellor
Facilities Management
San Diego Community College District

August 7, 2007
Date of Addendum

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

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 42-3913

Site Development Permit No. 485233
MESA COLLEGE DRIVE AMENDMENT
Project Number 139300
Amendment to Site Development Permit 324476

This Site Development Permit No. 485233 to amend Site Development Permit No. 324476, is granted by the Planning Commission 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 to amend Site Development Permit No. 324476 (conditions number 9, 10, 11) to reference the Addendum to Mitigated Negative Declaration State Clearing House No. 2005121106. No other changes to SDP 324476 are authorized with this permit.

The Addendum shall modify the previous Mitigation Monitoring and Reporting Program to delete the following condition only. All other conditions and requirements remain in full effect:

An eastbound turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six months after the date on which all rights of appeal have expired. Failure to utilize and maintain utilization of this permit as described in the

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SDMC 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 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;
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 Development Services Department. All rights, responsibilities and obligations granted under Site Development Permit No. 324476 shall remain in full force and effect, except as provided herein.
4. The utilization and continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
5. 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.).
6. 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.

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ENVIRONMENTAL/MITIGATION REQUIREMENTS:

7. Mitigation requirements are tied to the environmental document, specifically the Addendum Mitigation, Monitoring, and Reporting Program (MMRP). These MMRP conditions are incorporated into the permit by reference or authorization for the project.

8. As conditions of Site Development Permit No. 485233, the mitigation measures specified in the MMRP and outlined in the Mitigated Negative Declaration, State Clearing House Number 2005121106 Addendum dated August 7, 2007 shall be noted on the grading plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.

9. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program (MMRP) as specified in the Addendum to Mitigated Negative Declaration, State Clearing House Number 2005121106 satisfactory to the Development Services Department 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

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 Planning Commission of the City of San Diego on March 6, 2008
Resolution No. XXX.

AUTHENTICATED BY THE DEVELOPMENT SERVICES DEPARTMENT

By _____
Helene Deisher

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.

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PLANNING COMMISSION RESOLUTION NO. XXXX
SITE DEVELOPMENT PERMIT NO. 485233
MESA COLLEGE DRIVE AMENDMENT PROJECT NO. 139300
DRAFT

WHEREAS, SAN DIEGO COMMUNITY COLLEGE DISTRICT, Owner/Permittee, filed an application with the City of San Diego for an amendment to Site Development Permit No. 324476 (conditions number 9, 10, 11) to reference the Addendum to Mitigated Negative Declaration State Clearing House No. 2005121106 which modifies the previous Mitigation Monitoring and Reporting Program. The modification removes the mitigation requirement for an eastbound turn lane on Mesa College Drive at Ashford Street

WHEREAS, the project site is located at 7250 Mesa College Drive in the RS-1-7 zone of the Clairemont Mesa Community Plan area;

WHEREAS, 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;

WHEREAS, on March 6, 2008, the Planning Commission of the City of San Diego considered Site Development Permit No. 485233 pursuant to the Land Development Code of the City of San Diego;
NOW, THEREFORE,

BE IT RESOLVED by the Planning Commission of the City of San Diego as follows:

That the Planning Commission adopts the following written Findings, dated March 6, 2008

FINDINGS:

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

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 of Kearny Mesa Park 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 scope of the original project approval has not changed. 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

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campus expansion is also located within the Linda Vista Community Plan, which was adopted in 1998 and amended in January 1999.

The impact of the the Mesa College Facilities Master Plan, grading and the parking facility at the intersection of Mesa College Drive at Ashford Street is not significant under the City's CEQA Significance Determination Thresholds and does not require mitigation. This amendment to remove the mitigation requirement for the eastbound turn lane on Mesa College Drive to Ashford Street does not impact the Clairemont Mesa and Linda Vista Community Plans and the City's Progress Guide and General Plan.

The original 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 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 of Kearny Mesa Park 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 scope of the original project approval has not changed. The proposed development as currently designed will not be detrimental to the public health, safety, and welfare.

The impact of the Mesa College Facilities Master Plan project at the intersection of Mesa College Drive at Ashford Street is not significant under the City's CEQA Significance Determination Thresholds and does not require mitigation.

Therefore removing the mitigation would not be detrimental to the public health, safety, and welfare.

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

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 of Kearny Mesa Park 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

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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 original project was designed to comply with the regulations of the LDC, as allowed through a Site Development Permit.

The impact of the Mesa College Facilities Master Plan project at the intersection of Mesa College Drive at Ashford Street is not significant under the City's CEQA Significance Determination Thresholds and does not require mitigation. Therefore, removing the mitigation is consistent with applicable regulations of the Land Development Code

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission for Site Development Permit No. 485233, is hereby GRANTED by the Planning Commission to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit No. 485233, a copy of which is attached hereto and made a part hereof.

Helene Deisher
Development Project Manager
Development Services

Adopted on: March 6, 2008

Job Order No. 42-3913

cc: Legislative Recorder, Planning Department

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| Clairemont Mesa Planning Committee | | | |
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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.

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- 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 1st 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.

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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.

000335

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

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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

000337

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 Forner 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 Tomček 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 Tomček. All voted to approve the motion.

000338

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

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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.

000340

DEVELOPMENT SERVICES
Project Chronology
 MESA COLLEGE AMENDMENT-PROJECT NO. 139300

| Date | Action | Description | City Review Time | Applicant Response |
|-----------------------------------|-------------------------|--------------------------------------|------------------|--------------------|
| 9/18/07 | First Submittal | Project Deemed Complete | | |
| 10/15/07 | First Assessment Letter | | 35 | |
| 11/02/08 | Second submittal | | | 14 |
| 11/28/07 | Second Review Complete | | 30 | |
| **TOTAL STAFF TIME | | | 65 | |
| TOTAL APPLICANT TIME | | | | 14 |
| TOTAL PROJECT RUNNING TIME | | From deemed complete date to Hearing | 175 | |

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

000341



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

THE CITY OF SAN DIEGO

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: _____
 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: _____
 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

003342

| | |
|----------------|---------------------------------|
| Project Title: | Project No. (For City Use Only) |
|----------------|---------------------------------|

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 & MGR. (S.D.C.C.D.)
 Title (type or print):
RICHARD BURKHART
 Signature : _____ 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):
 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: _____

Corporate/Partnership Name (type or print):
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 Street Address:
 City/State/Zip:
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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):
 Title (type or print):
 Signature : _____ Date: _____

San Diego Community College District

Facilities Management, Room 310.

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

ADDENDUM TO **MITIGATED NEGATIVE DECLARATION**

Pursuant to: California Environmental Quality Act (PRC 21166) and Guidelines for
Implementation of the California Environmental Quality Act (CCR 15164)

State Clearinghouse Number 2005121106

SUBJECT: Mesa College East Entry and Parking Garage. SAN DIEGO COMMUNITY COLLEGE DISTRICT (SDCCD) BOARD OF TRUSTEES APPROVAL of a revised Mitigation Monitoring and Reporting Program (MMRP) related to 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.

CITY OF SAN DIEGO PLANNING COMMISSION APPROVAL of an amendment to Site Development Permit No. 324476 to incorporate revisions to the MMRP.

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

Responsible Agency: The City of San Diego.

I. PROJECT DESCRIPTION:

The Mitigation Monitoring and Reporting Program would be modified by deleting the following traffic measure:

- An eastbound left turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.

II. PROJECT BACKGROUND/DISCUSSION:

Project Approval and MMRP Adoption

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. Key components of the Master Plan included the development of a parking structure and a new east entry.

On January 8, 2007, the City Council approved the following items related to the new east entry and parking structure to be constructed by the SDCCD:

- A. Site Development Permit No. 324476 to allow grading within the Multi-Habitat Planning Area (MHPA) and other areas containing biological sensitive lands;
- B. A Multi-Habitat Planning Area Boundary Adjustment;
- C. Vacation of the western end of Mesa College Drive; and
- D. Sale of 2.69 acres to the SDCCD.

The City Council also adopted the Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP included the following traffic measure:

- An eastbound left turn lane on Mesa College Drive at Ashford Street shall be provided for interim and future conditions.

Historical Perspective of the Mitigation Measure

The following summarizes the development of the mitigation measure.

- Neither the MND (dated December 14, 2005) nor the traffic study (dated April 15, 2005) prepared for the Mesa College Facilities Master Plan included the mitigation measure.
- Although not warranted or required by the traffic analysis, a revised traffic study (dated September 28, 2005) included the following in Section VIII – Recommended Mitigation Measures:

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 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 dated April 20, 2006, May 31, 2006, and June 27, 2006.

- The recommendation was also included in subsequent MNDs dated June 28, 2006, and September 1, 2006 as a mitigation measure.

Issue

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

The SDCCD and City staff concur that the mitigation measure could be deleted from the MND and MMRP based on the analysis in the traffic study utilizing the City's CEQA thresholds for significant impacts. See the following analysis.

III. ENVIRONMENTAL ANALYSIS:

A traffic study (Darnell & Associates, June 27, 2006) was prepared for the Mesa College Facilities Master Plan, including the new east entry and the parking structure. According to the traffic study, and as summarized in the attached Initial Study, the intersection of Mesa College Drive and Ashford Street operates and will continue to operate at Level of Service A during the AM and PM peak hour under existing and future conditions with and without the project.

| INTERSECTION LEVEL OF SERVICE (LOS) SUMMARY | | | | | | |
|--|----------------------|-------------------|-----------------|--------------|-----------------|--------------|
| Intersection | Existing | | Year 2010 | | Year 2030 | |
| | Without Construction | Plus Construction | Without Project | Plus Project | Without Project | Plus Project |
| AM PEAK HOUR | | | | | | |
| Mesa College/Ashford | A | A | A | A | A | A |
| PM PEAK HOUR | | | | | | |
| Mesa College/Ashford | A | A | A | A | A | A |

The roadway segment of Mesa College Drive between Armstrong Street and Ashford Street operates at Level of Service B under existing conditions and would be expected to operate at Levels of Service B and C in the Year 2010 and 2030, respectively, with and without the project.

| ROADWAY SEGMENT LEVEL OF SERVICE (LOS) SUMMARY | | | | | | |
|---|----------------------|-------------------|-----------------|--------------|-----------------|--------------|
| Roadway Segment | Existing | | Year 2010 | | Year 2030 | |
| | Without Construction | Plus Construction | Without Project | Plus Project | Without Project | Plus Project |
| Mesa College Dr: Armstrong/Ashford | B | B | B | B | C | C |

Based on the above levels of service, no mitigation is required for the eastbound traffic turning left from Mesa College Drive to Ashford Street.

IV. DETERMINATION:

The San Diego Community College District previously prepared a Mitigated Negative Declaration for the project described in the subject block of the attached MND.

Based upon a review of the current project, it has been determined that:

- A. There are no new significant environmental impacts not considered in the previous MND.
- B. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
- C. There is no new information of substantial importance to the project.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines this addendum has been prepared.

V. MITIGATION MONITORING AND REPORTING PROGRAM:

The following modified mitigation measures shall be implemented in conjunction with the construction of the new east entry and the parking structure to be located at the western terminus of Mesa College Drive and shall be a condition of the Site Development Permit.

Biological Resources

The following mitigation measures shall be implemented:

- The San Diego Community College District shall contribute \$10,500 to the City's Habitat Acquisition Fund.
- 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*), 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. 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} .

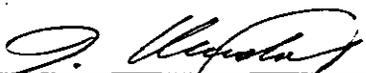
If construction is proposed to occur during the raptor breeding season (generally February 1 through September 15), a pre-construction survey for active raptor nests shall be conducted by a qualified biologist to determine the presence or absence of nesting raptors. If no active nests are found, no additional 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:

- 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.

Copies of the Addendum, the Final Mitigated Negative Declaration/Initial Study, the Mitigation, Monitoring and Reporting Program and any technical studies 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.



David Umstot, Vice Chancellor
Facilities Management
San Diego Community College District

August 7, 2007
Date of Addendum

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*), 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. 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

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

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

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

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

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

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

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

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

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

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.



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

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

Handwritten initials and signature: DJ, Rich B.

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

Dear Damon Schamu:

A1

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.

A1 Comment acknowledged.

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

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 823-3018 www.opr.ca.gov

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) 388-6546 **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/Schweltzer, 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** 01/18/2008

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



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

*D
Rick B*

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

Dear Damon Scharu:

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.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZBERGER GROUP

DEPARTMENT OF TRANSPORTATION
 DISTRICT 11
 P. O. BOX 85406, MS 50
 SAN DIEGO, CA 92186-5406
 PHONE (619) 688-6954
 FAX (619) 688-4299
 TTY (619) 688-6670



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 Mesa College East Entry and Parking
 Garage Project
 SCH #20051211 06

January 20, 2006

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

Dear Mr. Schamu:

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 Damell & 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 19, 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 1246/1260. 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 geometrics. Appropriate analysis results and appendices pages were revised in accordance with the corrected geometrics.

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.

COMMENTS

RESPONSES

fr. 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 406, 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 (R/W) 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 (R/W) will require an encroachment permit. For the portion of the project within the Caltrans R/W, 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 (619) 688-6158. Early coordination with our agency is strongly advised for all encroachment permits.

C15

- If the project entails any work or improvements within the Caltrans R/W, 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

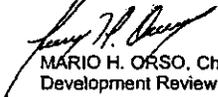
The project does not entail any work or improvements within the Caltrans' right-of-way.

Mr. Damon Schamu
January 19, 2006
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 R/W 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. Virgal Woolfolk, Development Review Branch, at (619) 688-2510.

Sincerely,



MARIO H. ORSO, Chief
Development Review Branch

Cc: EGojuangco
JMarkey
BTrinh
SMorgan – State Clearinghouse



JAN 17 2006



Alan C. Lloyd, Ph.D
Agency Secretary
Cal/EPA

Department of Toxic Substances Control

5706 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

January 12, 2006

Mr. Damon Schamu
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. Schamu:

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.

Mr. Damon Schamu
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

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.
- 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.
- 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."
- 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.
- 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.
- 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.

- D4 No environmental investigations, sampling and/or remediation are anticipated for the implementation projects addressed by this MND/IS.
- D5 No environmental investigations, sampling and/or remediation are anticipated for the implementation projects addressed by this MND/IS.
- 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 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 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 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

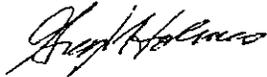
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|-----|-----|--|-----|---|
| D10 | 10) | If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). | 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 | 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. | 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 | 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. | 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 | 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. | 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 | 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. | 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 | 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. | 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 | 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. | 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.

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.

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

CITY OF SAN DIEGO
MEMORANDUMRECEIVED
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\NLDRI\WPO\FRENCH\Mesa college Street Vacation PTS 50885.doc

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

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 Marlستا 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 Segments

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 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.

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

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 Marlesta Drive. South of Marlesta Drive, Genesee Avenue transitions to a two-lane roadway for a short time until approaching Osler 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 E.

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

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.

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 Stalner Street to Genesee Avenue, and is considered to have a maximum capacity of 40,000 daily vehicles at LOS E.

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

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 805.

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.

E5

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

E4

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.

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.

E6

Marlesta 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.

(Not if not classified as collector)

E5

Auburndale/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 streets listed in Table 4 plus Armstrong Street

(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.

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.

E7

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

Genesee Avenue increases from 2% north of Marjesta Drive to 5% 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 Marjesta 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.

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

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.

(Add -- over the 2004 counted volumes.)

E7

The text has been revised as recommended by the City.

(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.



JAN 04 2005

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:

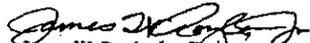
I have reviewed the subject Proposed Mitigated Negative Declaration on behalf of this committee of the San Diego County Archaeological Society.

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., Chairperson
Environmental Review Committee

cc: Kyle Consulting
SDCAS President
File

F1 Comment acknowledged.

JAN 18 2006



DS
 Custance
 Camoll
 Rich 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 Schamu. 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,

Sherlie Miller

Sherlie 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

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

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
2/6/06

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)

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.

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 Hove, 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

H6

H7

H8

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.

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.

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

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?**

H12 **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)**

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 550 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

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).

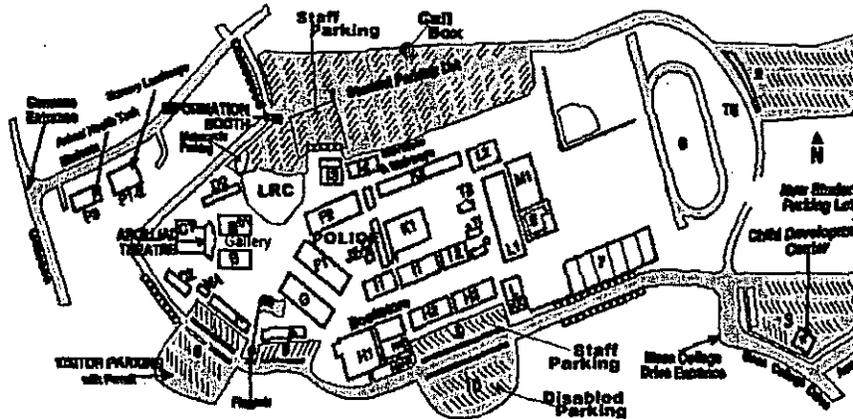
Student Parking Permits may be purchased at the Accounting Office, or through ClassTalk or Reg-e, and picked up at the Campus Police J202.

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 1-400 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

DATE: JANUARY 27, 2006
TO: LINDA VISTA PLANNERS
FROM: DENISE ABELL 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,

H) 858-278-3217 Denise Abell Hove

San Diego Community College District

Facilities Management, Room 310

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

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 ~~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.

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.

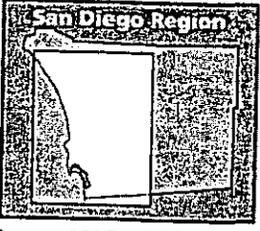
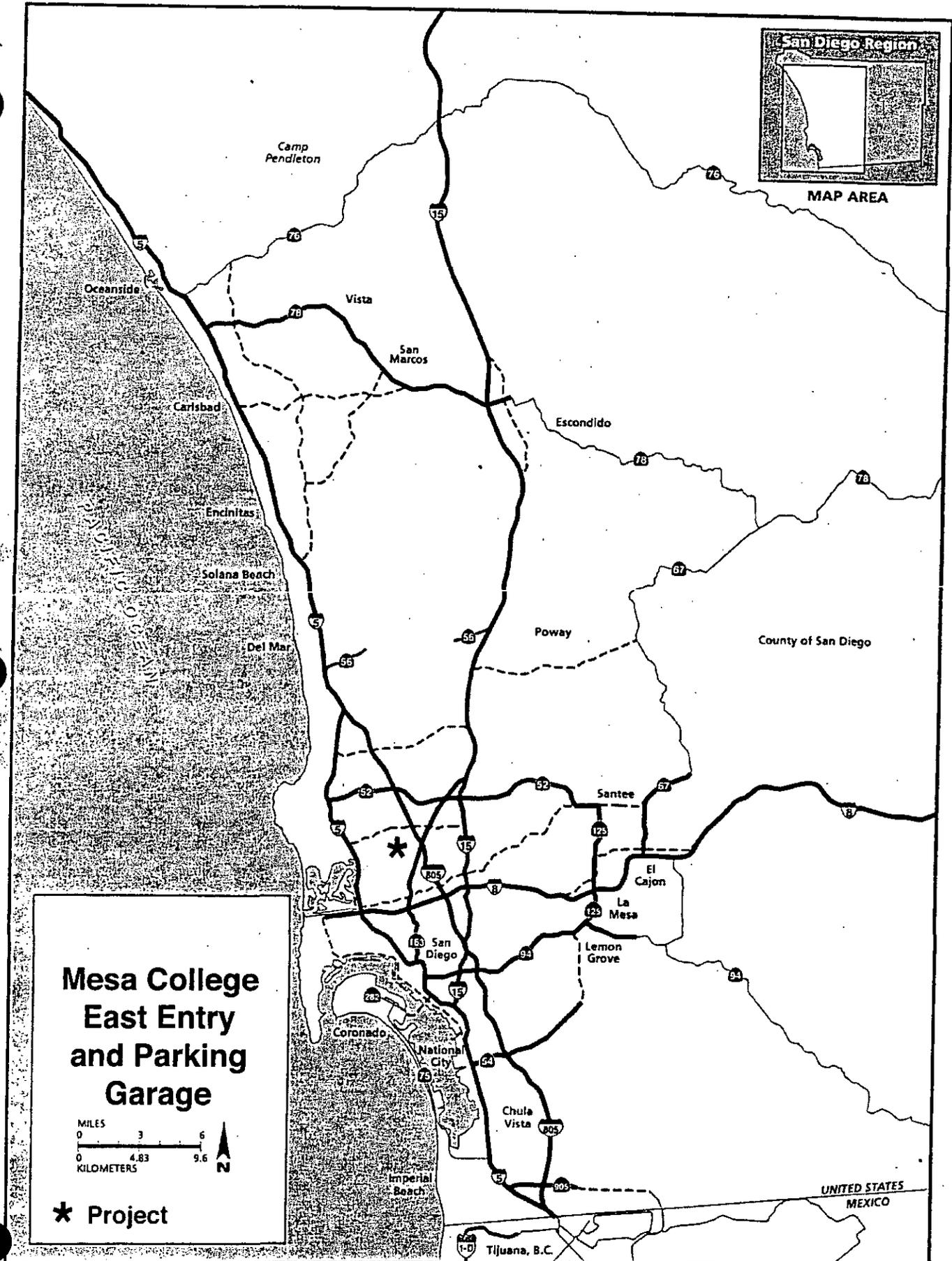
SAN DIEGO CITY COUNCIL APPROVAL of the vacation of a portion of Mesa College Drive, the sale of 2.69 acres to the SDCCD, a Site Development Permit, Permission to Grade, and a Multi-Habitat Planning Area Boundary Adjustment.

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



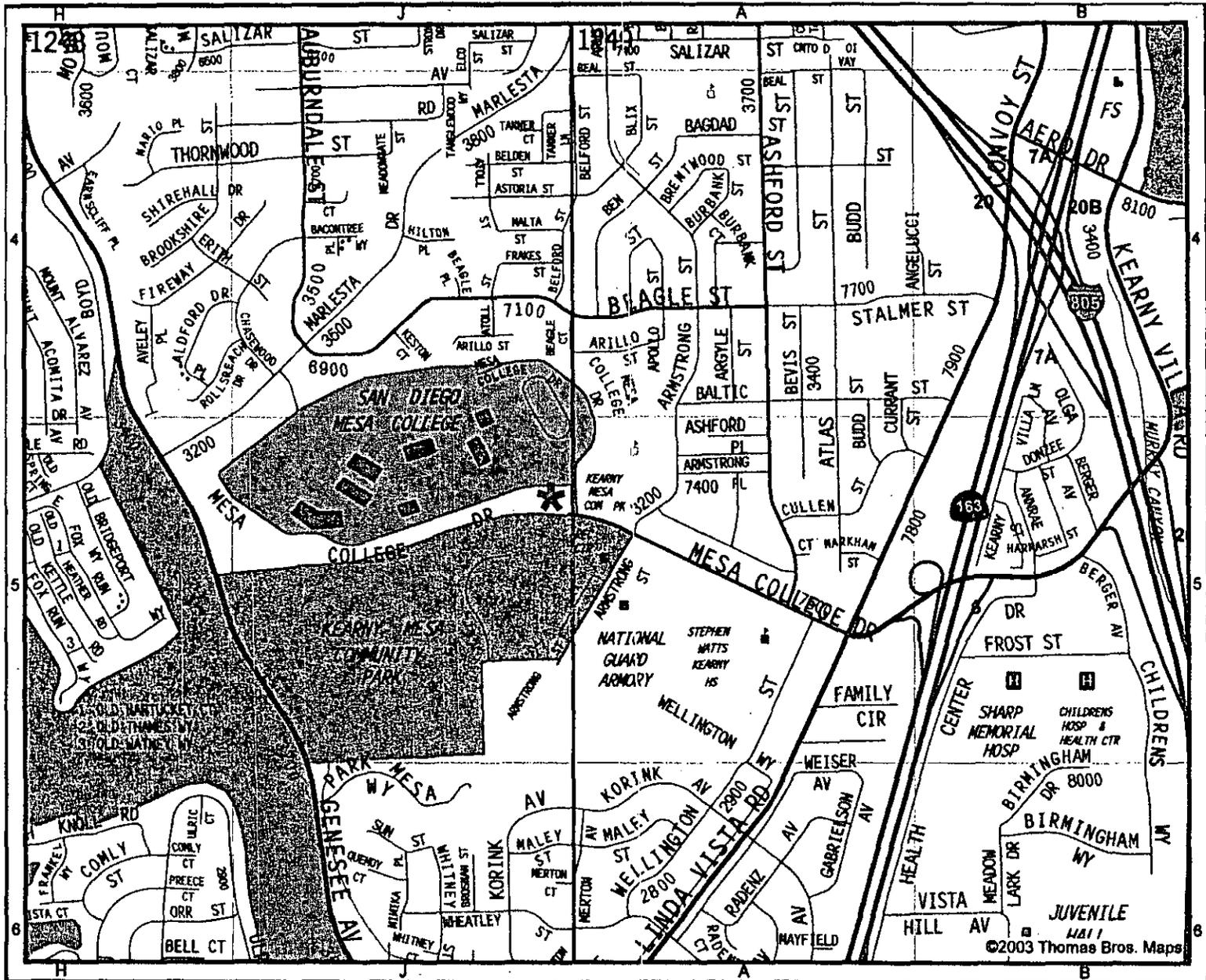
**Mesa College
East Entry
and Parking
Garage**

MILES
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* Project

Regional Location

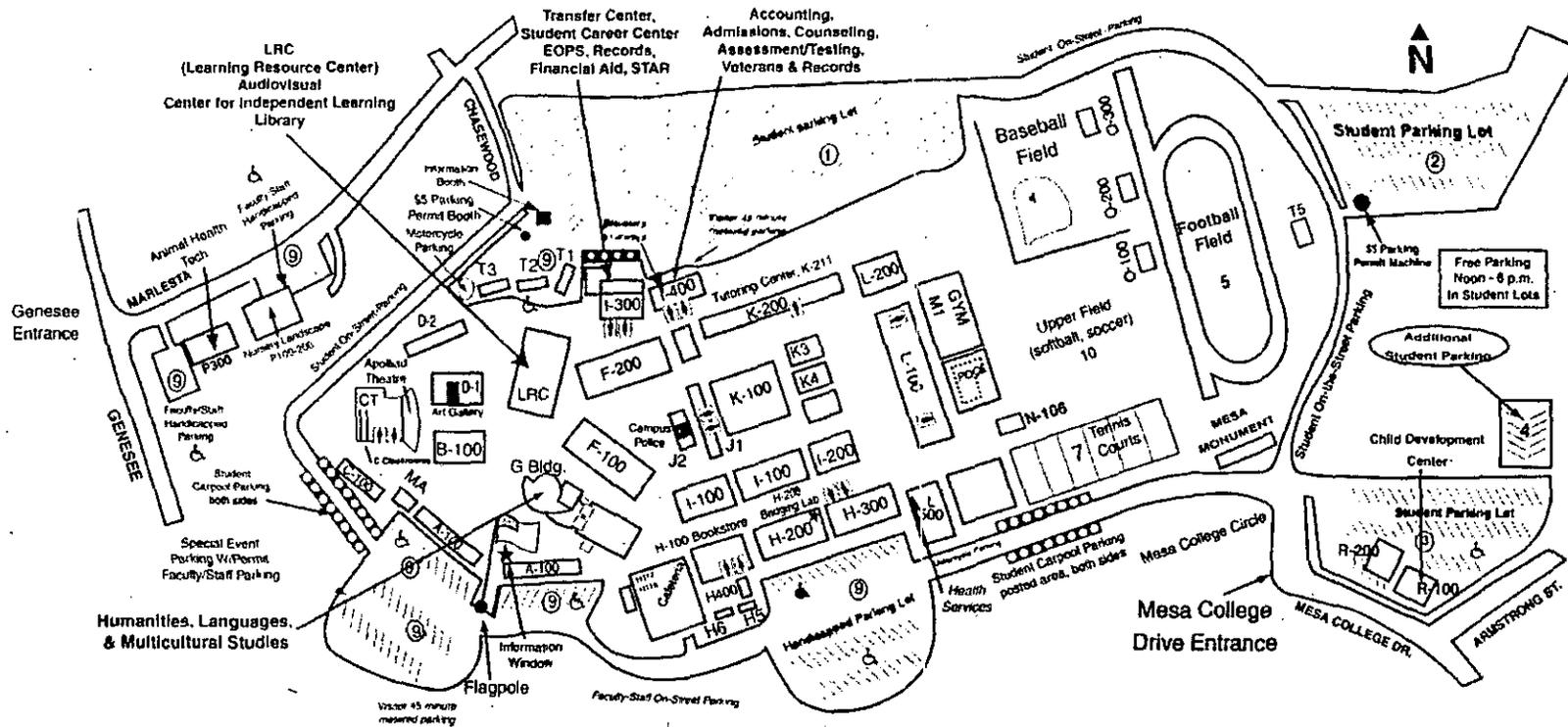
Figure 1



Project Vicinity

★ Project

Figure 2



BUILDINGS

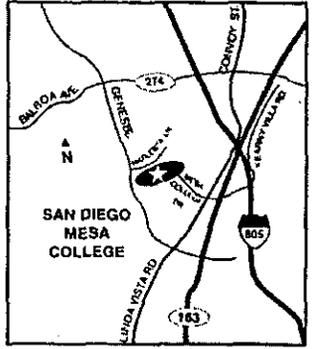
| | | | | | |
|-----------|---|-------|---|------------|---|
| A-100 | Administration, President, V.P. Instruction, Business, Public Relations | H-400 | Disabled Students Programs and Services, Classrooms | K-300 | Computer Labs, Classroom |
| A-100 | Information Window | H-500 | Student Affairs | K-400 | Computer Application Labs |
| B-100 | Classrooms | I-100 | Classrooms | LRC | Audiovisual, Center for Independent Learning, Library |
| CT | Classrooms, ApolloD Theatre | I-300 | Classrooms, Employment | L-100 | High Tech Center |
| C-200 | Classrooms, Offices | I-400 | Transfer Ctr., EOPS, Evaluators, Financial Aid, STAR, Teacher Dev. | L-200 | Physical Education |
| C-108 | Writing Center | I-400 | Accounting, Admissions | L-500 | Handball, Racquetball Courts, WT Rooms |
| D-100 | | I-400 | Counseling, Testing, Veterans/Records | | Classrooms, Athletic Training Room, Campus Nurse, Health Services |
| D & D-200 | Fine Arts (Gallery, D-104) | J-100 | V.P. Student Services | MA | |
| F-100 | Classrooms | J-200 | Operations | P-100 & | |
| F-200 | Classrooms | J-200 | Campus Police, Parking | P-200 | |
| G-Bldg | Dean's Office, Mesa Press | K-100 | Stockroom, Reception | P-300 | Nursery/Landscape Technology/Art |
| H-100 | Cafeteria, Bookstore | K-200 | Classrooms | P-300 | Animal Health technology |
| H-200 | Classrooms, Bridging Lab | | Classrooms | Q | Classroom |
| | Disabled Students Programs and Services | | Apprenticeships, Faculty Workshops, Mailroom, Repro Center, Tutoring Center | R | Child Development Center |
| H-300 | Classrooms | | | T1, T2, T3 | Temporary classrooms |

PARKING LOTS

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

ATHLETIC FACILITIES

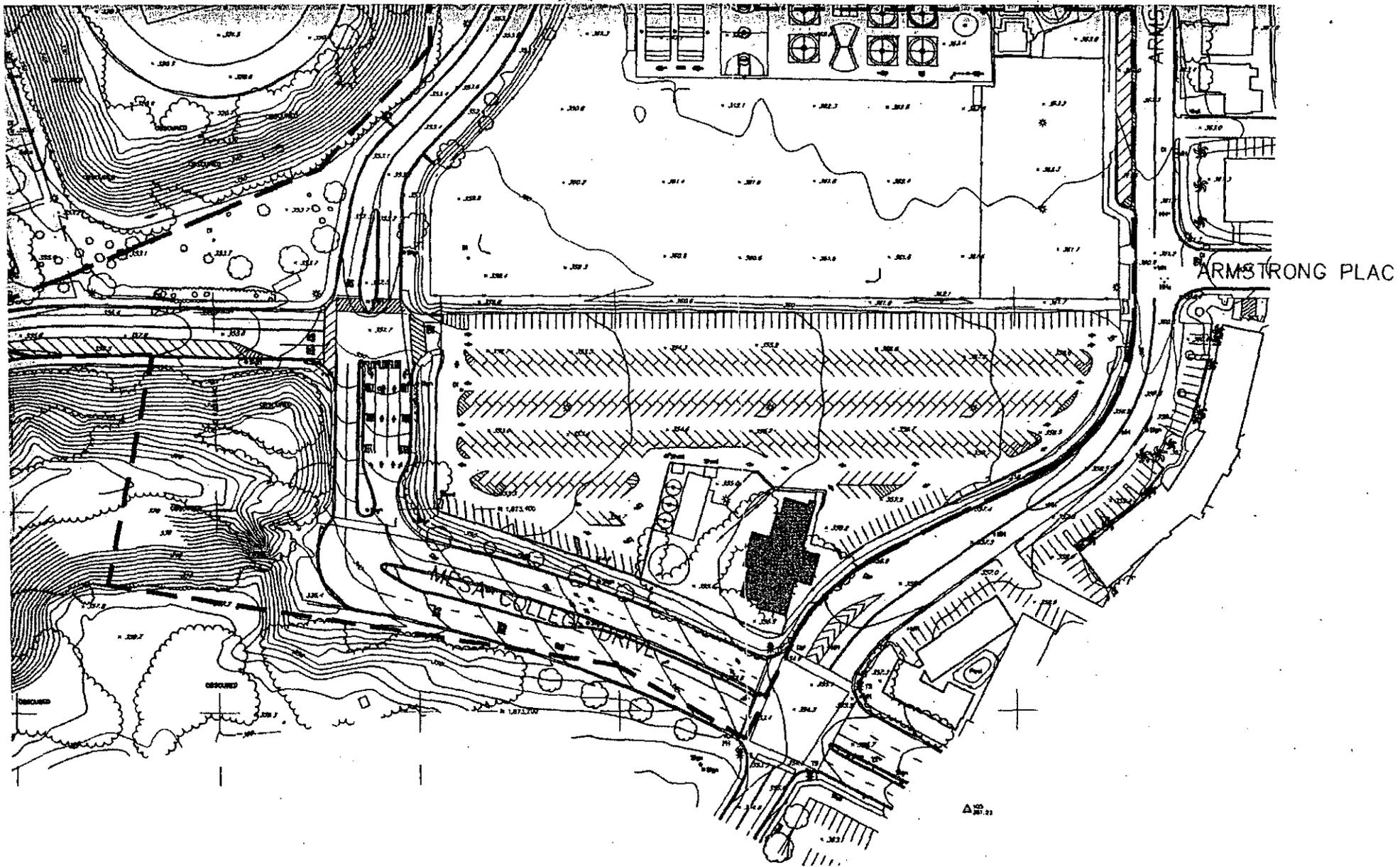
- M1 Gym
- 4 Baseball Field
- 5 Merrill Douglas Stadium (Football, Track, Golf Field)
- 7 Tennis Courts
- 8 Swimming Pool
- 10 Upper Field (soccer/softball)



Revised May 2004

Existing Mesa College Campus

Figure 3



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

Figure 4

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.

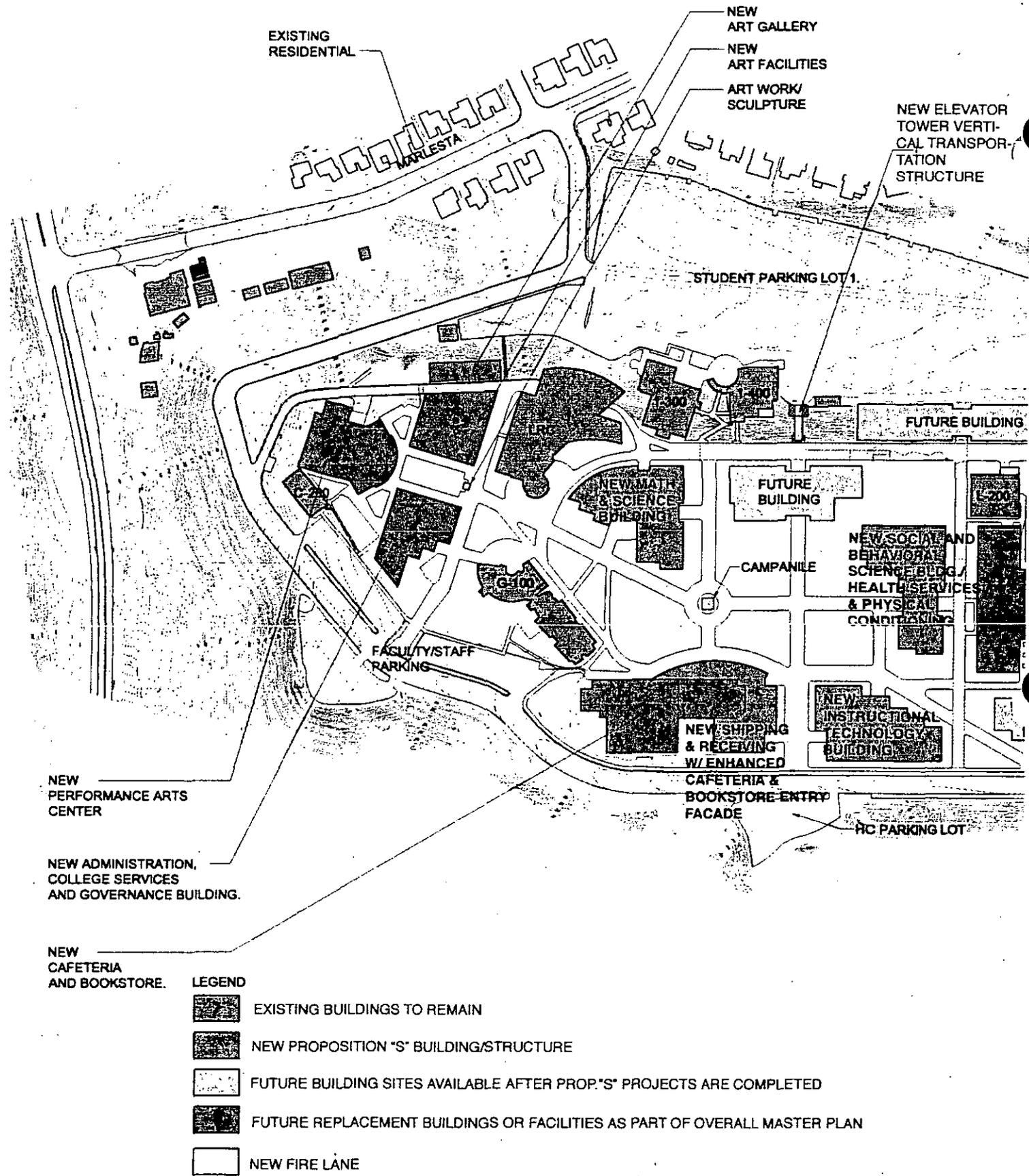
The north westernmost portion of the campus, between Marlesta Drive and Mesa College Circle, consists of the Mesa College Animal Health Tech building and associated parking, the Nursery Landscape building and associated parking, and vacant, undeveloped land.

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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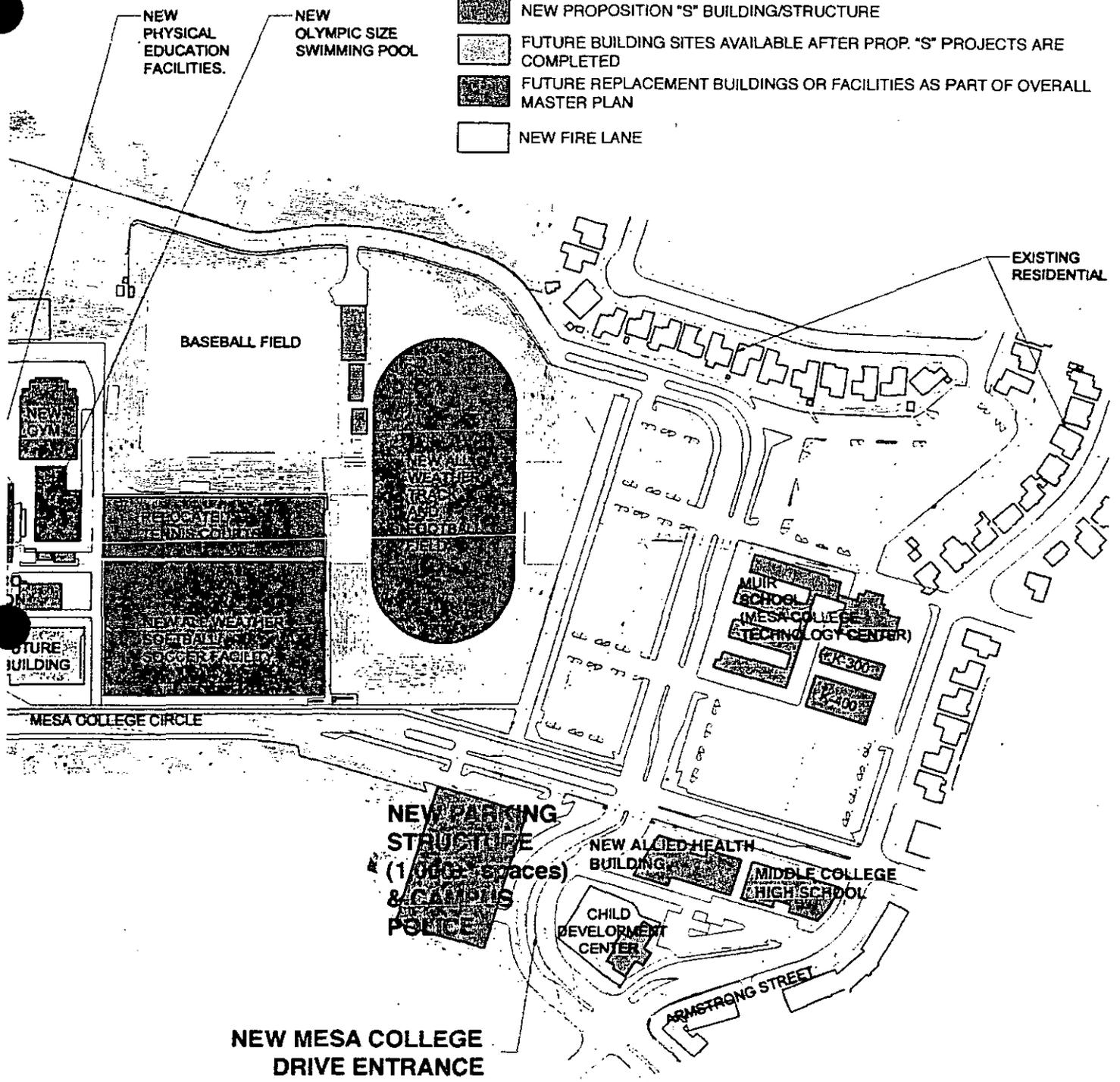


Mesa College - Western Area
Facilities Master Plan

Figure 5

LEGEND

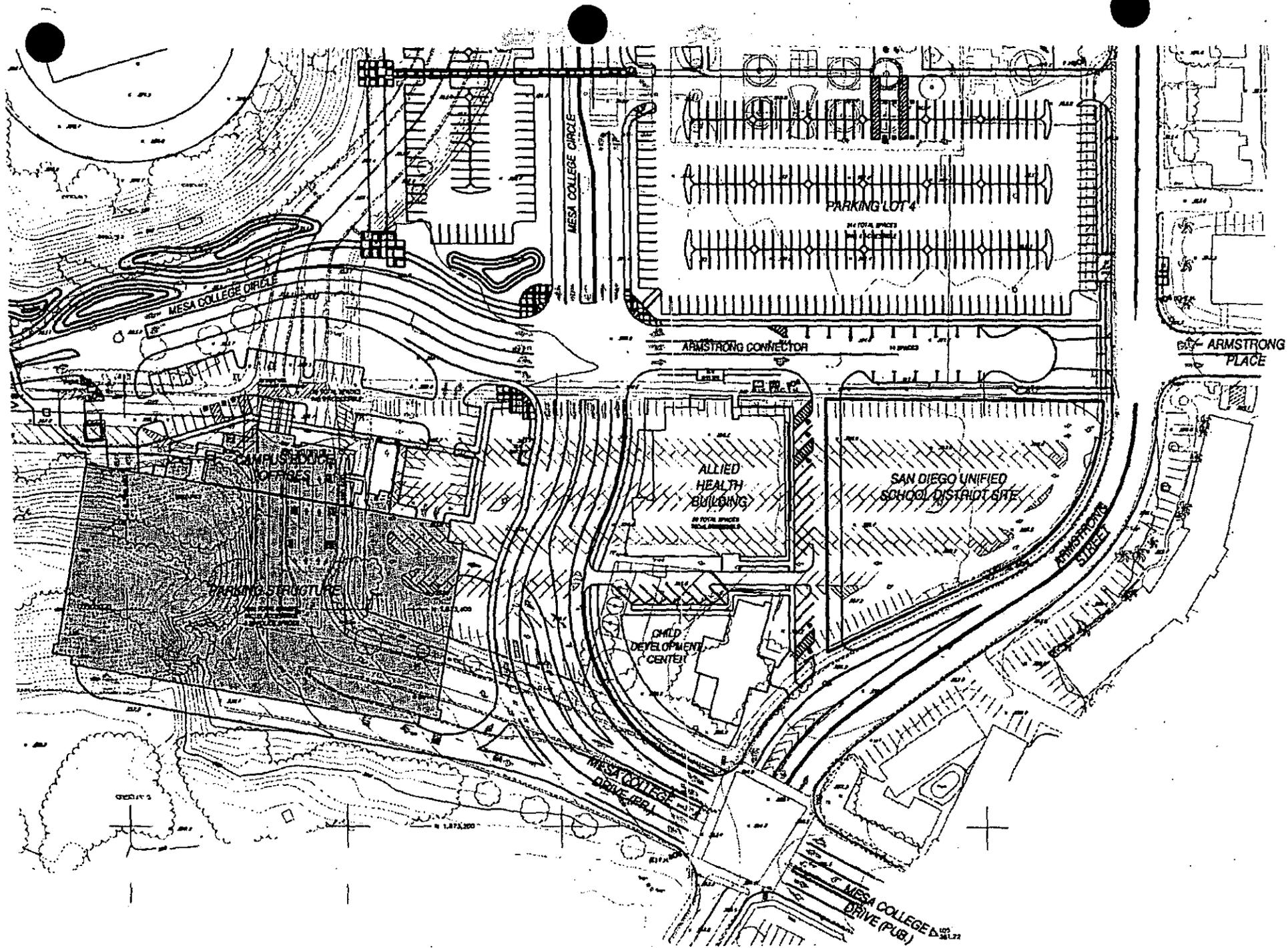
-  EXISTING BUILDINGS TO REMAIN
-  NEW PROPOSITION "S" BUILDING/STRUCTURE
-  FUTURE BUILDING SITES AVAILABLE AFTER PROP. "S" PROJECTS ARE COMPLETED
-  FUTURE REPLACEMENT BUILDINGS OR FACILITIES AS PART OF OVERALL MASTER PLAN
-  NEW FIRE LANE



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

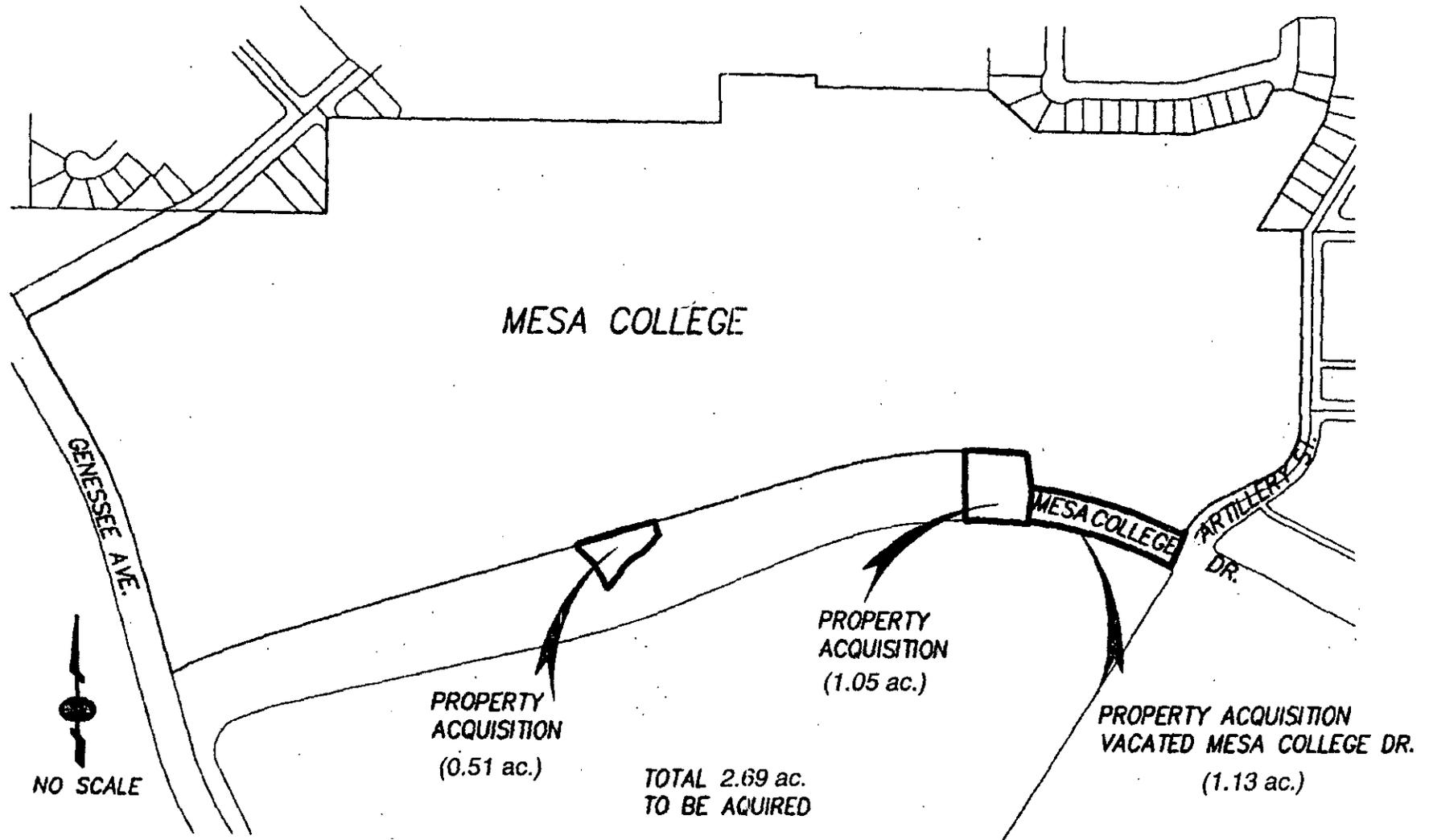
Figure 6





Proposed New East Entry & Parking Garage

Figure 7



Proposed Street Vacation and Property to be Acquired from City

Figure 8

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.

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 |
| Wetlands | | |
| Cismontane alkali marsh | -- | <0.01 |
| Disturbed wetland | -- | 0.01 |
| Uplands | | |
| Diegan coastal sage scrub | II | <u>0.07</u> 0.06 |
| Southern mixed chaparral | IIIA | <u>0.53</u> 0.52 <u>0.55</u> |
| Non-native grassland | IIIB | <u>0.16</u> 0.15 |
| Eucalyptus woodland | IV | <u>0.39</u> 0.44 <u>0.59</u> |
| Non-native vegetation | IV | <u>0.32</u> 0.29 |
| Disturbed habitat | IV | <u>0.12</u> 0.13 |
| Developed land | IV | <u>2.30</u> 2.37 <u>2.79</u> |
| TOTAL | | <u>3.90</u> 4.00 <u>4.57</u> |



Source: HELIX Environmental Planning, Inc

Vegetation and Sensitive Resources/Impacts and Proposed MHPA Boundary Line Adjustment

Figure 9

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 0.28-acre MHPA subtraction, 1.12 acres 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 |
| | TOTAL | 0.23 | 0.23 | +0.00 |

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

Table 2
PROPOSED MHPA BOUNDARY ADJUSTMENT ANALYSIS

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

*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 MSCP 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 1.12 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.~~

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.

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~~ ~~0.43~~ acre, this would correspond to \$10,500 ~~\$10,250~~ ~~10,500~~.

**Table 3
MITIGATION FOR PROJECT IMPACTS
TO UPLAND VEGETATION COMMUNITIES¹**

| 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 ² | IIIB | 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 | -- | -- |
| TOTAL | | 3.90 4.00 4.57 | -- | 0.42 0.41 0.42 |

¹All areas are presented in acres, rounded to the nearest 0.01.

²Mitigation 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.~~

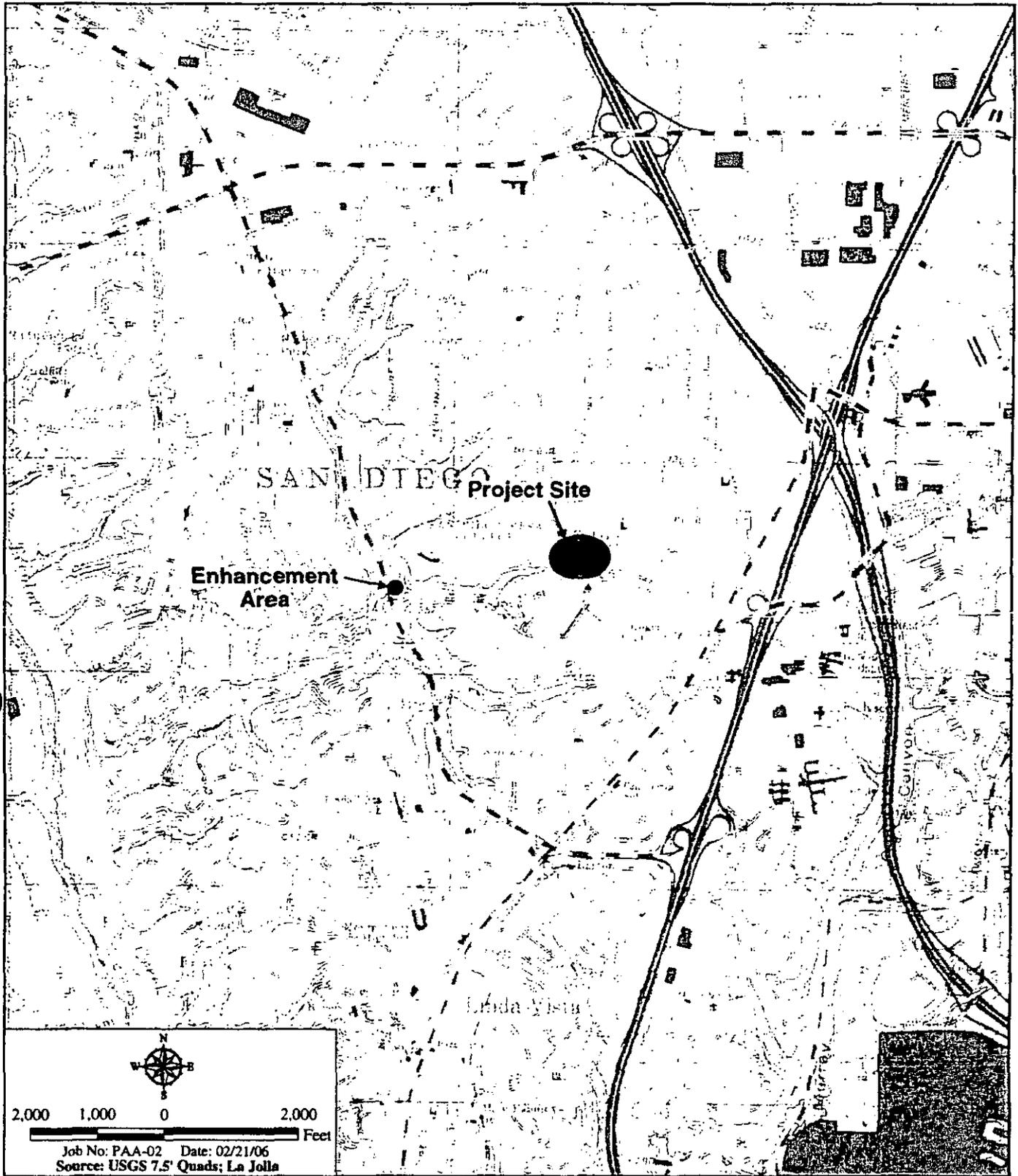
Due to the small size of the impact area, however, it is proposed that mitigation occur as restoration/enhancement on the Mesa College property within a nearby, highly disturbed wetland drainage that feeds into Tecolote Creek (located within the MHPA) (Figure 10). Proposed mitigation would occur at a 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.

| VEGETATION COMMUNITY | IMPACTS | MITIGATION RATIO* | PROPOSED REQUIRED MITIGATION |
|-------------------------------|----------------------|--------------------------|-------------------------------------|
| Cismontane alkali marsh | <0.01 (120 sq ft) | <u>5:1</u> 3:1 | 0.01 (600 sq. feet) |
| Disturbed wetland | 0.01 | <u>5:1</u> 0.2:1 | <u>0.05</u> 0.20 |
| Waters of the U.S./Streambeds | 0.01 | <u>4:1</u> 1:1 | <u>0.04</u> 0.01 |
| TOTAL | 0.02 | -- | <u>0.10</u> 0.04 |

¹All 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.



Source: HELIX Environmental Planning, Inc.

Project and Enhancement Site Location

Figure 10



Source: HELIX Environmental Planning, Inc.

Restoration/Enhancement Area

Fig 11

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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

Use Compatibility Plan (CLUPALUCP) 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 "porkehop" 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

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 | | | | | | |

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.

| 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 | 8000 2200 | A ≥C | A ≥C | A ≥C | A ≥C | A ≥C | A ≥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.

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 AM¹ 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.

¹All 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)

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 façades. Openings will be treated as architectural elements incorporating a multi-colored glazing system and landscape screens to create an aesthetically rich façade 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 alternation. 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).

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

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. GEOLOGY/SOILS. 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. AIR QUALITY. 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 |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

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"/> |

| | 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 Comprehensive 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 Comprehensive 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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- 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:

- 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)?
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- 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"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

K. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- Traffic generation in excess of specific/ community plan allocation?
- An increase in projected traffic which is substantial in relation to the capacity of the street system?
- An increased demand for off-site parking?
- Effects on existing parking?
- Substantial impact upon existing or planned transportation systems?
- 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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"/> |
| L. PUBLIC SERVICES. 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"/> |
| M. UTILITIES. 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"/> |

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|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| N. <u>ENERGY</u> . 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"/> |
| O. <u>WATER CONSERVATION</u> . 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"/> |
| P. <u>NEIGHBORHOOD CHARACTER/AESTHETICS</u> . 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"/> |

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|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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"/> |

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.

- 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.
- E-9 City of San Diego. 1989. Progress Guide and General Plan. Planning Department. June.
- 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

- F-1 Site visit: Multiple dates.
- 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.
- G-2 City of San Diego. 1992. Progress Guide and General Plan Map. Planning Department. April.
- G-3 City of San Diego. Amended 1999. Clairemont Mesa Community Plan. January 19.
- 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.

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.

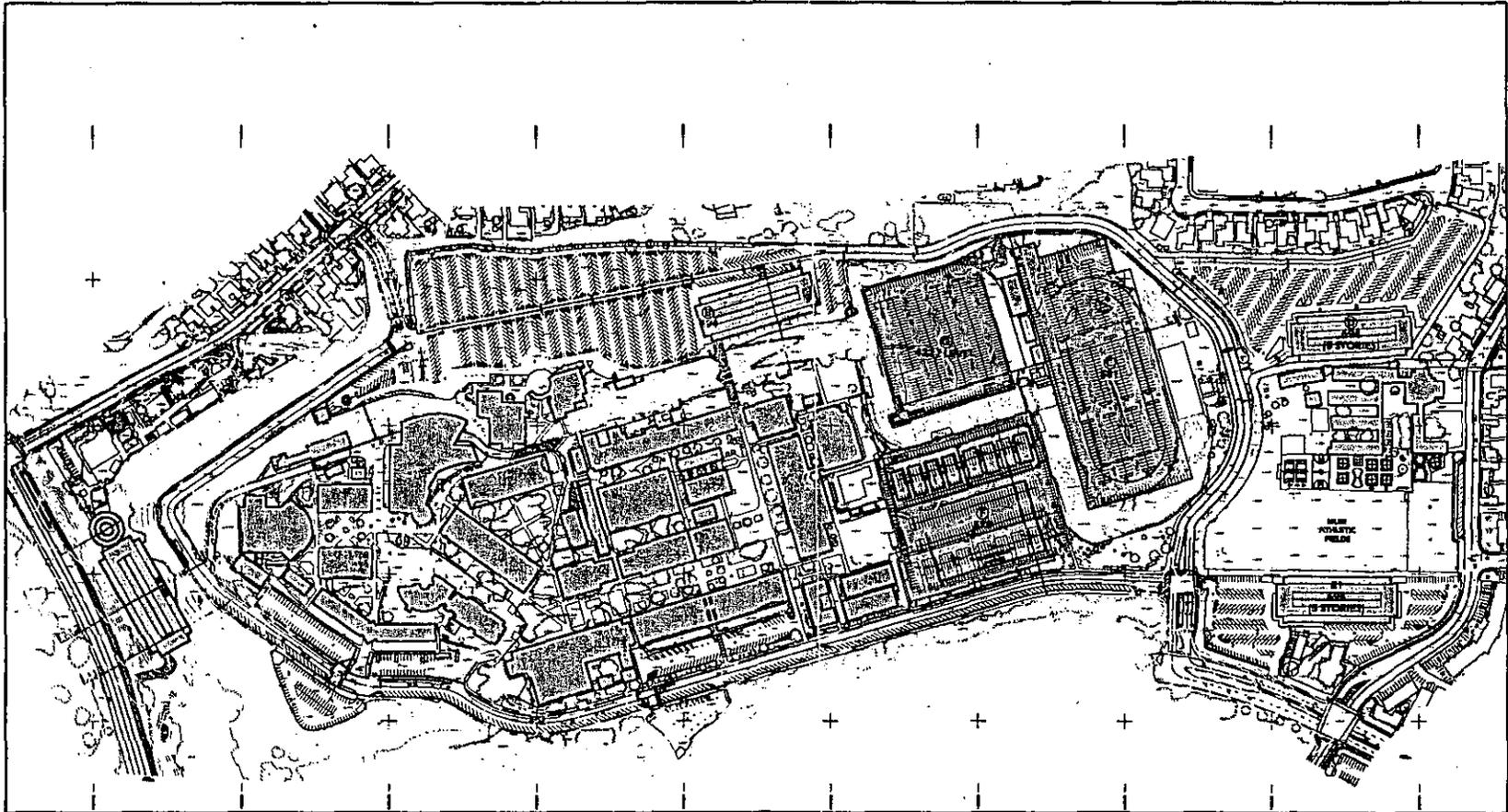
X S-6 Site Specific Report: Ninyo & Moore. 2005. Hazardous Materials Technical Study, Mesa College Master Plan. April 18.

ATTACHMENT C

PARKING ALTERNATIVES STUDY

for

MESA COLLEGE



MESA COLLEGE
PARKING STRUCTURE SCHEMATIC PLANNING

11.07.02



Architects

Delwale
Wilkes
Rodriguez
Baskin

Mesa College Parking Structure Schematic Planning

Architects | Delawie 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.

Mesa College Parking Structure Schematic Planning

Architects | Delawie Wilkes Rodrigues Barker
Project No. 01141
11.07.2002
Page 2 of 2

Advantages – Parking Structure Location "D"

Northeast 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"

Northeast 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.

Mesa College Parking Structure Schematic Planning

Architects | Delawie Wilkes Rodrigues Barker
Project No. 01141
11.07.2002
Page 3 of 3

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.

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 COLEGE 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 | | |
| TOTAL | | 0.28 | 0.42* | +0.14* |

* Includes 0.10 acre of riparian scrub to be enhanced as wetland mitigation.



MHPA Adjustment Areas

MESA COLLEGE

Figure 1

LEGEND

| | |
|--|---|
| | Cismontane/Alkali Marsh |
| | Disturbed Wetland |
| | Diegan 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 |
| | MHPA Subtraction |
| | Corps and CDFG Jurisdictional Habitat |

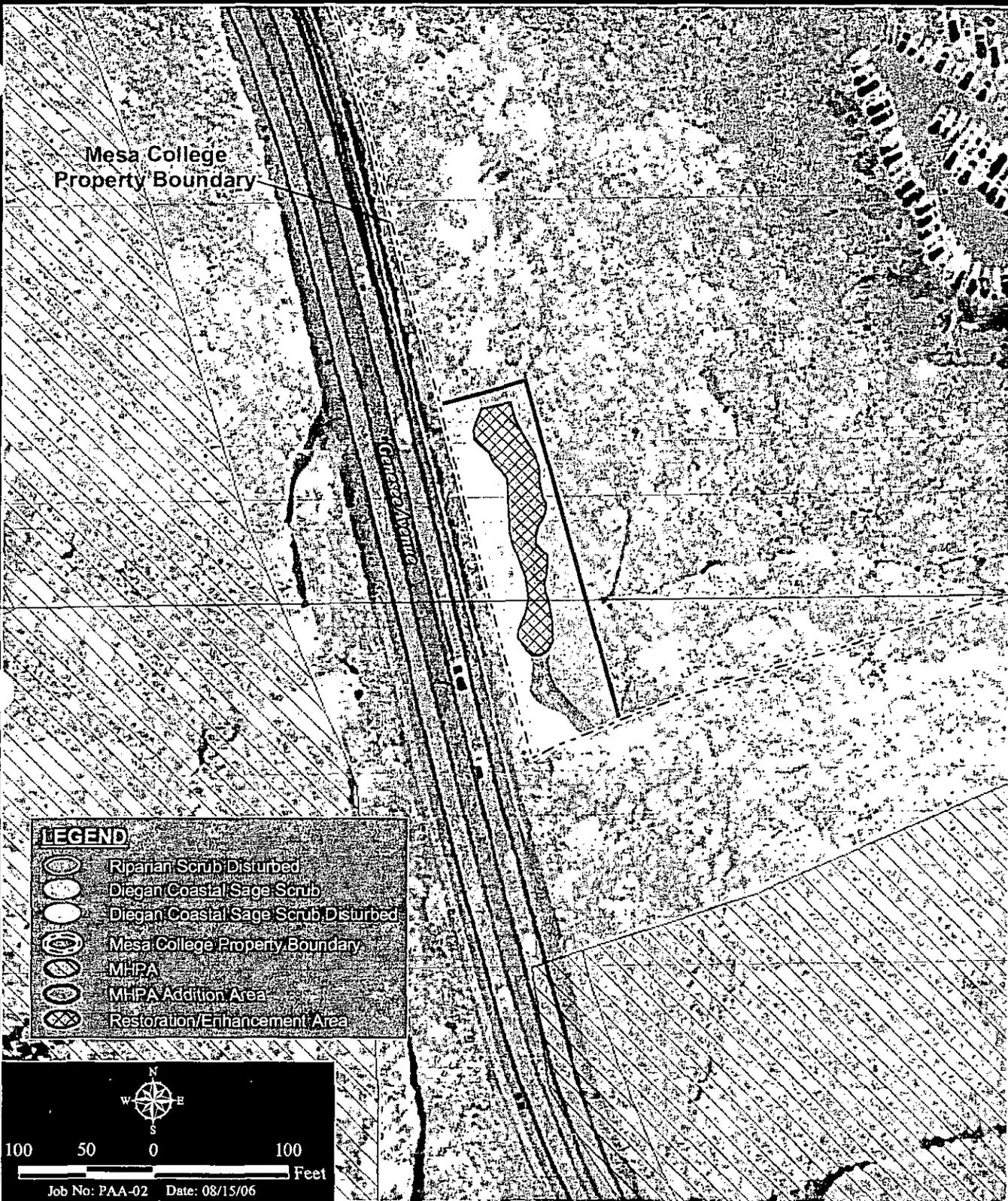


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Vegetation and Sensitive Resources/Impacts

MESA COLLEGE

Figure 2



MHPA Addition Area and Restoration/Enhancement Area

MESA COLLEGE

Figure 3



ATTACHMENT E

**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 |
| Wetlands | | | | |
| Cismontane alkali marsh | -- | <0.01 | <0.01 | <0.01 |
| Disturbed wetland | -- | 0.01 | 0.01 | 0.01 |
| Uplands | | | | |
| Diegan coastal sage scrub | II | 0.06 | 0.07 | 0.07 |
| Southern mixed chaparral | III A | 0.55 | 0.52 | 0.53 |
| Non-native grassland | III B | 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 |
| TOTAL | | 4.57 | 4.00 | 3.90 |



March 3, 2006

Source: HELIX Environmental Planning, Inc.

Vegetation and Sensitive Resources/Impacts and Proposed MHPA Boundary Line Adjustment

Figure 9

June 28, 2006



Mesa College East Entr and Parking Garage

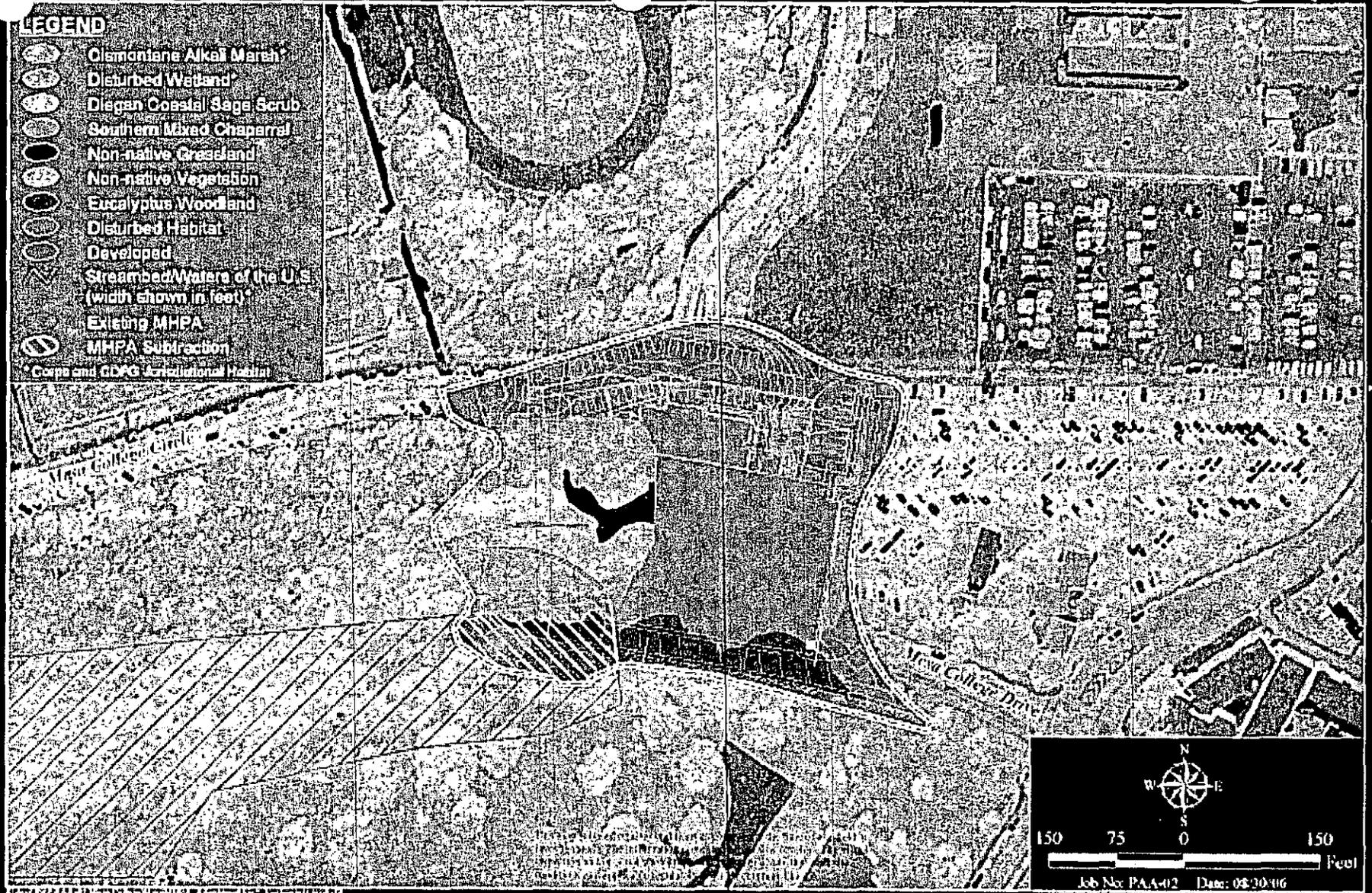
IS-25

Initial Study

Vegetation and Sensitive Resources/Impacts and Proposed MHPA Boundary Line Adjustment

Source: HELIX Environmental Planning, Inc.

Figure 9



Source: HELIX Environmental Planning, Inc

Vegetation and Sensitive Resources/Impacts and Proposed MHPA Boundary Line Adjustment

Figure 9

000345



City of San Diego
Development Services
1222 First Ave. 3rd Floor
San Diego, CA 92101
(619) 446-5210

Development Permit/ Environmental Determination Appeal Application

FORM
DS-3031
MARCH 2007

See Information Bulletin 505, "Development Permits Appeal Procedure," for information on the appeal procedure.

1. Type of Appeal:
- Process Two Decision - Appeal to Planning Commission
 - Process Three Decision - Appeal to Planning Commission
 - Process Four Decision - Appeal to City Council
 - Environmental Determination - Appeal to City Council
 - Appeal of a Hearing Officer Decision to revoke a permit

2. Appellant Please check one Applicant Officially recognized Planning Committee "Interested Person" (Per M.C. Sec. 113.0103)

"THE GRANDMOTHERS"

Name: c/o Law Office of Craig A. Sherman
Address: 1901 First Ave #335 City: SAN DIEGO State: CA Zip Code: 92101 Telephone: (619) 702-7892

3. Applicant Name (As shown on the Permit/Approval being appealed). Complete if different from appellant.
San Diego Community College District / Latitude 33

4. Project information
Permit/Environmental Determination/ & Permit/Document No.: SCH 2005121106 / Proj. No 139300
Date of Decision/Determination: Mar 6, 2008
City Project Manager: Helene Deisher

Decision (describe the permit/approval decision):
Reconsideration of CEQA impacts and documentation. NEW information. Prior document not supported. See below.

5. Grounds for Appeal (Please check all that apply)
- Factual Error (Process Three and Four decisions only)
 - Conflict with other matters (Process Three and Four decisions only)
 - Findings Not Supported (Process Three and Four decisions only)
 - New Information (Process Three and Four decisions only)
 - City-wide Significance (Process Four decisions only)

Description of Grounds for Appeal (Please relate your description to the allowable reasons for appeal as more fully described in Chapter 11, Article 2, Division 5 of the San Diego Municipal Code. Attach additional sheets if necessary.)

During the 3/6/08 reconsideration of the project's CEQA document, new information was presented which amounts to substantial evidence of new or different impacts not previously known, reviewed or considered.

- SEE ATTACHED (1) Verified Complaint (dated 2/29/08) - 20 pp.
(2) PC Comment letter (dated 3/6/08) - 5 pp.

6. Appellant's Signature: I certify under penalty of perjury that the foregoing, including all names and addresses, is true and correct.

Signature: [Signature] Date: 3-17-08

Note: Faxed appeals are not accepted. Appeal fees are non-refundable.

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Upon request, this information is available in alternative formats for persons with disabilities.

DS-3031 (03-07)

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1 Craig A. Sherman, Esq. (SBN 171224)
2 LAW OFFICE OF CRAIG A. SHERMAN
3 1901 First Avenue, Suite 335
4 San Diego, CA 92101
5 Tel: (619) 702-7892
6 Fax: (619) 702-9291

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SAN DIEGO, CALIF.

Attorney for Plaintiff
THE GRANDMOTHERS

8 SUPERIOR COURT OF THE STATE OF CALIFORNIA
9 COUNTY OF SAN DIEGO – CENTRAL DISTRICT

10 THE GRANDMOTHERS, a California)
11 unincorporated not-for-profit association,)

Case No.: 37-2008-00078918-CU-MC-CTL

12 Plaintiff,)

VERIFIED COMPLAINT
FOR DECLARATORY AND
INJUNCTIVE RELIEF

13 v.)

14 CITY OF SAN DIEGO; SAN DIEGO)
15 COMMUNITY COLLEGE DISTRICT, a)
16 division of the State of California; and DOES)
17 ONE through TEN, inclusive,)

Defendants,)

18
19 I.

20 INTRODUCTION

21 1. This action involves the City of San Diego's ("City") actions to sell/confer lands
22 to San Diego Community College District ("SDCCD"), significant portions of which had been
23 dedicated in perpetuity as Kearny Mesa Park. SDCCD is utilizing the land purportedly
24 acquired from City to construct a large parking structure, and associated facilities, to encroach
25 into the dedicated parklands.

26 2. By conveying said lands and approving the planned use as a parking structure,
27 City and SDCCD have acted in violation of both the San Diego City Charter as well as zoning
28 restrictions in the San Diego Municipal Code.

1 design; and to facilitate the preservation of environmentally sensitive lands." SDMC
2 §131.0201.

3 11. Zones designated "OP-1-1" and "OP-2-1" prohibit primary uses that consist of
4 either "Permanent Parking Facilities" or "Temporary Parking Facilities."

5
6 IV.

7 ADDITIONAL FACTUAL ALLEGATIONS GIVING RISE TO THIS ACTION

8 12. Plaintiff hereby realleges and incorporates by reference ¶¶ 1-11 above, as
9 though fully set forth herein.

10 13. On or about May and July of 1964, City enacted Ordinance Nos. 9024 and 9050
11 to dedicate in perpetuity large portions of Pueblo lands owned by City as public park lands.
12 The Ordinances created what is today known as Kearny Mesa Park. A true and correct copy of
13 said ordinances containing the full and current legal descriptions of the park is attached to this
14 complaint as Exhibit A.

15 14. On or about June 2005, SDCCD's Board of Trustees approved a Facilities
16 Master Plan for its Mesa College Campus that included the construction of a new parking
17 structure. The majority of the land where the proposed parking structure was to be built was
18 then owned by City, and lied adjacent to the north of Kearny Mesa Park.

19 15. On or about August 2005 and again in September of 2006, the Linda Vista
20 Planning Committee voted to recommend denial of the parking structure project.

21 16. At the City Council Meeting of January 8, 2007, City Staff prepared a report
22 recommending approval of the site development permit, adjustment of the planned area
23 boundary, and vacation of a public right-of-way in connection with the project. City Council
24 voted in favor to adopt the resolutions, and allow SDCCD's project to move forward. The final
25 action by City does not allow any permanent encroachment or use of Kearny Mesa Park, and
26 the final approved and circulated environmental review document conducted under CEQA
27 (Cal. Public Resources Code § 21000 et seq.) did not disclose any temporary or permanent
28 impacts occurring to Kearny Mesa Park.

1 29. Plaintiff is beneficially interested in the issuance of a declaration of law and
2 injunction by virtue of the proposition of facts and law set forth herein.

3 30. Plaintiff has a clear, present and beneficial right to the proper performance by
4 City and SDCCD of its duties and compliance with the laws and legal principles as set forth
5 herein. Plaintiff has no plain, speedy or adequate remedy in the ordinary course of the law
6 other than the relief herein sought.

7 31. The declaratory relief requested herein is proper to delineate and clarify an
8 actual controversy relating to the legal rights and duties of the respective parties. Without the
9 grant of declaratory relief and the granting of an injunction, the City and SDCCD will continue
10 to proceed in a manner not allowed by law and will continue to take action outside of their
11 authority resulting in harm to Plaintiff and the citizenry of the San Diego community for whom
12 this litigation is brought.

13 32. Through the approval and implementation of the parking structure project, City
14 and SDCCD have worked in concert to violate the applicable zoning laws set forth by the San
15 Diego Municipal Code.

16 33. Chapter 13, Article 1, Division 2 of the San Diego Municipal Code, entitled
17 "Open Space Base Zones", says that the purpose of Open Space Zones is to "protect lands for
18 outdoor recreation, education, and scenic and visual enjoyment; to control urban form and
19 design; and to facilitate the preservation of environmentally sensitive lands." SDMC
20 §131.0201. Zones designated "OP-1-1" and "OP-2-1" prohibit primary uses that consist of
21 either "Permanent Parking Facilities" or "Temporary Parking Facilities."

22 34. SDCCD's planned parking structure is situated within zone OP-1-1 and/or OP-2-
23 1, and as such is a direct violation of the permissible uses established by the Municipal Code.
24 A true and correct copy of an excerpt (blowup) of the relevant and aforesaid zoning district
25 boundaries, as set forth on City's official zoning maps, is attached hereto as Exhibit C.

26 35. Plaintiff requests a declaratory judgment that both: (a) the conduct of City in
27 approving the parking structure project, and b.) SDCCD's construction of the project, were
28

1 violations of the aforementioned municipal law. A declaration of law and permanent injunction
2 is necessary to require the City and SDCCD to discontinue such conduct and unlawful practice.

3
4 VII.

5 PRAYER FOR RELIEF

6 WHEREFORE, Plaintiff respectfully prays for judgment as follows:

7 1. That this Court find that by transferring dedicated parklands and making the
8 final approvals of SDCCD's project, City has not proceeded in a manner required by law;

9 2. That this Court find that by basing project applications on erroneous surveys and
10 proceeding with the construction of the project, SDCCD has not proceeded in a manner
11 required by law;

12 3. That until such time as Plaintiff's above claims can be adjudicated by this Court,
13 SDCCD and City be enjoined, restrained and/or City's January 8, 2007 decisions be stayed
14 from taking effect to preserve the status quo and prevent frustration of Plaintiff's and the
15 public's rightful claims and right to judicial review;

16 4. For Plaintiff's claims for declaratory and injunctive relief, that this Court order,
17 describe, and declare the proper interpretation and application of law(s) which are the subject
18 of this lawsuit, and grant an injunction ordering the City and SDCCD to abide by the same;

19 5. That Plaintiff be awarded its reasonable costs incurred in this action, including
20 attorneys' fees under Cal. Code of Civil Procedure § 1021.5 for this matter brought in the
21 public interest; and,

22 6. For such other and further relief as the Court deems just and proper.

23
24 Dated: February 28, 2008.

LAW OFFICE OF CRAIG A. SHERMAN



25
26 CRAIG A. SHERMAN
27 Attorney for Plaintiff
28 THE GRANDMOTHERS

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VIII.

VERIFICATION

I, WAYNE G. BARNER ~~is~~ the authorized representative of the plaintiff organization, The Grandmothers, hereby verify this *VERIFIED COMPLAINT FOR DECLARATORY AND INJUNCTIVE RELIEF* pursuant to California Code of Civil Procedure Section 446. The facts herein alleged are true of my own knowledge, except as to the matters that are based on information and belief, which I believe to be true. I declare under the penalty of perjury under the laws of California that the above foregoing is true and correct and that this verification was executed on the below stated date in San Diego County, California.

Dated: February 2, 2008

By: 
Authorized Representative of
THE GRANDMOTHERS

000357

EXHIBIT A

000358

EXHIBIT B

009359

ORDINANCE NO. 9024

(New Series)

AN ORDINANCE SETTING ASIDE AND DEDICATING CERTAIN PORTIONS OF PUEBLO LANDS IN THE CITY OF SAN DIEGO, CALIFORNIA, FOR A PUBLIC PARK, AND NAMING SAID PARK "KEARNY MESA PARK."

WHEREAS, The City of San Diego is the owner of certain Pueblo Lands in the City of San Diego; and

WHEREAS, it is the desire of the people of San Diego to reserve forever portions of said Pueblo Lands, hereinafter described, for the public use and enjoyment, and to that end to have said portions of Pueblo Lands reserved and dedicated forever to the public use as and for a public park in said City; NOW, THEREFORE,

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

Section 1. That all those certain portions of Pueblo Lands belonging to and owned by The City of San Diego, California, located and being in said City of San Diego, County of San Diego, State of California, and comprising the following described property, namely:

All those portions of Pueblo Lots 1203 and 1204 of the Pueblo Lands of San Diego, in the City of San Diego, County of San Diego, State of California, according to the Map thereof made by James Pascoe in 1870, a copy of which Map was filed in the Office of the Recorder of said San Diego County, on November 14, 1921, and is known as Miscellaneous Map No. 36, more particularly described as follows:

Beginning at the lot corner common to Pueblo Lots 1197, 1198, 1203 and 1204; thence North $89^{\circ} 05' 45''$ West 1318.86 feet (Record North $89^{\circ} 09' 20''$ West 1319.14 feet); thence continuing North $89^{\circ} 05' 45''$ West 47.26 feet to a point in the arc of a 2060.00 foot radius curve, concave Southwesterly, a radial of which bears North $74^{\circ} 29' 18''$ East to said point; thence Northwesterly along the arc of said curve through a central angle of $15^{\circ} 47' 54''$, 568.01 feet; thence North $25^{\circ} 34' 46''$ West, 429.02 feet to a point in the arc of a 100.00 foot radius curve, concave Southeasterly, a radial of which bears South $64^{\circ} 25' 14''$ West to said point; thence Northwesterly, Northerly, and Northeasterly along the arc of said curve, through a central angle of $37^{\circ} 14' 52''$, 152.28 feet to a point of compound curvature, to

which point a radial of an 1140.00 foot radius curve, concave Southeasterly, bears North 22° 49' 38" West; thence Northeasterly along the arc of said curve, through a central angle of 10° 08' 26", 201.76 feet; thence tangent to said curve North 77° 18' 48" East 852.81 feet to a point in the arc of a 2060.00 foot radius curve, concave Northwesterly, a radial of which bears South 12° 41' 12" East to said point; thence Northeasterly along the arc of said curve, through a central angle of 09° 55' 23", a distance of 356.77 feet; thence North 67° 23' 25" East a distance of 421.07 feet to a point in the arc of a 1340.00 foot radius curve, concave Southerly, a radial of which bears North 22° 36' 35" West to said point; thence Northeasterly and Easterly along the arc of said curve, through a central angle of 29° 56' 37", 700.30 feet; thence North 07° 20' 02" East (Record North 07° 14' 02" East) 9.00 feet to a point in the arc of a 1349.00 foot radius curve, concave Southwesterly, a radial of which bears North 07° 20' 02" East (Record North 07° 14' 02" East) to said point; thence Easterly and Southeasterly along the arc of said curve, through a central angle of 19° 24' 46", a distance of 457.06 feet to a point of compound curvature, to which point a radial bears North 26° 44' 48" East (Record North 26° 39' 04" East), being a point in the arc of a 20.00 foot radius curve, concave Southwest-erly; thence Southeasterly and Southerly along the arc of said curve, through a central angle of 96° 25' 48", 33.06 feet; thence South 33° 10' 36" West (Record South 33° 06' 31" West) 1082.20 feet; thence North 89° 09' 15" West (Record North 89° 35' 00" West) 528.04 feet; thence South 00° 50' 45" West (Record South 00° 25' 00" West) 679.88 feet to the Point of Beginning,

be, and the same are hereby set aside and dedicated for the public use of the people of said The City of San Diego forever, to be used as a public park in said City, and that the same shall be hereafter used for no other purpose.

That said described land be, and the same is hereby declared now and forever to be in trust by said The City of San Diego for the use of a public park, and for no other use or different purpose whatever.

Section 2. That said park herein dedicated be, and the same is hereby named "KEARNY MESA PARK."

Section 3. That the City Clerk of The City of San Diego do, and he is hereby authorized and directed to file for record in the office of the County Recorder of said County of San Diego, State of California, a certified copy of this ordinance.

009361

Section 4. This ordinance shall take effect and be in force on the thirty-first day from and after its passage.

Presented by

A. M. B. Utter

APPROVED: EDWARD T. BOTLER, City Attorney

By

Joseph D. Patello
Joseph D. Patello, Deputy

ORDINANCE NO. 9050
(New Section)

AN ORDINANCE AMENDING ORDINANCE NO. 9024
SO AS TO CORRECT THE DESCRIPTION
OF "HENRY KISS PARK" DESIGNATED THEREBY

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

Section 1. That that portion of the description of "Henry
Kiss Park" contained in Section 1 of Ordinance No. 9024 adopted
by the Council of The City of San Diego on May 26, 1952, reading
as follows:

"thence North 25° 34' 45" West, 429.02 feet
to a point in the arc of a 100.00 foot radius curve"

be, and the same is hereby corrected and amended to read as
follows:

"thence North 25° 34' 45" West, 492.02 feet
to a point in the arc of a 100.00 foot radius curve."

Section 2. That the City Clerk of The City of San Diego be,
and he is hereby authorized and directed to file for record in
the office of the County Recorder of said County of San Diego,
State of California, a certified copy of this ordinance.

Section 3. This ordinance shall take effect and be in force
on the thirty-first day from and after its passage.

Presented by _____

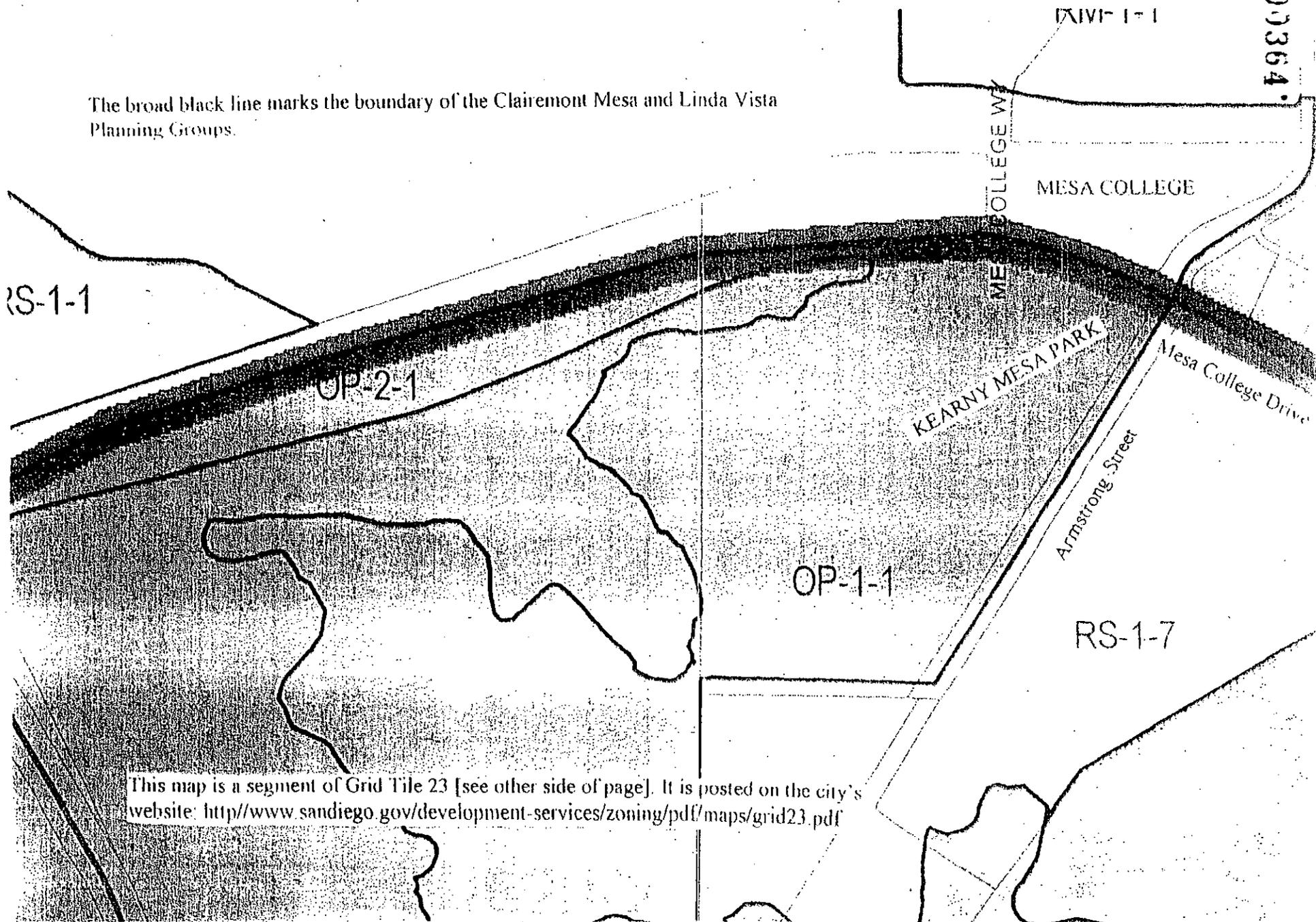
APPROVED: EDWARD W. EPPER, City Attorney

By _____
Robert S. Foose, Chief Deputy

000363

EXHIBIT C

The broad black line marks the boundary of the Clairemont Mesa and Linda Vista Planning Groups.



This map is a segment of Grid Tile 23 [see other side of page]. It is posted on the city's website: <http://www.sandiego.gov/development-services/zoning/pdf/maps/grid23.pdf>

NOTICE TO DEFENDANT:

(AVISO AL DEMANDADO):

CITY OF SAN DIEGO; SAN DIEGO COMMUNITY COLLEGE DISTRICT, a division of the State of California;

and DOES ONE through TEN, inclusive,

YOU ARE BEING SUED BY PLAINTIFF:

(LO ESTÁ DEMANDANDO EL DEMANDANTE):

THE GRANDMOTHERS, a California unincorporated not-for-profit association

FOR COURT USE ONLY (SOLD PARA USO DE LA CORTE)

RECEIVED CITY CLERK'S OFFICE

MAR 17 PM 3:52

SAN DIEGO, CALIF.

You have 30 CALENDAR DAYS after this summons and legal papers are served on you to file a written response at this court and have a copy served on the plaintiff. A letter or phone call will not protect you. Your written response must be in proper legal form if you want the court to hear your case. There may be a court form that you can use for your response. You can find these court forms and more information at the California Courts Online Self-Help Center (www.courtinfo.ca.gov/selfhelp), your county law library, or the courthouse nearest you. If you cannot pay the filing fee, ask the court clerk for a fee waiver form. If you do not file your response on time, you may lose the case by default, and your wages, money, and property may be taken without further warning from the court.

There are other legal requirements. You may want to call an attorney right away. If you do not know an attorney, you may want to call an attorney referral service. If you cannot afford an attorney, you may be eligible for free legal services from a nonprofit legal services program. You can locate these nonprofit groups at the California Legal Services Web site (www.lawhelpcalifornia.org), the California Courts Online Self-Help Center (www.courtinfo.ca.gov/selfhelp), or by contacting your local court or county bar association.

Tiene 30 DÍAS DE CALENDARIO después de que le entreguen esta citación y papeles legales para presentar una respuesta por escrito en esta corte y hacer que se entregue una copia al demandante. Una carta o una llamada telefónica no lo protegen. Su respuesta por escrito tiene que estar en formato legal correcto si desea que procesen su caso en la corte. Es posible que haya un formulario que usted pueda usar para su respuesta. Puede encontrar estos formularios de la corte y más información en el Centro de Ayuda de las Cortes de California (www.courtinfo.ca.gov/selfhelp/espanol), en la biblioteca de leyes de su condado o en la corte que le quede más cerca. Si no puede pagar la cuota de presentación, pida al secretario de la corte que le dé un formulario de exención de pago de cuotas. Si no presenta su respuesta a tiempo, puede perder el caso por incumplimiento y la corte le podrá quitar su sueldo, dinero y bienes sin más advertencia.

Hay otros requisitos legales. Es recomendable que llame a un abogado inmediatamente. Si no conoce a un abogado, puede llamar a un servicio de remisión a abogados. Si no puede pagar a un abogado, es posible que cumpla con los requisitos para obtener servicios legales gratuitos de un programa de servicios legales sin fines de lucro. Puede encontrar estos grupos sin fines de lucro en el sitio web de California Legal Services, (www.lawhelpcalifornia.org), en el Centro de Ayuda de las Cortes de California, (www.courtinfo.ca.gov/selfhelp/espanol) o poniéndose en contacto con la corte o el colegio de abogados locales.

The name and address of the court is:

(El nombre y dirección de la corte es): SUPERIOR COURT OF CALIFORNIA 330 WEST BROADWAY 330 WEST BROADWAY SAN DIEGO, CALIFORNIA 92101 CENTRAL DIVISION

CASE NUMBER: 07-2008-00078918-CU-MC-CTL (Número del Caso)

The name, address, and telephone number of plaintiff's attorney, or plaintiff without an attorney, is:

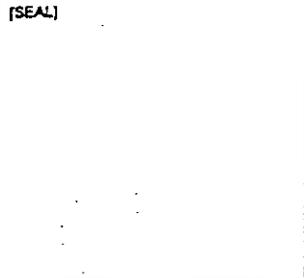
(El nombre, la dirección y el número de teléfono del abogado del demandante, o del demandante que no tiene abogado, es): Craig A. Sherman 619-702-7892 619-702-9291 LAW OFFICE OF CRAIG A. SHERMAN 1901 First Avenue San Diego, CA 92101 R. Vela

DATE: FEB 29 2008 Clerk, by R. Vela Deputy (Fecha) (Secretario) (Adjunto)

(For proof of service of this summons, use Proof of Service of Summons (form POS-010).)

(Para prueba de entrega de esta citación use el formulario Proof of Service of Summons, (POS-010)).

NOTICE TO THE PERSON SERVED: You are served



- 1. [] as an individual defendant.
2. [] as the person sued under the fictitious name of (specify):
3. [] on behalf of (specify):
under: [] CCP 416.10 (corporation) [] CCP 416.60 (minor)
[] CCP 416.20 (defunct corporation) [] CCP 416.70 (conservatee)
[] CCP 416.40 (association or partnership) [] CCP 416.90 (authorized person)
[] other (specify):
4. [] by personal delivery on (date):

| | |
|--|---|
| SUPERIOR COURT OF CALIFORNIA, COUNTY OF SAN DIEGO | |
| STREET ADDRESS: 330 West Broadway | RECEIVED CITY CLERK'S OFFICE 08 MAR 17 PM 3:52 SAN DIEGO, CALIF. |
| MAILING ADDRESS: 330 West Broadway | |
| CITY AND ZIP CODE: San Diego, CA 92101 | |
| BRANCH NAME: Central | |
| TELEPHONE NUMBER: (619) 685-6064 | |
| PLAINTIFF(S) / PETITIONER(S): The Grandmothers | |
| DEFENDANT(S) / RESPONDENT(S): CITY OF SAN DIEGO et al. | |
| THE GRANDMOTHERS VS. CITY OF SAN DIEGO | |
| NOTICE OF CASE ASSIGNMENT | CASE NUMBER: 37-2008-00078918-CU-MC-CTL |

Judge: Luis R. Vargas

Department: C-63

COMPLAINT/PETITION FILED: 02/29/2008

CASES ASSIGNED TO THE PROBATE DIVISION ARE NOT REQUIRED TO COMPLY WITH THE CIVIL REQUIREMENTS LISTED BELOW

IT IS THE DUTY OF EACH PLAINTIFF (AND CROSS-COMPLAINANT) TO SERVE A COPY OF THIS NOTICE WITH THE COMPLAINT (AND CROSS-COMPLAINT).

ALL COUNSEL WILL BE EXPECTED TO BE FAMILIAR WITH SUPERIOR COURT RULES WHICH HAVE BEEN PUBLISHED AS DIVISION II, AND WILL BE STRICTLY ENFORCED.

TIME STANDARDS: The following timeframes apply to general civil cases and must be adhered to unless you have requested and been granted an extension of time. General civil consists of all cases except: Small claims appeals, petitions, and unlawful detainers.

COMPLAINTS: Complaints must be served on all named defendants, and a CERTIFICATE OF SERVICE (SDSC CIV-345) filed within 60 days of filing. This is a mandatory document and may not be substituted by the filing of any other document.

DEFENDANT'S APPEARANCE: Defendant must generally appear within 30 days of service of the complaint. (Plaintiff may stipulate to no more than a 15 day extension which must be in writing and filed with the Court.)

DEFAULT: If the defendant has not generally appeared and no extension has been granted, the plaintiff must request default within 45 days of the filing of the Certificate of Service.

THE COURT ENCOURAGES YOU TO CONSIDER UTILIZING VARIOUS ALTERNATIVES TO LITIGATION, INCLUDING MEDIATION AND ARBITRATION, PRIOR TO THE CASE MANAGEMENT CONFERENCE. MEDIATION SERVICES ARE AVAILABLE UNDER THE DISPUTE RESOLUTION PROGRAMS ACT AND OTHER PROVIDERS. SEE ADR INFORMATION PACKET AND STIPULATION.

YOU MAY ALSO BE ORDERED TO PARTICIPATE IN ARBITRATION PURSUANT TO CCP 1141.10 AT THE CASE MANAGEMENT CONFERENCE. THE FEE FOR THESE SERVICES WILL BE PAID BY THE COURT IF ALL PARTIES HAVE APPEARED IN THE CASE AND THE COURT ORDERS THE CASE TO ARBITRATION PURSUANT TO CCP 1141.10. THE CASE MANAGEMENT CONFERENCE WILL BE CANCELLED IF YOU FILE FORM SDSC CIV-359 PRIOR TO THAT HEARING

009367

CRAIG A. SHERMAN
LAW OFFICE OF CRAIG A. SHERMAN

1901 FIRST AVENUE, SUITE 335
SAN DIEGO, CA 92101-2311

SHERMANLAW @AOL.COM

RECEIVED
CITY CLERK'S OFFICE

08 MAR 17 PM 3:52

SAN DIEGO, CALIF.

FACSIMILE
(619) 702-9291

TELEPHONE
(619) 702-7892

March 6, 2008

Via Facsimile (619) 321-3200

Via Email: planningcommission@sandiego.gov

Followed By Hand Delivery

Hon. Chair Barry Schultz and Members
Planning Commission
CITY OF SAN DIEGO
1222 First Avenue, 4th Floor
San Diego, CA 92101-4155

Re: *Comments on Mesa College Drive Amendment:
Additional New Information Regarding Environmental Impacts
Project No. PTS 139300*

To the Hon. Chair and Members of the Planning Commission:

These comments are presented on behalf of the public interest group *The Grandmothers* and other interested community groups and persons who reside, visit, use, and/or recreate in and near the subject project site.

The below comments are provided in response to both (1) recent information obtained that there are new and previously unknown and undisclosed environmental impacts which now necessitate re-study of major aspect of the entire project in a new CEQA document, and (2) the Notice of Public Hearing regarding consideration of amending Site Development Permit No. 485233.

New Information About Significant Environmental Impacts not Previously Studied; a New or Amended CEQA Document Should Now Re-Study Major Aspects of the Project

As the Commission should be aware, my clients have recent obtained information that the surveys conducted for the project by the San Diego Community College District (SDCCD) are substantially flawed. As it now appears, the project will substantially encroach into Kearny Mesa Park, not only for incidental grading, but for permanent loss of citizens' parkland, and destruction of city-qualifying heritage and landmark trees.

Based on faulty and incorrect information provided to the City of San Diego by the SDCCD, city-designated parkland stands to be forever impacted in a significant and adverse way.

Any permanent loss of parkland would be and is a violation of the City Charter § 55. In fact, my client recently filed a lawsuit for declaratory and injunctive relief against the City of San Diego on February 29, 2008 (S.D. Super. Ct., Case No. 37-2008-78918) to halt further encroachment and permanent park destruction.

The City has been duped by the SDCCD whereby faulty and unverified surveys have incorrectly shown where the college project would be, but the surveyors never verified, paid attention, and gave credence to the historic and firmly planted location of Kearny Mesa Park.

The resulting new, unforeseen, and previously undisclosed environmental impacts are numerous.

- (1) First, there are permanent impacts to city parks that were never anticipated, considered, or approved. The prior MND¹ clearly stated and concluded that "there would be no impacts to Kearny Mesa Park."
- (2) Second, a substantial number of large mature trees qualifying for designation as heritage or landmark trees under City's Municipal Code have already been removed. In the path of fenced and impending construction areas are yet additional trees to be lost. Anticipating no impacts to this park area, the prior CEQA document neither addressed the values of the environmental foliage, the types of trees to be impacted, and whether and how such historic designated trees can be mitigated.
- (3) Third, any permanent encroachment or loss of city parkland requires a vote of two-thirds of the electorate of the City of San Diego according to City Charter § 55. Additionally, encroachment of any of the area near or into the park for the construction and maintenance of a parking garage is forbidden by the City's current OP-2-1 and OP-1-1 zoning within the project area.

These violations of the City Charter and the City's Zoning Code (Municipal Code) were not previously known, not studied, and amount to new information that needs to be studied in a revised, amended or new appropriate CEQA environmental review document.

According to CEQA, after preparation of a negative declaration, subsequent or supplemental environmental review is required if any of the statutory triggers for preparation of a subsequent or supplemental EIR exist. (CEQA Guidelines § 15162(b); Cal. Pub. Res. Code § 21166) New notice, circulation and public review are required in the same manner as the prior adoption of a negative declaration (CEQA Guidelines § 15162(d)) or, as may prove necessary, an EIR.

¹ Mitigated Negative Declaration prepared pursuant to CEQA, Cal. Public Res. Code §§ 21000 et seq.

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 Planning Commission

In this case, the standards for further environmental review are met according to CEQA Guidelines § 15162(a)(1)(2)& (3) with new information not reasonably attainable before, and substantial changed conditions under which, the project is now being undertaken. Frankly speaking, how could anyone expect or believe a government entity's survey for a land conveyance be so flawed so as to give away irrevocably dedicated parkland? In this case, the survey proved to be unverified and not done in accordance with generally accepted and required surveying standards. It was not until grading and tree removal commenced that independent studies and surveys had to investigate the ongoing misconduct.

Common sense, fairness, protection of the public's rights and CEQA mandate that the college project be put on hold pending further environmental review, disclosures, and determinations.

Changes to Mitigation Measures After Project Approval are Disfavored: Removal of the Turn Lane Mitigation Measure Would Potentially Result in Significant Environmental Effects

The contemplated action to eliminate an important mitigation measure is a classic bait-and-switch action which was included in the initial project to satisfy and appease public concern. The project gained substantial favor and non-opposition because of such measure. Now, the mitigation measure and public amenity is being removed *after the project has gained momentum and been approved*. This was a concept and doctrine expressly denounced by the California Supreme Court in Laurel Heights Improvement Assn v. Regents of Univ. of Cal., (1988) 47 Cal.3d 376. With removal of the mitigation measure, the City of San Diego will now ultimately bear the costs of improving circulation and signalization when the SDCCD should be doing so in association with its project.

Notwithstanding the above principles of fairness and proper allocation of development costs, the elimination of the mitigation measure is wrong and not supported as a matter of law or fact. Personal observations and verifiable traffic data at the two most nearby intersections confirm that there are already significant traffic issues (LOS D and LOS E) around the subject intersection during school-related peak hours. Similar to the defective survey conducted by the SDCCD, the traffic studies are just as facially flawed. The traffic studies for the project were done on a day and/or time of day where little or no school traffic existed.²

² The traffic study's findings of LOS A and LOS B at the subject intersection are flawed because, as the study acknowledged, (1) there was no traffic delay going onto campus and there was ample parking, (2) the parking lot was half-full on the day observed, and (3) the traffic counts show vehicles *leaving* the campus is less than what *came onto* campus. Where do the remainder go? Do they have a secret way out? Additionally, if there is no traffic or crowded conditions during "peak" hours, what is the need for parking structure?

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Planning Commission

While an ordinary peak traffic count might be 4:30 p.m., the college district's campus rush is between 2:30 p.m. and 3:30 p.m.. During such college peak-time, the traffic from the college, the Kearny Mesa Park and Kearny High School is backed up from Armstrong Street to Linda Vista Road. It moves so slow, it may take three traffic signal changes to get through one intersection. Cars get stuck in the number one lane at Ashford, making a left turn, which disables the number one lane. The number two lane is the only lane useable and is blocked at Linda Vista Road going to Highways 163 and 805. Other independent routine traffic counts conducted by SANDAG and City of San Diego support that an LOS A or LOS B peak hour conditions are untenable with intersections in either direction away from the subject proving LOS D and LOS E conditions are present.

The Planning Commission should require the previously promised and required solution to an old problem which continues to get worse. Approval now will be paid by the College. If put off to a later date, the City will be responsible. Simple mechanics and engineering shows Ashford Street has a traffic signal and the street is wide enough for a left turn lane which could have painted lane separations, with no median,

My client strongly encourages the City to retain and not alter or eliminate the current turn lane mitigation measure. Doing so will only exacerbate traffic over both the current and projected traffic conditions. Such a removal will result in a potentially significant adverse effect under CEQA such that further environmental review (via a MND or EIR) and mitigation is warranted.

Final Remarks

Thank you for considering the issues presented in this comment letter. Should you have any questions concerning any of the points raised herein, please do not hesitate to contact this office. For all future proceedings, please place my name and this office on the notification list for any administrative or legislative actions or hearings related to this SDCCD project.

Sincerely,



Craig A. Sherman

000371

HP LaserJet 3330



Craig A. Sherman, Esq.
6197029291
Mar-6-2008 9:36AM

Fax Call Report

| Job | Date | Time | Type | Identification | Duration | Pages | Result |
|-----|-----------|-----------|------|----------------|----------|-------|--------|
| 516 | 3/ 6/2008 | 9:35:00AM | Send | 3213200 | 1:05 | 4 | OK |

CRAIG A. SHERMAN
 LAW OFFICE OF CRAIG A. SHERMAN
 1001 FORT APOCALYPSE, SUITE 200
 SAN DIEGO, CA 92161-2511
 SHERMAN@APPROX.COM

TELEPHONE
(619) 702-7002

FACSIMILE
(619) 702-0291

March 6, 2008

Via Facsimile (619) 321-3200
 Via Email: planningcommission@sandiego.gov
 Followed By Hand Delivery

Hon. Chair Barty Schultz and Members
 Planning Commission
 CITY OF SAN DIEGO
 1222 First Avenue, 4th Floor
 San Diego, CA 92101-4155

Re: Comments on Mesa College Drive Amendment:
Additional New Information Regarding Environmental Impacts
Project No. PTS 119100

To the Hon. Chair and Members of the Planning Commission:

These comments are presented on behalf of the public interest group *The Grandmothers* and other interested community groups and persons who reside, visit, use, and/or recreate in and near the subject project site.

The below comments are provided in response to both (1) recent information obtained that there are new and previously unknown and undisclosed environmental impacts which now necessitate re-study of major aspect of the entire project in a new CEQA document, and (2) the Notice of Public Hearing regarding consideration of amending Site Development Permit No. 485233.

New Information About Significant Environmental Impacts not Previously Studied; a New or Amended CEQA Document Should Now Re-Study Major Aspects of the Project

As the Commission should be aware, my clients have recent obtained information that the surveys conducted for the project by the San Diego Community College District (SDCCD) are substantially flawed. As it now appears, the project will substantially encroach into Kearny Mesa Park, not only for incidental grading, but for permanent loss of citizens' parkland, and destruction of city-qualifying heritages and landmark trees.

Based on faulty and incorrect information provided to the City of San Diego by the SDCCD, city-designated parkland stands to be forever impacted in a significant and adverse way.

0073



CITY OF SAN DIEGO CALIFORNIA OFFICIAL RECEIPT

138431U

DEPARTMENT/DIVISION NAME: City Clerk Legislative Services DATE: 3/17/08

AMOUNT: one hundred DOLLARS 00/100 CENTS \$100.-

RECEIVED FROM: "Grandmothers" c/o Law Office of Craig A. Sherman ADDRESS: 1901 1st Ave Ste 335 Sherman SD CA 92101 619-702-7892

IN PAYMENT OF: Mesa College Amendment Site Dev Permit Proj No 139300 S.C.H. No. 200512106

CHECK 1418 CASH

RECEIVED BY: Linda Irwin

FOR ABOVE NAMED DEPARTMENT

Table with columns: FUND (4300), DEPARTMENT, ORGANIZATION, ACCOUNT (77120), JOB ORDER, FACILITY, AMOUNT (100.-)

DISTRIBUTION: WHITE - CUSTOMER, PINK - TREASURER, YELLOW - RETAIN, GREEN - AUDITOR

LAW OFFICE OF CRAIG A. SHERMAN CLIENT TRUST ACCOUNT 1901 - 1ST AVE., SUITE 335 619-702-7892 SAN DIEGO, CA 92101

3-17 20 08

1418 50-3868/1222

PAY TO THE ORDER OF: CITY OF SAN DIEGO DEVELOPMENT SERVICES \$ 100.- ONE HUNDRED AND 00/100 DOLLARS

SAN DIEGO NATIONAL BANK 1420 KETTNER BOULEVARD, SUITE 101 POST OFFICE BOX 12805 SAN DIEGO, CA 92112

FOR: Appeal: Proj # 139300

Signature: Linda Irwin

001418 12223868 0108076870

Official Receipt of www.citrusbusiness.com