

5.2 TRAFFIC AND CIRCULATION

This section provides an evaluation of potential traffic impacts associated with the proposed project. The following discussion is based on the traffic study, Traffic Impact Analysis, Monte Verde, prepared by Kimley-Horn and Associates (KHA) in December 2004. The original report was prepared for a 1,084 residential unit project. The number of residential units was subsequently reduced to 800 units. KHA evaluated the impact of 800 units in the buildout condition to confirm the assumption that the impacts would be similar or less than assumed in the original traffic report. The results of this analysis are contained in an addendum prepared by KHA in August 2005. Due to the fact that the overall traffic study was not updated, the impact discussion which follows is based on the original traffic study for a 1,084 residential unit project. The mitigation discussion which follows is based on the addendum prepared by KHA dated February 15, 2006 in order to assure that the mitigation is appropriate for the 800-unit project. The addendum and the original traffic report are contained in Appendix D.

5.2.1 EXISTING CONDITIONS

Background

This project is within the Costa Verde Specific Plan, approved in 1986, which identified transportation improvements to mitigate the traffic impacts of the entire Specific Plan area (see Table 1-2 of the Traffic Impact Analysis). All of the originally required street improvements except the pedestrian bridge across La Jolla Village Drive have been completed. As discussed in Section 5.1, the project would build out the remaining 420 dwelling units authorized for the Costa Verde Specific Plan area and construct an additional 380 units. Thus, the overall project would consist of 800 dwelling units to be constructed in four high-rise buildings. The project also eliminates the hotel authorized by the 1986 Specific Plan. In effect, the hotel units formerly authorized by the 1986 Specific Plan are now proposed to be residential units. From the standpoint of trip generation the hotel 400-room designation on the site would equate to a total of 666 units. Thus, the proposed project would generate less traffic than anticipated under the 1986 Specific Plan. Table 5.2-1 summarizes the status of projects built within the Costa Verde Specific Plan.

Methodology and Approach

Level of Service Methodology

Street system operating conditions are typically described in terms of Level of Service (LOS). LOS is a qualitative measure of a roadway's operating performance and of the motorists' perception of roadway performance, expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. The City of San Diego considers LOS D to be the minimum performance standard in the study area. LOS on the street system is assessed on two levels: roadway segments and intersections.

Segment LOS Methodology

LOS on roadway segments is measured by assessing the ratio of the 24-hour traffic volume to the roadway design capacity. The significance of a project's traffic impact is measured in terms of the change in volume to capacity (V/C) ratios caused by the addition of project traffic.

TABLE 5.2-1
Costa Verde Development Summary

Lot(s)	Description	Intensity	Status
1,2	North Village	651 DUs	Constructed and Occupied
3,4,5	South Village	606 DUs	Constructed and Occupied
6,7,8	La Jolla Village Towers	333 EDU	Constructed and Occupied
9	Open Space/Park	---	Under Construction
10,11	The Towers at Costa Verde	590 DUs	Constructed and Occupied
12	Hotel	400 Rooms	Not Constructed
13,14	Costa Verde Retail	178 KSF	Constructed and Occupied
---	Remaining Dwelling Units	420	Not Constructed

Intersection LOS Methodology

Intersection LOS is measured in terms of seconds of delay experienced by motorists during the morning and afternoon peak hours. Morning peak hours are between 7:00 AM and 9:00AM, and Afternoon peak hours are between 4:00 PM and 6:00 PM. Peak hour intersection capacity is a key indicator of overall transportation network performance. This is because intersections accommodate a number of conflicting traffic flows (e.g. left turns versus opposing through movements) which traverse the intersection as motorists proceed to their various destinations. If the conflicting flows are not managed efficiently, intersections may create "bottlenecks" which limit mobility throughout the network. On most major thoroughfares, intersection traffic control (e.g. stop signs and traffic signals) is used to ensure safe and efficient movement of vehicles through the intersection. Delays occur as motorists wait for vehicles making a conflicting movement to pass through the intersection. These delays become especially pronounced during peak commuting hours, when the greatest demand is placed on the transportation system. Intersection LOS is based on seconds of delay per vehicle. LOS D is the minimum peak hour performance standard. LOS E and F reflect heavily congested conditions, sometimes described as "operational failure."

Congestion Management Program Arterial Analysis

Implementation of the statewide Congestion Management Program (CMP) in San Diego County requires enhanced CEQA analysis for all facilities comprising the CMP network which are impacted by large projects. A large project is defined as any project which generates at least 2,400 daily trips or 200 peak hour trips. CMP arterials are potentially impacted, and enhanced

capacity analysis is triggered, when the project adds 50 directional peak hour trips to street segments and to freeway mainlines. La Jolla Village Drive is designated as a CMP arterial based on the CMP Update, July 2005.

Ramp Metering Analysis

Ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The ramp metering rates used in the analysis are shown in Table 2-7 of the Traffic Impact Analysis. The rates were computed based on data provided by Caltrans staff. Rates reflect the most constrained ramp meter rates used at each of the locations evaluated. Caltrans ramp meter analysis methods contained in the City of San Diego's Traffic Impact Study Manual were used in conducting the analysis.

Transportation/Circulation Conditions (Existing)

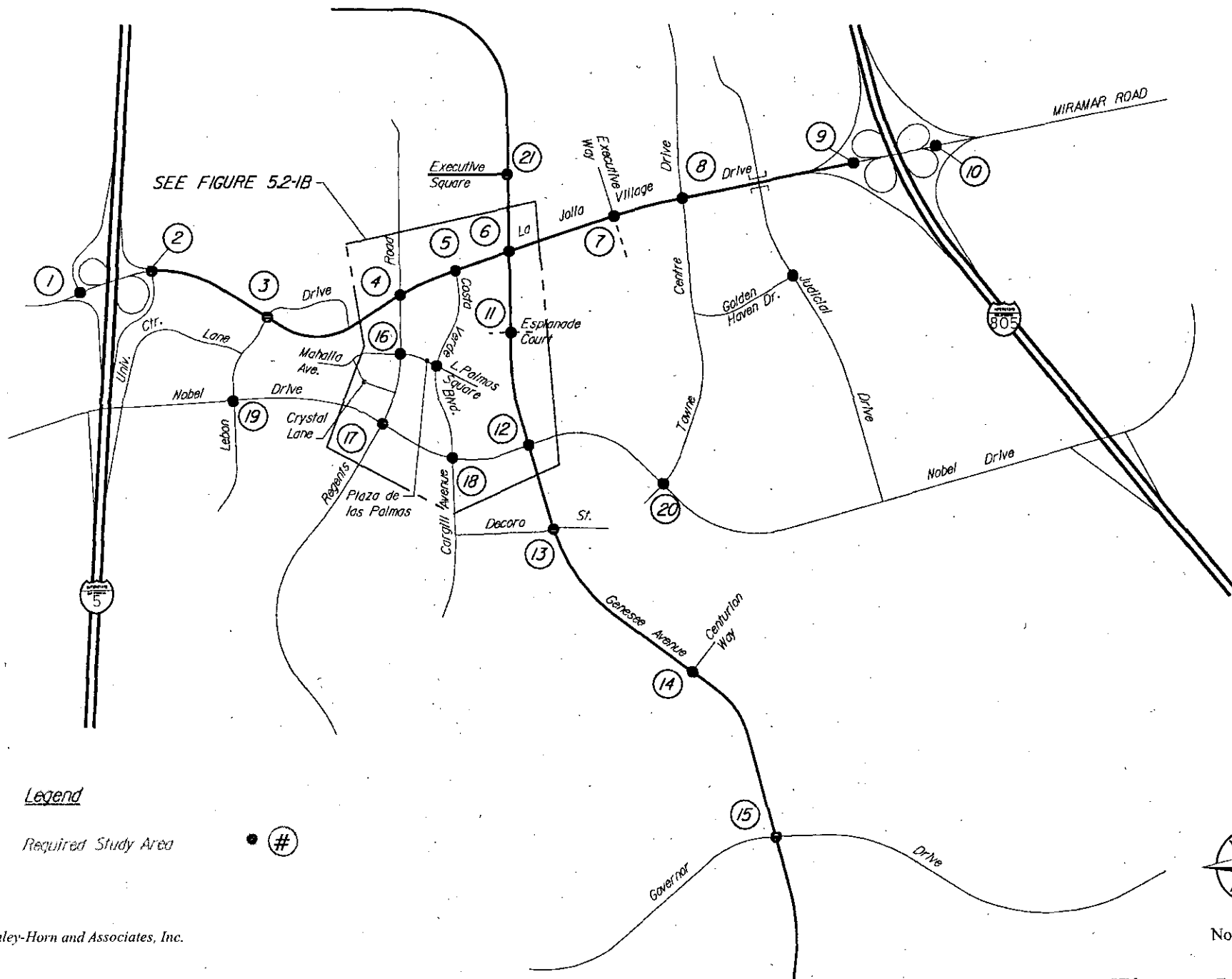
Roadways (Existing)

Figure 5.2-1A and 5.2-1B depict the existing roadway system within the project area. Table 5.2-2 presents a summary of the segment LOS for the existing conditions. The principal roadways in the project study area are described briefly below. Figure 5.2-2 illustrates the ultimate roadway network in accordance with the University City Community Plan.

La Jolla Village Drive/Miramar Road is a six-lane east-west roadway, with some sections providing seven lanes of travel. It is classified as a six-lane Primary Arterial, except between Towne Centre Drive and I-805, where it is an eight-lane Prime Arterial. The roadway begins as La Jolla Village Drive on the west and changes names at the I-805 Interchange to Miramar Road. Traffic is controlled by signals and additional turn lanes are provided at all of the study intersections along the roadway. The posted speed limit ranges from 40 to 50 mph.

Genesee Avenue is generally a north-south, four-lane roadway running from west of I-5 to south of La Jolla Village Drive through the study area. The roadway is classified as a six-lane Primary Arterial from its intersection with I-5 on the north to Regents Road, then changing classification to a six-lane Major Street from Regents Road to Nobel Drive. South of Nobel Drive, it is classified as a six-lane Primary Arterial, but only built to four lanes. According to the Public Facilities Financing Plan (PFFP), widening of Genesee Avenue is scheduled for construction in 2013 pending land acquisition. Furthermore, a study is ongoing to determine whether the roadway widening should continue to be included in the Circulation Element. Traffic is controlled by signals at all of the study intersections located along Genesee Avenue. The roadway provides additional turn lanes at these intersections. The posted speed limit ranges from 40 to 50 miles per hour (mph).

Nobel Drive is an east-west roadway. It is classified as a six-lane Major Arterial, between I-5 and Genesee Avenue, a six-lane Prime Arterial, between Genesee Avenue and I-805, and as a



Legend

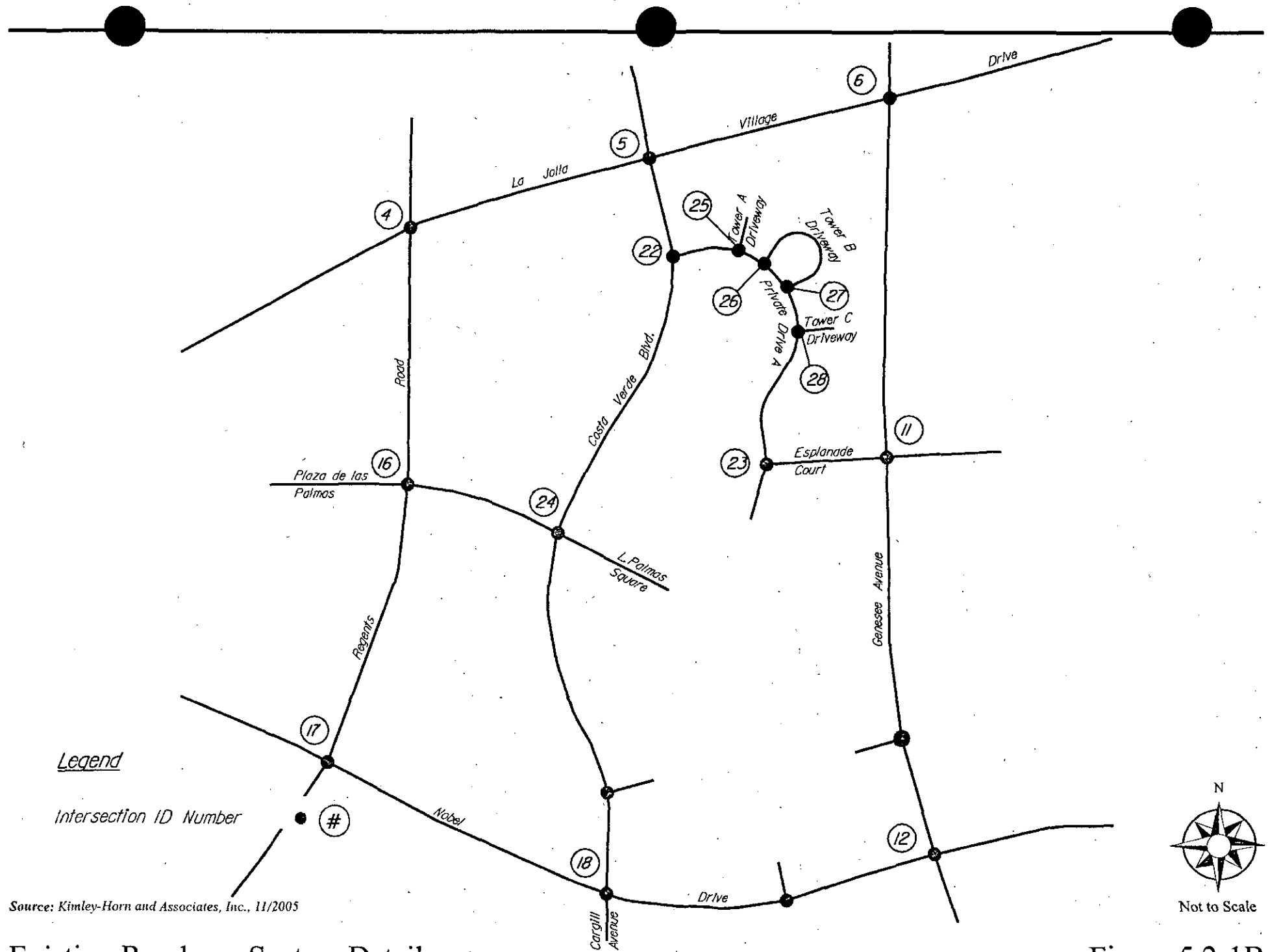
Required Study Area



Source: Kimley-Horn and Associates, Inc.

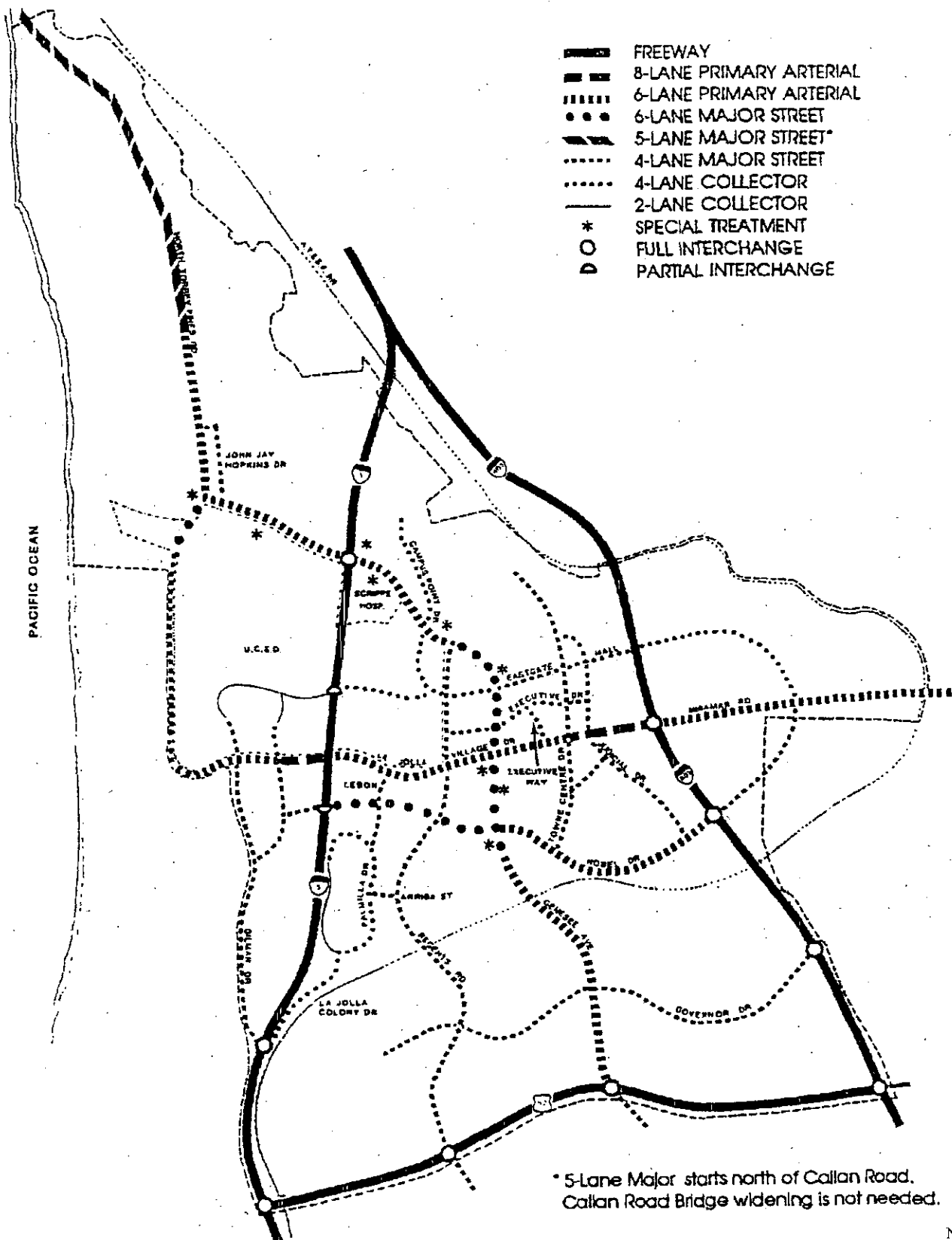
Existing Roadway System

Figure 5-2-1A



Existing Roadway System Detail

Figure 5.2-1B



Source: University City Community Plan , 11/2000



Community Plan Roadway Network _____ Figure 5.2-2

TABLE 5.2-2
Daily Traffic Volumes and Segment Level of Service (Existing)

Roadway Segment	Functional Roadway Classification	LOS E Capacity	Existing		
			ADT	V/C Ratio ¹	LOS
La Jolla Village Dr					
I-5 Ramps - Lebon Dr	6-Lane Prime	60,000	48,258	0.804	C
Lebon Dr - Regents Rd	6-Lane Prime	60,000	48,150	0.803	C
Regents Rd - Costa Verde Blvd	6-Lane Prime	60,000	34,200	0.570	B
Costa Verde Blvd - Genessee Ave	6-Lane Prime	60,000	34,200	0.570	B
Genessee Ave - Executive Way	6-Lane Prime	60,000	48,532	0.809	C
Executive Way - Towne Centre Dr	6-Lane Prime	60,000	46,200	0.770	C
Town Centre Dr - I-805 Ramps	7-Lane Prime	65,000	63,550	0.978	E
Genessee Ave					
Executive Square - La Jolla Village Dr	6-Lane Major	50,000	36,400	0.728	C
La Jolla Village Dr - Esplanade Ct	6-Lane Major	50,000	30,900	0.618	C
Esplanade Ct - Nobel Dr	6-Lane Major	50,000	30,900	0.618	C
Nobel Dr - Decoro St	4-Lane Major	40,000	33,073	0.827	D
Decoro St - Centurion Way	4-Lane Major	40,000	35,700	0.893	E
Centurion Way - Governor Dr	4-Lane Major	40,000	32,300	0.808	D
Nobel Dr					
I-5 Ramps - Lebon Dr	6-Lane Major	50,000	25,750	0.515	B
Lebon Dr - Regents Rd	6-Lane Major	50,000	25,750	0.515	B
Regents Rd - Costa Verde Blvd	6-Lane Major	50,000	28,200	0.564	C
Costa Verde Blvd - Genessee Ave	6-Lane Major	50,000	28,200	0.564	C
Genessee Ave - Towne Centre Dr	4-Lane Major	40,000	17,850	0.446	B
Town Centre Dr - Judicial Dr	6-Lane Prime	60,000	13,200	0.220	A
Judicial Dr - I-805 Ramps	6-Lane Prime	60,000	14,250	0.238	A
Regents Rd					
Executive Dr - La Jolla Village Dr	4-Lane Collector	30,000	16,500	0.550	C
La Jolla Village Dr - Plaza de Palmas	4-Lane Major	40,000	15,900	0.398	B
Plaza de Palmas - Nobel Dr	4-Lane Major	40,000	15,900	0.398	B
Nobel Dr - Berino Ct	4-Lane Major	40,000	15,900	0.398	B
Costa Verde Blvd					
La Jolla Village Dr - Plaza de Palmas	4-Lane Collector	30,000	4,010	0.134	A
Plaza de Palmas - Nobel Dr	4-Lane Major	40,000	7,186	0.180	A
Plaza de Palmas					
Regents Rd - Costa Verde Blvd	2-Lane Collector	10,000	3,969	0.397	C

Notes:

Bold values indicate roadway segments operating at LOS E or F.¹ The V/C Ratio is calculated by dividing the ADT volume by each respective roadway segment capacity.

four-lane Major, east of I-805. All segments are built to these classifications, except the segment between Genesee Avenue and Towne Centre Drive, which is currently built as a 4-lane roadway with a median and turn pockets. It has half-diamond interchanges, to the south, at both I-5 and I-805. All of the study intersections are signalized. The speed limit is posted at 45 mph.

Regents Road is classified as a four-lane Major for its entire length. At the time this project study began, it provided four lanes except for a two-lane section between Genesee Avenue and Executive Drive. Within the project area, Regents Road currently terminates south of Arriba Street. A bridge to connect Regents Road with Governor Drive to the south is included in the UCP Circulation Element but has not been constructed. According to the PFFP, construction of the bridge is scheduled to begin in fiscal year 2009. Furthermore, a study is ongoing to determine whether the bridge should continue to be included in the Circulation Element.

As indicated in Table 5.2-1, all but two of the roadway segments in the vicinity of the proposed project currently operate at an acceptable LOS D or better. La Jolla Village Drive, between Towne Centre Drive and I-805 Ramps, and Genesee Avenue, between Decoro Street and Centurion Way, operate at an unacceptable LOS E.

Intersections (Existing)

Table 5.2-3 shows the existing LOS and delay during the peak hours for 28 intersections located within the vicinity of the proposed project analyzed for all scenarios evaluated in the traffic study. As indicated by the table, all intersections are characterized by acceptable LOS D or better conditions during both the morning and afternoon peak hours, with the following exceptions:

- La Jolla Village Drive/Regents Road (LOS E, PM peak); and
- Genesee Avenue/Governor Drive (LOS E, AM peak).

Congestion Management Program (CMP) Arterials (Existing)

The following CMP arterial operating conditions were determined using a peak hour arterial analysis conducted in conformance with the requirements of the San Diego Regional CMP. Table 5.2-4 presents the arterial LOS for existing conditions.

On La Jolla Village Drive, between the I-5 and I-805 ramps, eastbound traffic currently operates at LOS D during the morning peak hour and LOS E during the afternoon peak hour. The westbound traffic currently operates at LOS D during both morning and afternoon peak hours.

Freeway Segments (Existing)

Table 5.2-5 shows the existing LOS during the peak hours for all scenarios evaluated in the traffic study. As indicated by the table, all freeway segments are operating at LOS E or F, except for the I-5 segment between Genesee Avenue and Gilman Drive during the morning peak hour, and I-805 segment between Mira Mesa Boulevard and Miramar Road during the afternoon peak hour in both directions, which are operating at LOS D.

TABLE 5.2-3
Peak Hour Intersection Level of Service (Existing)

Intersection	Peak Hour	Existing	
		Delay ¹	LOS ²
La Jolla Village Drive/I-5 SB Ramp	AM	14.7	B
	PM	13.0	B
La Jolla Village Drive/I-5 NB Ramp	AM	10.6	B
	PM	11.9	B
La Jolla Village Drive/Lebon Drive	AM	15.8	B
	PM	16.7	B
La Jolla Village Drive/Regents Road ⁶	AM	35.6	D
	PM	59.9	E
La Jolla Village Drive/Costa Verde Boulevard	AM	9.8	A
	PM	10.2	B
La Jolla Village Drive/Genesee Avenue	AM	52.3	D
	PM	37.7	D
La Jolla Village Drive/Executive Way	AM	15.4	B
	PM	21.1	C
La Jolla Village Drive/Towne Center Drive	AM	36.5	D
	PM	44.2	D
La Jolla Village Drive/I-805 SB Ramp	AM	N/A ³	
	PM	N/A ³	
La Jolla Village Drive/I-805 NB Ramp	AM	N/A ³	
	PM	N/A ³	
Genesee Avenue/Esplanade Court	AM	20.2	C
	PM	27.2	C
Genesee Avenue/Nobel Drive	AM	32.1	C
	PM	28.1	C
Genesee Avenue/Decoro Street ⁷	AM	17.6	B
	PM	36.8	D
Genesee Avenue/Centurion Way ⁸	AM	14.8	B
	PM	11.7	B
Genesee Avenue/Governor Drive ⁹	AM	61.9	E
	PM	39.3	D
Regents Road/Plaza de Palmas	AM	11.0	B
	PM	10.2	B
Nobel Drive/Regents Road	AM	23.3	C
	PM	24.8	C
Nobel Drive/Costa Verde Boulevard	AM	19.0	B
	PM	21.3	C
Nobel Drive/Lebon Drive	AM	23.7	C
	PM	26.9	C
Nobel Drive/Towne Center Drive	AM	24.9	C
	PM	18.2	B
Genesee Avenue/Executive Square	AM	15.0	B
	PM	13.9	B
Costa Verde Boulevard/Private Drive A	AM	N/A ⁴	
	PM	N/A ⁴	

TABLE 5.2-3
Peak Hour Intersection Level of Service (Existing)
(Continued)

Intersection	Peak Hour	Existing	
		Delay ¹	LOS ²
Esplanade Court/Private Drive A ¹⁰	AM	N/A ⁴	
	PM	N/A ⁴	
Costa Verde Boulevard/Plaza de las Palmas	AM	N/A ⁴	
	PM	N/A ⁴	
Private Drive A/Tower A Driveway	AM	N/A ⁴	
	PM	N/A ⁴	
Private Drive A/Tower B Exit Driveway	AM	N/A ⁴	
	PM	N/A ⁴	
Private Drive A/Tower B Enter Driveway	AM	N/A ^{4,5}	
	PM	N/A ^{4,5}	
Private Drive A/Tower C Driveway	AM	N/A ⁴	
	PM	N/A ⁴	

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds calculable limit. At intersections at or over capacity, the calculated delay value becomes unreliable.

¹ Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop controlled intersection, delay refers to the worst movement.

² LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 5.0.

³ Was not analyzed under existing conditions due to the existence of free right turn movements. It will be analyzed under all other conditions.

⁴ The project driveways do not exist under baseline conditions and will be created as part of the project. The driveway will be analyzed under all other conditions.

⁵ This project driveway is an enter only driveway, therefore it was not analyzed.

⁶ The intersection of La Jolla Village and Regents Road will operate better under Near Term Baseline Conditions than under Existing Condition due to the addition of the Southbound Right Turn Lane.

⁷ The intersection of Genesee Avenue and Decoro Street will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through Lane.

⁸ The intersection of Genesee Avenue and Centurion Way will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through lane.

⁹ The intersection of Genesee Avenue and Governor Drive will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through Lane.

¹⁰ The intersection of Esplanade Court and Private Drive A will operate better under the Buildout with Regents Road scenario than the Buildout without Regents Road scenario due to the traffic shift produced by the construction of Regents Road.

TABLE 5.2-4
Peak Hour CMP Arterial Level of Service (Existing)

Roadway Segment	Direction	Existing	
		Speed ¹	LOS ²
AM PEAK HOUR			
La Jolla Village Drive			
I-5 Ramps to I-805 Ramps	EB	18.3	D
	WB	18.4	D
PM PEAK HOUR			
La Jolla Village Drive			
I-5 Ramps to I-805 Ramps	EB	16.1 ³	E
	WB	18.5	D

Notes:

Bold values indicated roadway segments operating at LOS E or F.

¹ Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

² The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

³ The EB travel time during the PM peak hour under the existing conditions, appears to be lower than the EB travel time during the PM peak hour under the year 2005 Baseline conditions. It should be noted that the existing scenario analysis assumes the La Jolla Village Drive/I-805 SB ramp to be unsignalized while the 2005 Baseline conditions assumes the intersection to be signalized; therefore, the two results should not be compared.

TABLE 5.2-5
Freeway Level of Service (Existing)

Freeway Segment	Direction	Number of Lanes	Capacity ¹	Existing	
				V/C Ratio	LOS
AM PEAK					
I-5					
Genesee Ave - La Jolla Village Dr	NB	4M	8,000	0.92	D
	SB	4M	8,000	0.92	D
La Jolla Village Dr - Gilman Dr	NB	4M	8,000	0.92	D
	SB	4M	8,000	0.92	D
I-805					
Mira Mesa Blvd - Miramar Rd	NB	4M+1A	9,200	1.00	E
	SB	4M+1A	9,200	1.00	E
Nobel Dr - Governor Dr	NB	4M+1A	9,200	1.12	F
	SB	4M+1A	9,200	1.12	F
PM PEAK					
I-5					
Genesee Ave - La Jolla Village Dr	NB	4M	8,000	1.00	E
	SB	4M	8,000	1.00	E
La Jolla Village Dr - Gilman Dr	NB	4M	8,000	1.00	E
	SB	4M	8,000	1.00	E
I-805					
Mira Mesa Blvd - Miramar Rd	NB	4M+1A	9,200	0.90	D
	SB	4M+1A	9,200	0.90	D
Nobel Dr - Governor Dr	NB	4M+1A	9,200	1.01	F
	SB	4M+1A	9,200	1.01	F

Notes:

Bold values indicate freeway segments operating at LOS E or F.

¹ The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux).

Ramp Metering Analysis (Existing)

Table 5.2-6 shows the ramp metering analysis for the five metered freeway ramps during the morning and afternoon peak hours under Existing Conditions. These ramps represent the locations where the project adds traffic. Using the most restrictive ramp meter rates, the delay at each respective ramp location is in excess of 15 minutes at three of the five locations evaluated:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

TABLE 5.2-6
Freeway Ramp Meter Operations (Existing)

Intersection	On Ramp	Peak Hour	Existing Delay (min)
I-5/La Jolla Village Drive	WB to NB	AM	35.8
		PM	0.0 ¹
I-5/Nobel Drive	WB to SB	AM	0.0 ¹
		PM	3.0
I-805/La Jolla Village Drive/Miramar Road	EB to NB	AM	22.3
		PM	80.4
I-805/La Jolla Village Drive/Miramar Road	EB to SB	AM	0.0 ¹
		PM	6.0 ²
I-805/Nobel Drive	EB to SB	AM	32.1
		PM	20.9

Notes:

Bold values indicate delays in excess of 15 minutes.

¹ The demand is less than the meter rate. As such, computed delay is zero.

² Meter rate did not control traffic flow on day of counts due to freeway traffic congestion. Delay and queues are based on field measurements for this location.

Transit Service (Existing)

Existing public transit in the vicinity of the proposed project consists of several bus routes. The following local and express bus routes have stops that are within walking distance of the project.

La Jolla Village Drive

- Route 30 provides service from Scripps Ranch to Centre City, which stops in Mira Mesa, UTC, UCSD, La Jolla and Pacific Beach.
- Route 41 serves La Jolla, UCSD, UTC, South University City, Clairemont, Linda Vista and Fashion Valley.
- Route 101 provides service between Oceanside and UTC, with service along the Coast Highway. This route serves Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, Northern Torrey Pines and UCSD.
- Route 150 provides express service between UCSD, UTC and Centre City.

Genesee Avenue

- Route 34 provides service to Scripps Hospital, UTC, La Jolla Village Square, La Jolla, Pacific Beach, Midway, Old Town and Centre City.
- Route 310 provides peak hour, express service between UTC and Oceanside, with stops in Carlsbad and Encinitas.

UTC Transit Center

- Route 5 provides service between UTC and the Euclid Trolley Station, with stops in South University City, Clairemont, Old Town and Centre City.
- Route 50 provides express service between UTC, South University City, Clairemont and Centre City.
- Route 921 provides service between Mira Mesa and UTC.
- Route 931 provides service on weekends and holidays between Scripps Ranch, Mira Mesa and UTC.
- Route 960 provides peak hour, express service from UTC to the Euclid Trolley Station with stops in Kearny Mesa and City Heights.

In addition to the above existing routes, MTDB is currently planning for additional transit service within the University City community. The Super Loop system would provide high-level service (10 minute headways) on a loop route serving the North University community. The Super Loop would have stops which would serve the proposed project on Nobel Drive and at UTC. In addition, the Mid Coast Trolley extension is being planned. This route would extend trolley service from the Old Town Station to University City. Various routes are being examined for Light Rail Transit.

5.2.2 IMPACT

Issue 1: Would the proposed project result in an increase in projected traffic that is substantial in relation to the capacity of the street system?

Issue 2: Would the proposed project result in traffic generation in excess of the community and precise plan allocation?

According to the City's Significance Determination Thresholds, traffic/circulation impacts would be significant if the proposed project would cause roadway segment and/or peak-hour intersection operating at LOS E or F to experience one or more of the following:

- Decrease in the LOS from A through D to E or F;
- Delay of two or more seconds at an intersection which is operating at LOS E or F;
- Decrease in speeds along an arterial exceeding 1 mph while operating at LOS E or F;
- Increase in the volume-to-capacity ratio of 0.02 or greater on a roadway segment which is operating at LOS E or F; and/or
- Delay of greater than two minutes per vehicle at ramp meter locations already experiencing delays in excess of 15 minutes and a contribution of more than 20 trips in the peak hour.

Impacts in the near-term condition are considered direct impacts. Impacts in the 2020 condition are considered cumulative impacts.

The major traffic impacts would be generated by long-term trips associated with future residential units. However, short-term increased in traffic would occur from construction workers and truck deliveries during construction periods. These impacts are discussed at the end of this section.

The following discussion of impacts and mitigation is based on the original traffic report from December 2004. The traffic engineer evaluated the horizon year traffic impacts based on 800 units rather than the 1,084 which were assumed in the original Traffic Impact Analysis prepared in December 2004; this addendum is contained in Appendix D. There were no new impacts identified and none of the previously identified impacts were worsened. However, subsequent to approval of the Traffic Impact Analysis, the traffic engineer, applicant, and the City agreed upon a way to partially mitigate freeway ramp metering impacts from the project. Therefore, an addendum discussing ramp mitigation has been attached to the report, dated February 15, 2006.

The analysis which follows is divided into Near-Term (Year 2005) and Buildout (Year 2020). Each of these conditions is subdivided into conditions which would occur without the proposed project as well as with the proposed project. In addition, conditions are analyzed including other future projects as well as the proposed project.

Basis of Impact Analysis

Trip Generation

As indicated earlier, the traffic study was based on a total of 1,084 residential units. Thus, the traffic analysis is based on a total of 6,504 trips. In actuality, the number of trips would be reduced to 4,800 with the proposed reduction to 800 units. Thus, the number of project trips assumed in the analysis overestimates the impacts. The proposed project would generate approximately 4,800 daily trips. Based on the remaining 420 residential units and 400-room hotel, Costa Verde Specific Plan is entitled to develop land uses that would generate 6,532 daily trips. Thus, the project would actually result in 1,732 fewer trips than the approved 1986 Specific Plan. Although the overall trip total would decrease, the number of peak hour trips would increase due to the substitution of residential units for hotel rooms because hotel room traffic is generally off-peak. However, the impact of the entire 6,504 daily trips resulting from the yet to be occupied portion of the complete project is evaluated in this document. The City of San Diego Trip Manual was used to determine trip generation rates.

Road Network

Due to the uncertainty of the implementation of the Circulation Element plan for connecting Regents Road between north and south University City and for widening Genesee Avenue, the traffic analysis estimated the level of service expected in the buildout condition with and without the Regents Road bridge as well as with and without widening Genesee Avenue. This resulted in four different combinations.

Background Traffic

In order to get a more accurate estimate of the traffic volumes in the near-term condition, the traffic analysis identified 13 projects which, while not built, had been approved or have pending applications (Table 5.2-7). With the passage of time since the original traffic study was completed, two new pending projects have been identified (see Section 6.0). However, as illustrated in Table 5.2-7, these new projects do not substantially alter the short-term traffic projection. Even though additional projects have been identified, the University Towne Center development proposal has been scaled back to the point where, even with the two new projects, the overall number of trips generated by the currently-identified list of cumulative projects is 5,804 average daily trips less than assumed by the traffic study. Thus, the results of the traffic study remain applicable because it would over-estimate the anticipated traffic resulting in a worst-case condition.

As indicated in Table 5.2-7, four projects would increase the level of development above that which is allowed under the existing Community Plan. Approval of these projects requires an amendment to the Community Plan to permit the requested increase in development. The three projects which were included in the original traffic study are collectively referred to as the "Plan Amendments". For the sake of completeness, the near-term analysis has been prepared with and without the plan amendments.

TABLE 5.2-7
Cumulative Project Trip Generation Summary

Project Name	Cumulative Project in Traffic Study		Cumulative Project in the EIR		Δ
	Units	Daily Trips	Units ¹	Daily Trips	
1. Nobel Research Park R&D/Corporate Office	766 KSF	6,128	766 KSF	6,128	0
2. La Jolla Commons R&D/Office	490 KSF	3,920	490 KSF	3,920	0
Residential	120 DU	720	120 KU	720	0
Commercial (Hotel)	325 RM	3,250	325 RM	3,250	0
3. La Jolla Crossroads R&D/Office	162 KSF	1,296	162 KSF	1,296	0
Residential	1,500 DU	9,000	1,500 DU	9,000	0
4. Qualcomm/Campus Point R&D/ Office	330 KSF	2,640	330 KSF	2,640	0
5. UCSD R&D/ Office	500 KSF	4,000	500 KSF	4,000	0
6. Eastgate Tech Park Industrial/Business Park	226 KSF	3,613	226 KSF	3,613	0
7. Congregation Beth Israel Religious/Educational	255 ST	765			-765
8. Nexus Center R&D/Office	67 KSF	536	67 KSF	536	0
9. Towne Centre Science Park R&D/Office	190 KSF	1,520	190 KSF	1,520	0
10. Westfield at UTC ² Retail	752 KSF	28,486	750 KSF	258,425	-61
Commercial Office	250 KSF	3,375			-3,375
Residential	750 DU	4,500	250 DU	1,500	-3,000
Hotel	250 RM	3,250			-2,500
11. La Jolla Center III/IV ² Commercial Office	547 KSF	7,388	547 KSF	7,388	0
12. Regency Center ² Retail	75 KSF	3,000	75 KSF	3,000	0
13. Towers at Costa Verde ³ Residential	592 DU	3,552	592 DU	3,552	0
14. Nexus University City Science Center Industrial/Business Park			187 KSF	2,999	+2,999
15. Holiday Court ² Residential			107 DU	642	+642
Retail			6 KSF	256	+256
TOTALS		90,189		84,385	-5,804

Note:

 Δ Change between cumulative project in the Traffic Study and cumulative project in the EIR.¹ KSF = 1,000 Square feet, KU = Dwelling Unit, RM = Room, ST = Students.² Project would require an amendment to the University Community Plan.³ Not listed in TIA cumulative table, but in traffic model and analysis.

Near-Term (Year 2005)

Near-Term without Plan Amendments without Project

Roadways

As indicated in Table 5.2-8, a majority of roadway segments would operate at an acceptable LOS D or better. Six of the segments evaluated would operate at an unacceptable LOS E or F. These segments are:

- La Jolla Village Drive between the I-5 ramps and Lebon Drive (LOS E);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS E);
- La Jolla Village Drive between Towne Centre Way and I-805 Ramps (LOS E);
- Genesee Avenue between Nobel Drive and Decoro Street (LOS E);
- Genesee Avenue between Decoro Street and Centurion Way (LOS E); and
- Genesee Avenue between Centurion Way and Governor Drive (LOS E).

Intersections

As indicated in Table 5.2-9 all intersections would operate at an acceptable LOS D or better during both the morning and afternoon peak hours, with four exceptions. These intersections are:

- La Jolla Village Drive/Genesee Avenue (LOS E, AM peak);
- La Jolla Village Drive/Towne Centre Drive (LOS E, AM and PM peak hour);
- Genesee Avenue/Governor Drive (LOS E, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, PM peak hour).

CMP Arterials

As presented in Table 5.2-10, all segments of La Jolla Village Drive would operate at LOS D during the morning peak in the eastbound direction. All other segments of La Jolla Village Drive would operate at LOS E during the peak hours.

Freeway Segments

As indicated in Table 5.2-11, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F during both peak hours.

TABLE 5.2-8
Daily Traffic Volumes and Level of Service (Year 2005)

Roadway Segment	2005 Baseline		2005 Baseline + Project		2005 Baseline + Plan Amendments		2005 + Plan Amendments + Project	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
La Jolla Village Dr								
I-5 Ramps - Lebon Dr	59,210	E	59,800	E	62,080	F	62,670	F
Lebon Dr - Regents Rd	54,000	D	54,720	D	57,040	E	57,760	E
Regents Rd - Costa Verde Blvd	43,470	C	44,320	C	46,420	C	47,270	C
Costa Verde Blvd - Genessee Ave	43,470	C	43,800	C	46,890	C	47,220	C
Genessee Ave - Executive Way	59,530	E	60,380	F	61,320	F	62,170	F
Executive Way - Towne Centre Dr	51,780	D	52,560	D	54,510	D	55,290	E
Town Centre Dr - I-805 Ramps	67,480	E	68,070	E	72,730	F	73,320	F
Genessee Ave								
Executive Square - La Jolla Village Dr	37,230	C	38,080	C	38,310	C	39,160	C
La Jolla Village Dr - Esplanade Ct	35,170	C	36,730	C	37,970	C	39,530	C
Esplanade Ct - Nobel Dr	35,170	C	36,990	C	39,290	C	41,110	D
Nobel Dr - Decoro St	38,610	E	39,390	E	41,110	F	41,890	F
Decoro St - Centurion Way	38,610	E	39,390	E	41,000	F	41,780	F
Centurion Way - Governor Dr	38,610	E	39,330	E	40,960	F	41,680	F
Nobel Dr								
I-5 Ramps - Lebon Dr	25,750	B	26,470	B	26,970	B	27,690	B
Lebon Dr - Regents Rd	25,750	B	26,600	B	27,550	B	28,400	C
Regents Rd - Costa Verde Blvd	28,200	C	28,590	C	30,410	C	30,800	C
Costa Verde Blvd - Genessee Ave	28,200	C	28,330	C	30,870	C	31,000	C
Genessee Ave - Towne Centre Dr	19,070	B	28,180	B	20,300	B	21,410	C
Town Centre Dr - Judicial Dr	13,770	A	14,490	A	14,380	A	15,100	A
Judicial Dr - I-805 Ramps	31,460	B	32,110	B	32,860	B	33,510	B

TABLE 5.2-8
Daily Traffic Volumes and Level of Service (Year 2005)
(Continued)

Roadway Segment	2005 Baseline		2005 Baseline + Project		2005 Baseline + Plan Amendments		2005 + Plan Amendments + Project	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Regents Rd								
Executive Dr - La Jolla Village Dr	16,500	C	16,630	C	17,090	C	17,220	C
La Jolla Village Dr - Plaza de Palmas	15,900	B	16,750	B	16,580	B	17,430	B
Plaza de Palmas - Nobel Dr	15,900	B	16,550	B	16,120	B	16,770	B
Nobel Dr - Berino Ct	15,900	B	16,100	B	16,360	B	16,560	B
Costa Verde Blvd								
La Jolla Village Dr - Plaza de Palmas	5,220	A	7,500	A	5,370	A	7,650	A
Plaza de Palmas - Nobel Dr	9,980	A	10,500	A	11,310	A	11,830	A
Plaza de Palmas								
Regents Rd - Costa Verde Blvd	3,969	C	5,529	D	4,379	C	5,939	D

Note:

Bold values indicate roadway segments operating at LOS E or F.

TABLE 5.2-9
Peak Hour Intersection Level of Service (Year 2005)

Intersection	2005 Baseline		2005 Baseline Plus Project		2005 Baseline Plus Plan Amendments		2005 Baseline Plus Plan Amendments Plus Project	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
La Jolla Village Drive/I-5 SB Ramp	16.5	B	16.7	B	16.7	B	17.0	B
	23.9	C	24.2	C	23.9	C	25.8	C
La Jolla Village Drive/I-5 NB Ramp	11.3	B	11.4	B	11.6	B	11.6	B
	12.0	B	12.1	B	12.6	B	12.6	B
La Jolla Village Drive/Lebon Drive	22.5	C	22.7	C	23.5	C	23.7	C
	19.9	B	20.6	C	20.5	C	21.0	C
La Jolla Village Drive/Regents Road ⁶	43.4	D	45.4	D	45.0	D	47.5	D
	50.1	D	53.0	D	59.1	E	60.2	E
La Jolla Village Drive/Costa Verde Boulevard	15.6	C	16.5	C	16.8	C	17.9	C
	15.8	C	16.8	C	17.0	C	18.2	C
La Jolla Village Drive/Genesee Avenue	73.8	E	76.0	E	75.4	E	81.0	F
	45.4	D	48.9	D	46.7	D	49.6	D
La Jolla Village Drive/Executive Way	37.8	D	38.5	D	39.8	D	40.3	D
	41.0	D	42.5	D	47.8	D	50.5	D
La Jolla Village Drive/Towne Center Drive	57.6	E	57.9	E	67.3	E	67.9	E
	57.3	E	57.7	E	77.8	E	79.2	E
La Jolla Village Drive/I-805 SB Ramp	26.1	C	26.4	C	35.7	D	35.8	D
	19.4	B	21.9	C	29.4	C	30.7	C
La Jolla Village Drive/I-805 NB Ramp	10.9	B	11.5	B	12.2	B	12.4	B
	11.0	B	12.5	B	11.7	B	12.7	B
Genesee Avenue/Esplanade Court	20.4	C	25.5	C	22.6	C	27.9	C
	33.9	C	46.3	D	41.9	D	54.3	D
Genesee Avenue/Nobel Drive	33.4	C	36.2	D	33.7	C	38.8	D
	29.1	C	29.8	C	31.6	C	32.0	C
Genesee Avenue/Decoro Street ⁷	22.1	C	22.3	C	24.6	C	25.0	C
	37.3	D	38.4	D	42.6	D	43.6	D
Genesee Avenue/Centurion Way ⁸	15.2	B	15.4	B	16.4	B	16.6	B
	11.8	B	12.4	B	13.4	B	15.4	B
Genesee Avenue/Governor Drive ⁹	62.7	E	64.0	E	70.1	E	70.7	E
	50.4	D	50.7	D	56.5	E	56.6	E
Regents Road/Plaza de Palmas	11.8	B	12.7	B	11.9	B	12.7	B
	10.7	B	10.9	B	11.3	B	11.5	B
Nobel Drive/Regents Road	25.5	C	25.5	C	25.6	C	25.7	C
	27.3	C	27.6	C	27.5	C	27.9	C
Nobel Drive/Costa Verde Boulevard	19.0	B	19.0	B	19.8	B	20.3	C
	35.6	D	37.9	D	39.3	D	41.8	D
Nobel Drive/Lebon Drive	23.8	C	23.9	C	23.8	C	24.2	C
	29.7	C	29.7	C	29.9	C	36.8	D
Nobel Drive/Towne Center Drive	25.9	C	26.2	C	26.5	C	26.9	C
	19.3	B	19.6	B	20.0	B	20.3	C
Genesee Avenue/Executive Square	19.6	B	20.9	C	20.9	C	22.3	C
	17.8	B	19.1	B	21.1	C	22.4	C
Costa Verde Boulevard/Private Drive A	11.4	B	15.5	C	11.4	B	15.6	C
	12.4	B	19.0	C	12.6	B	19.4	C
Esplanade Court/Private Drive A ¹⁰	18.5	C	90.5	F	21.4	C	137.3	F
	ECL	F	ECL	F	ECL	F	ECL	F

TABLE 5.2-9
Peak Hour Intersection Level of Service (Year 2005)
(Continued)

Intersection	2005 Baseline		2005 Baseline Plus Project		2005 Baseline Plus Plan Amendments		2005 Baseline Plus Plan Amendments Plus Project	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
Costa Verde Boulevard/Plaza de las Palmas	7.9	A	8.2	A	7.9	A	8.2	A
	15.5	C	19.1	C	15.5	C	19.1	C
Private Drive A/Tower A Driveway	N/A ⁴		12.2	B	N/A ⁴		12.2	B
	N/A ⁴		13.8	B	N/A ⁴		13.8	B
Private Drive A/Tower B Exit Driveway	N/A ⁴		14.6	B	N/A ⁴		14.6	B
	N/A ⁴		14.7	B	N/A ⁴		14.8	B
Private Drive A/Tower B Enter Driveway	N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}	
	N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}	
Private Drive A/Tower C Driveway	N/A ⁴		13.4	B	N/A ⁴		13.4	B
	N/A ⁴		16.4	C	N/A ⁴		16.5	C

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds calculable limit. At intersections at or over capacity, the calculated delay value becomes unreliable.

¹ Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop controlled intersection, delay refers to the worst movement.

² LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 5.0.

³ Was not analyzed under existing conditions due to the existence of free right turns movements. It will be analyzed under all other conditions.

⁴ The project driveways do not exist under baseline conditions and will be created as part of the project. It will be analyzed under all other conditions.

⁵ This project driveway is an enter only driveway, therefore it was not analyzed.

⁶ The intersection of La Jolla Village and Regents Road will operate better under Near Term Baseline Conditions than under Existing Condition due to the addition of the Southbound Right Turn as shown in Figure 3-1 (Intersection Geometries and Traffic Control)

⁷ The intersection of Genesee Avenue and Decoro Street will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through Lane.

⁸ The intersection of Genesee Avenue and Centurion Way will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through Lane.

⁹ The intersection of Genesee Avenue and Governor Drive will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through Lane.

¹⁰ The intersection of Esplanade Court and Private Drive A will operate better under the Buildout with Regents Road scenario than the Buildout without Regents Road scenario due to the traffic shift produced by the construction of Regents Road.

TABLE 5.2-10
Peak Hour CMP Arterial Level of Service (Year 2005)

Roadway Segment	Direction	2005 Baseline		2005 Baseline + Project		2005 Baseline + Plan Amendments		2005 Baseline + Plan Amendments + Project	
		Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²
AM PEAK HOUR									
La Jolla Village Drive									
I-5 Ramps to I-805 Ramps	EB	17.5	D	17.5	D	16.6	E	16.6	E
	WB	13.9	E	13.7	E	12.8	F	12.6	F
PM PEAK HOUR									
La Jolla Village Drive									
I-5 Ramps to I-805 Ramps	EB	16.6 ³	E	16.6	E	14.6	E	14.3	E
	WB	15.5	E	15.0	E	13.4	E	13.4	E

Notes:

Bold values indicate intersections operating at LOS E or F.

¹ Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

² The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

³ The EB travel time during the PM peak hour under the existing conditions, appears to be lower than the EB travel time during the PM peak hour under the year 2005 Baseline conditions. It should be noted that the existing scenario analysis assumes the La Jolla Village Drive/I-805 SB ramp to be unsignalized while the 2005 Baseline conditions assumes the intersection to be signalized; therefore, the two results should not be compared.

TABLE 5.2-11
Freeway Level of Service (Year 2005)

Freeway Segment	Direction	Number of Lanes	Capacity	2005 Baseline		2005 Baseline + Project		2005 Baseline + Plan Amendments		2005 Baseline + Plan Amendments Plus Project	
				V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
AM PEAK											
I-5											
Genesee Ave - La Jolla Village Dr	NB	4M	8,000	1.28	F	1.29	F	1.29	F	1.29	F
	SB	4M	8,000	1.28	F	1.29	F	1.29	F	1.29	F
La Jolla Village Dr - Gilman Dr	NB	4M	8,000	1.12	F	1.12	F	1.13	F	1.13	F
	SB	4M	8,000	1.12	F	1.12	F	1.13	F	1.13	F
I-805											
Mira Mesa Blvd - Miramar Rd	NB	4M+1A	9,200	1.06	F	1.06	F	1.07	F	1.08	F
	SB	4M+1A	9,200	1.06	F	1.06	F	1.07	F	1.08	F
Nobel Dr - Governor Dr	NB	4M+1A	9,200	1.17	F	1.17	F	1.19	F	1.19	F
	SB	4M+1A	9,200	1.17	F	1.17	F	1.19	F	1.19	F
PM PEAK											
I-5											
Genesee Ave - La Jolla Village Dr	NB	4M	8,000	1.34	F	1.34	F	1.34	F	1.34	F
	SB	4M	8,000	1.34	F	1.34	F	1.34	F	1.34	F
La Jolla Village Dr - Gilman Dr	NB	4M	8,000	1.16	F	1.17	F	1.18	F	1.18	F
	SB	4M	8,000	1.16	F	1.17	F	1.18	F	1.18	F
I-805											
Mira Mesa Blvd - Miramar Rd	NB	4M+1A	9,200	0.95	E	0.95	E	0.96	E	0.96	E
	SB	4M+1A	9,200	0.95	E	0.95	E	0.96	E	0.96	E
Nobel Dr - Governor Dr	NB	4M+1A	9,200	1.05	F	1.05	F	1.06	F	1.07	F
	SB	4M+1A	9,200	1.05	F	1.05	F	1.06	F	1.07	F

Notes:

Bold values indicate freeway segments operating at LOS E or F.

¹ The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

Ramp Metering

As indicated in Table 5.2-12, the delay would be in excess of 15 minutes at three of the five locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

TABLE 5.2-12
Freeway Ramp Meter Operations (Year 2005)

Interchange	On Ramp	Peak Hours	2005 Baseline	2005 Baseline Plus Project	2005 Baseline Plus Plan Amendments	2005 Baseline Plus Plan Amendments Plus Project
			Delay (min)	Delay (min)	Delay (min)	Delay (min)
I-5/La Jolla Village Drive	WB to NB	AM	33.3	38.9	34.7	40.2
		PM ¹	0.0	0.0	0.0	0.0
I-5/Nobel Drive	WB to SB	AM	0.0	0.8	0.0	1.5
		PM ¹	5.6	7.2	8.8	10.4
I-805/La Jolla Village Drive/Miramar Road	EB to NB	AM ¹	24.9	27.3	39.8	42.2
		PM ¹	114.8	115.8	119.0	120.0
I-805/La Jolla Village Drive/Miramar Road	EB to SB	AM ¹	14.2	17.1	18.2	19.1
		PM ¹	2.8	4.0	16.5	16.8
I-805/Nobel	EB to SB	AM	126.3	131.4	128.7	133.7
		PM ¹	106.5	108.7	121.6	123.7

Notes:

Bold values indicate delays in excess of 15 minutes.

¹ The project would contribute less than 20 peak hour trips at these ramp metering locations.

 Project traffic results in significant impact because it increases delay by at least two minutes.

Near-Term with Plan Amendments without Project

Roadways

As indicated in Table 5.2-8, a majority of roadway segments would operate at an acceptable LOS D or better. Seven of the segments evaluated would operate at an unacceptable LOS E and F.

These segments are:

- La Jolla Village Drive between the I-5 ramps and Lebon Drive (LOS F);

- La Jolla Village Drive between Lebon Drive and Regents Road (LOS E);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS F);
- La Jolla Village Drive between Towne Centre Drive and I-805 ramps (LOS F);
- Genesee Avenue between Nobel Drive and Decoro Street (LOS F);
- Genesee Avenue between Decoro Street and Centurion Way (LOS F); and
- Genesee Avenue between Centurion Way and Governor Drive (LOS F).

Intersections

As indicated in Table 5.2-9, all intersections would operate at an acceptable LOS D or better during both the morning and afternoon peak hours, with five exceptions. These intersections are:

- La Jolla Village Drive/Regents Road (LOS E, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS E, AM peak hour);
- La Jolla Village Drive/Towne Centre Drive (LOS E, AM and PM peak hour);
- Genesee Avenue/Governor Drive (LOS E, AM and PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, PM peak hour).

CMP Arterials

As depicted in Table 5.2-10, westbound direction of La Jolla Village Drive during the morning peak would be characterized by LOS F. All other segments in either direction would be characterized by LOS E.

Freeway Segments

As indicated in Table 5.2-11, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F or worse during both peak hours.

Ramp Metering

As indicated in Table 5.2-12, the delay would be in excess of 15 minutes at four of the five locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to SB (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Near-Term (Year 2005) with Project

Roadways

As illustrated in Table 5.2-8, the proposed project would not have a significant impact on local roadways. Although roadways would operate at an unacceptable level of service, they would operate at these levels without the project. Significance thresholds applicable to roadways already operating at LOS E or F would not be exceeded.

Intersections

As illustrated in Table 5.2-9, the proposed project would have a significant impact on the following intersections:

- La Jolla Village Drive/Genesee Avenue (LOS E, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As illustrated in Table 5.2-10, with the addition of project-related traffic in the near-term, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As illustrated in Table 5.2-11, all freeway segments as in the without project scenario would be characterized by congested LOS E or worse conditions during both peak hours with or without the project. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. The addition of project traffic would not have a significant impact.

Ramp Metering

As illustrated in Table 5.2-12, the following four ramp metering locations which are already experiencing delays in excess of 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM peak hour);
- I-805/La Jolla Village Drive EB to SB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Near-Term with Plan Amendments with Project

Roadways

As illustrated in Table 5.2-8, none of the roadway segments would be significantly impacted by the addition of project traffic beyond the unacceptable levels of service already occurring

without project traffic. Significance thresholds applicable to roadways already operating at LOS E or F would not be exceeded.

Intersections

Table 5.2-9 indicates project traffic would have a significant impact on the following two intersections:

- La Jolla Village Drive/Genesee Avenue (LOS E, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As shown on Table 5.2-10, with the addition of project-related traffic in the near-term, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As indicated in Table 5.2-11, all freeway segments as in the without project scenario would be characterized by congested LOS E or worse conditions during both peak hours. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. The additional project traffic would not cause a significant impact.

Ramp Metering

As indicated in Table 5.2-12, the following three ramp metering locations already experiencing delays in excess of 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020)

Long-Term (Year 2020) with Regents Road and Genesee Avenue Widening without Project

Roadways

As indicated in Table 5.2-13, a majority of roadway segments would operate at an acceptable LOS D or better. Two of the segments evaluated would operate at an unacceptable LOS E, and three segments would operate at an unacceptable LOS F. These segments are:

- La Jolla Village Drive between the I-5 ramps and Lebon Drive (LOS F);

TABLE 5.2-13
Daily Traffic Volumes and Segment Level of Service (Year 2020)

Roadway Segment	2020 Baseline With Regents Rd		2020 Baseline with Regents Rd + Project		2020 Baseline With Regents Rd + Plan Amendments		2020 Baseline With Regents Rd + Plan Amendments + Project		2020 Baseline Without Regents Rd		2020 Baseline Without Regents Rd Plus Project		2020 Baseline Without Regents Rd Plus Plan Amendments		2020 Baseline Without Regents Rd Plus Plan Amendments Plus Project	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
La Jolla Village Dr																
I-5 Ramps - Lebon Dr	62,400	F	62,990	F	66,390	F	66,980	F	61,500	F	62,090	F	63,190	F	63,780	F
Lebon Dr - Regents Rd	57,300	E	58,020	E	61,580	F	62,300	F	49,400	C	50,120	D	51,380	D	52,100	D
Regents Rd - Costa Verde Blvd	47,830	C	48,680	C	52,560	D	53,410	D	48,330	C	49,180	C	49,840	C	50,690	D
Costa Verde Blvd - Genesee Ave	47,830	C	48,160	C	52,630	D	52,960	D	48,330	C	48,660	C	49,910	C	50,240	D
Genesee Ave - Executive Way	63,250	F	64,100	F	66,170	F	67,020	F	63,250	F	64,100	F	65,020	F	65,870	F
Executive Way - Towne Centre Dr	55,930	E	56,710	E	60,090	F	60,870	F	58,530	E	59,310	E	60,160	F	60,940	F
Town Centre Dr - I-805 Ramps	74,050	F	74,640	F	82,230	F	82,820	F	77,050	F	77,640	F	78,780	F	79,370	F
Genesee Ave																
Executive Square - La Jolla Village Dr	38,860	C	39,710	C	40,530	D	41,380	D	38,860	C	39,710	C	40,070	D	40,920	D
La Jolla Village Dr - Esplanade Ct	36,630	C	38,190	C	40,210	D	41,770	D	31,930	C	33,490	C	32,980	C	34,540	C
Esplanade Ct - Nobel Dr	36,630	C	38,450	C	38,170	C	39,990	C	31,930	C	33,750	C	33,240	C	35,060	C
Nobel Dr - Decoro St	41,330	D	42,110	D	44,840	D	45,620	E	40,930	F	41,710	F	41,910	F	42,690	F
Decoro St - Centurion Way	41,330	D	42,110	D	44,660	D	45,440	E	40,930	F	41,710	F	41,840	F	42,620	F
Centurion Way - Governor Dr	41,330	D	42,050	D	44,620	D	45,340	E	40,930	F	41,650	F	41,800	F	42,520	F

TABLE 5.2-13
Daily Traffic Volumes and Segment Level of Service (Year 2020)
(Continued)

Roadway Segment	2020 Baseline With Regents Rd		2020 Baseline with Regents Rd + Project		2020 Baseline With Regents Rd + Plan Amendments		2020 Baseline With Regents Rd + Plan Amendments + Project		2020 Baseline Without Regents Rd		2020 Baseline Without Regents Rd Plus Project		2020 Baseline Without Regents Rd Plus Plan Amendments		2020 Baseline Without Regents Rd Plus Plan Amendments Plus Project	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Nobel Dr																
I-5 Ramps - Lebon Dr	25,750	B	26,470	B	27,900	B	28,620	C	26,630	B	27,350	B	26,210	B	26,930	B
Lebon Dr - Regents Rd	25,750	B	26,600	B	27,950	B	28,800	C	26,270	B	27,120	B	25,900	B	26,750	B
Regents Rd - Costa Verde Blvd	28,200	C	28,590	C	31,010	C	31,400	C	31,600	C	31,990	C	31,840	C	32,230	C
Costa Verde Blvd - Genessee Ave	28,200	C	28,330	C	31,340	C	31,470	C	31,600	C	31,730	C	32,170	C	32,300	C
Genessee Ave - Towne Centre Dr	27,220	B	28,330	B	32,720	B	33,830	B	31,740	B	32,850	B	31,070	B	32,180	B
Town Centre Dr - Judicial Dr	15,190	A	15,910	A	16,970	A	17,690	A	16,920	A	17,640	A	16,460	A	17,180	A
Judicial Dr - I-805 Ramps	34,340	B	34,990	B	37,260	C	37,910	C	37,180	C	37,830	C	36,750	C	37,400	C
Regents Rd																
Executive Dr - La Jolla Village Dr	17,020	C	17,150	C	17,740	C	17,870	C	17,000	C	17,130	C	16,940	C	17,070	C
La Jolla Village Dr - Plaza de Palmas	19,390	B	20,240	B	21,000	B	21,850	C	17,000	B	17,850	B	16,480	B	17,330	B
Plaza de Palmas - Nobel Dr	19,590	B	20,240	B	20,870	B	21,520	C	17,000	B	17,650	B	16,350	B	17,000	B
Nobel Dr - Berino Ct	20,180	B	20,380	B	21,390	C	21,590	C	16,820	B	17,020	B	16,690	B	16,890	B
Costa Verde Blvd																
La Jolla Village Dr - Plaza de Palmas	5,820	A	8,100	A	5,970	A	8,250	A	4,620	A	6,900	A	2,490	A	4,770	A
Plaza de Palmas - Nobel Dr	8,820	A	8,800	A	11,910	A	12,430	A	7,186	A	7,706	A	8,000	A	8,520	A
Plaza de Palmas																
Regents Rd - Costa Verde Blvd	4,440	C	6,000	D	4,860	C	6,410	D	4,440	C	6,000	D	3,290	C	4,850	C

Bold values indicate roadway segments operating at LOS E or F.

- La Jolla Village Drive between Lebon Drive and Regents Road (LOS E);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS F);
- La Jolla Village Drive between Executive Way and Towne Centre Drive (LOS E); and
- La Jolla Village Drive between Towne Centre Drive and I-805 ramps (LOS F).

Intersections

Table 5.2-14 shows that under long-term conditions with Regents Road and Genesee Avenue Widening and without the project, six intersections would operate at an unacceptable LOS E or worse during peak hours. The intersections that would not meet an acceptable LOS D or better include:

- La Jolla Village Drive/Regents Road (LOS E, AM peak/LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour);
- La Jolla Village Drive/Executive Way (LOS E, AM and PM peak hour);
- La Jolla Village Drive/Towne Centre Drive (LOS F, AM peak/LOS E, PM peak hour);
- Genesee Avenue/Governor Drive (LOS E, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, PM peak hour).

CMP Arterials

As depicted in Table 5.2-15, all segments of La Jolla Village Drive would be characterized by LOS E conditions in the eastbound direction during both peak hours and LOS F conditions in the westbound direction during both peak hours.

Freeway Segments

As indicated in Table 5.2-16, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F or worse during both peak hours.

Ramp Metering

As indicated in Table 5.2-17, the delay would be in excess of 15 minutes at four of the five locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

TABLE 5.2-14
Peak Hour Intersection Level of Service (Year 2020)

Intersection	2020 Baseline With Regents Rd		2020 Baseline Plus Project With Regents Rd		2020 Baseline Plus Plan Amendments With Regents Rd		2020 Baseline Plus Plan Amendments With Regents Rd Plus Project		2020 Baseline Without Regents Rd		2020 Baseline Plus Project Without Regents Rd		2020 Baseline Plus Plan Amendments Without Regents Rd		2020 Baseline Plus Plan Amendments without Regents Rd Plus Project	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
La Jolla Village Drive/I-5 SB Ramp	37.1	D	42.8	D	38.5	D	41.5	D	39.2	D	39.8	D	42.8	D	43.5	D
	43.1	D	43.1	D	47.2	D	47.5	D	43.1	D	43.1	D	47.2	D	47.9	D
La Jolla Village Drive/I-5 NB Ramp	12.4	B	12.9	B	12.5	B	15.7	B	12.9	B	12.9	B	13.8	B	13.8	B
	16.3	B	19.9	B	21.5	C	22.9	C	14.6	B	16.4	B	21.3	C	22.3	C
La Jolla Village Drive	28.4	C	28.6	C	30.0	C	30.5	C	28.4	C	28.6	C	30.0	C	30.4	C
	22.5	C	22.8	C	25.2	C	25.5	C	22.5	C	22.8	C	25.2	C	25.5	C
La Jolla Village Drive/Lebon Drive	71.4	E	74.4	E	76.9	E	79.7	E	64.2	E	66.1	E	69.2	E	71.5	E
	81.2	F	82.5	F	106.8	F	109.4	F	84.6	F	85.2	F	106.2	F	109.2	F
La Jolla Village Drive/Regents Road ⁶	16.2	C	17.2	C	19.2	C	20.8	C	15.3	C	16.2	C	17.9	C	19.2	C
	17.4	C	18.7	C	19.9	C	21.6	C	17.5	C	18.8	C	20.0	C	21.7	C
La Jolla Village Drive/Costa Verde Boulevard	97.0	F	100.5	F	108.2	F	113.0	F	113.2	F	120.2	F	122.6	F	127.7	F
	53.6	D	56.9	E	56.5	E	60.1	E	51.6	D	54.3	D	67.2	E	70.2	E
La Jolla Village Drive/Genesee Avenue	74.2	E	76.1	E	83.1	F	83.9	F	74.2	E	76.0	E	83.1	F	83.9	F
	58.7	E	60.5	E	74.5	E	75.0	E	58.7	E	60.3	E	74.5	E	75.9	E
La Jolla Village Drive/Executive Way	119.2	F	119.5	F	129.3	F	130.1	F	119.2	F	119.8	F	129.3	F	130.1	F
	71.5	E	72.4	E	94.7	F	95.9	F	71.5	E	72.4	E	94.7	F	95.9	F
La Jolla Village Drive/Towne Center Drive	39.3	D	42.3	D	62.9	E	63.3	E	39.3	D	42.3	D	63.1	E	63.7	E
	28.1	C	29.5	C	38.3	D	40.2	D	27.6	C	29.4	C	36.6	D	39.9	D
La Jolla Village Drive/I- 805 SB Ramp	14.3	B	14.6	B	16.6	B	17.1	B	14.3	B	16.4	B	16.8	B	17.1	B
	12.1	B	13.5	B	13.3	B	14.4	B	12.0	B	12.5	B	17.6	B	18.5	B
La Jolla Village Drive/I- 805 NB Ramp	31.8	C	38.2	D	38.9	D	46.6	D	38.6	D	46.7	D	49.3	D	60.0	E
	34.6	C	43.5	D	43.6	D	56.1	E	37.7	D	54.9	D	59.8	E	86.6	F
Genesee Avenue/Esplande Court	36.7	D	37.0	D	36.7	D	42.7	D	37.3	D	38.5	D	39.6	D	48.4	D
	40.7	D	41.1	D	52.5	D	53.9	D	54.7	D	55.7	E	70.3	E	72.0	E
Genesee Avenue/Nobel Drive	15.1	B	15.1	B	15.5	B	15.6	B	50.0	D	50.6	D	85.8	F	86.8	F
	20.9	C	21.0	C	21.6	C	21.7	C	82.6	F	83.7	F	99.6	F	100.5	F
Genesee Avenue/Decoro Street ⁷	15.9	B	16.1	B	17.1	B	19.0	B	124.1	F	124.1	F	141.4	F	141.4	F
	7.0	A	7.1	A	8.3	A	8.5	A	33.5	C	33.5	C	49.4	D	50.6	D
Genesee Avenue/Centurion Way ⁸	74.5	E	74.7	E	84.4	F	84.7	F	117.5	F	117.8	F	127.0	F	128.0	F
	32.2	C	32.6	C	34.3	C	34.7	C	51.1	D	51.9	D	60.3	E	61.2	E
Genesee Avenue/Governor Drive ⁹	12.3	B	12.9	B	12.4	B	13.2	B	12.3	B	12.9	B	12.4	B	13.2	B
	11.8	B	12.1	B	13.5	B	13.7	B	11.8	B	12.1	B	13.5	B	13.7	B
Regents Road/Plaza de Palmas	33.0	C	33.4	C	34.0	C	34.8	C	29.4	C	29.6	C	29.7	C	30.3	C
	38.7	D	39.7	D	47.9	D	49.4	D	31.3	C	33.1	C	35.5	D	36.8	D
Nobel Drive/Costa Verde Boulevard	19.6	B	19.8	B	20.9	C	21.0	C	19.6	B	19.8	B	19.8	B	20.7	C
	38.6	D	48.1	D	39.0	D	42.1	D	38.6	D	43.8	D	39.0	D	41.7	D
Nobel Drive/Lebon Drive	24.5	C	24.6	C	30.3	C	30.3	C	24.5	C	24.7	C	25.4	C	25.5	C
	29.7	C	37.4	D	37.2	D	38.6	D	30.7	C	37.4	D	37.2	D	37.2	D

TABLE 5.2-14
Peak Hour Intersection Level of Service (Year 2020)
(Continued)

Intersection	2020 Baseline With Regents Rd		2020 Baseline Plus Project With Regents Rd		2020 Baseline Plus Plan Amendments With Regents Rd		2020 Baseline Plus Plan Amendments With Regents Rd Plus Project		2020 Baseline Without Regents Rd		2020 Baseline Plus Project Without Regents Rd		2020 Baseline Plus Plan Amendments Without Regents Rd		2020 Baseline Plus Plan Amendments without Regents Rd Plus Project	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
Nobel Drive/Towne Center Drive	39.8	D	42.1	D	44.1	D	46.4	D	39.8	D	42.0	D	44.1	D	46.2	D
Genesee Avenue/Executive Square	22.4	C	22.9	C	23.6	C	24.4	C	22.4	C	23.0	C	23.6	C	24.2	C
	20.2	C	21.4	C	22.3	C	23.8	C	20.2	C	21.4	C	22.3	C	23.5	C
	21.3	C	23.3	C	27.0	C	30.2	C	21.3	C	23.2	C	27.0	C	30.1	C
Costa Verde Boulevard/Private Drive A	12.0	B	17.7	C	12.0	B	17.7	C	12.0	B	17.4	C	12.0	B	17.5	C
	13.9	B	24.3	C	14.0	B	25.1	D	13.9	B	24.0	C	14.0	B	24.8	C
Esplande Court/Private Drive A ¹⁰	18.5	C	87.6	F	21.4	C	133.3	F	18.5	C	90.5	F	21.4	C	137.3	F
	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F
Costa Verde Boulevard/Plaza de las Palmas	7.9	A	8.2	A	7.9	A	8.2	A	7.9	A	8.2	A	7.9	A	8.2	A
	16.7	C	21.0	C	16.7	C	21.0	C	16.7	C	21.3	C	16.7	C	21.3	C
Private Drive A/Tower A Driveway	N/A ⁴		12.2	B	N/A ⁴		12.2	B	N/A ⁴		12.2	B	N/A ⁴		12.2	B
	N/A ⁴		13.8	B	N/A ⁴		13.8	B	N/A ⁴		13.8	B	N/A ⁴		13.8	B
Private Drive A/Tower B Exit Driveway	N/A ⁴		13.7	B	N/A ⁴		13.7	B	N/A ⁴		13.7	B	N/A ⁴		13.7	B
	N/A ⁴		14.7	B	N/A ⁴		14.8	B	N/A ⁴		14.7	B	N/A ⁴		14.8	B
Private Drive A/Tower B Enter Driveway	N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}	
	N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}		N/A ^{4,5}	
Private Drive A/Tower C Driveway	N/A ⁴		12.7	B	N/A ⁴		12.8	B	N/A ⁴		12.7	B	N/A ⁴		12.8	B
	N/A ⁴		16.4	C	N/A ⁴		16.5	C	N/A ⁴		16.4	C	N/A ⁴		16.5	C

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds calculable limit. At intersections at or over capacity, the calculated delay value becomes unreliable.

¹ Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop controlled intersection, delay refers to the worst movement.

² LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 5.0.

³ Was not analyzed under existing conditions due to the existence of free right turns movements. It will be analyzed under all other conditions.

⁴ The project driveways do not exist under baseline conditions and will be created as part of the project. It will be analyzed under all other conditions.

⁵ This project driveway is an enter only driveway, therefore it was not analyzed.

⁶ The intersection of La Jolla Village and Regents Road will operate better under Near Term Baseline Conditions than under Existing Condition due to the addition of the Southbound Right Turn as shown in Figure 3.1-3 of Appendix D (Intersection Geometrics and Traffic Control).

⁷ The intersection of Genesee Avenue and Decoro Street will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through lane Figure 3-1.3 (Intersection Geometrics and Traffic Control).

⁸ The intersection of Genesee Avenue and Centurion Way will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through lane Figure 3-1.3 (Intersection Geometrics and Traffic Control).

⁹ The intersection of Genesee Avenue and Governor Drive will operate better under Buildout Baseline Conditions than under Near Term Baseline Conditions due to the addition of the Southbound Through and Northbound Through lane Figure 3-1.3 (Intersection Geometrics and Traffic Control).

¹⁰ The intersection of Esplande Court and Private Drive A will operate better under the Buildout with Regents Road scenario than the Buildout without Regents Road scenario due to the traffic shift produced by the construction of Regents Road.

 Project traffic results in significant impact (increase intersection delay by two seconds or more).

TABLE 5.2-15
Peak Hour CMP Arterial Level of Service (Year 2020)

Roadway Segment	Direction	2020 Baseline with Regents Road		2020 Baseline + Project with Regents Road		2020 Baseline + Plan Amendments with Regents Road		2020 Baseline with Regents Road + Plan Amendments + Project		2020 Baseline without Regents Road		2020 Baseline +Project without Regents Road		2020 Baseline Plan Amendments Without Regents Road		2020 Baseline without Regents Road + Plan Amendments + Project	
		Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²	Speed ¹	LOS ²
AM PEAK HOUR																	
La Jolla Village Drive																	
I-5 Ramps to I-805 Ramps	EB	16.1	E	16.0	E	14.6	E	14.1	E	16.5	E	15.7	E	15.0	E	14.8	E
	WB	9.3	F	9.1	F	8.3	F	8.1	F	9.6	F	9.3	F	8.5	F	8.4	F
PM PEAK HOUR																	
La Jolla Village Drive																	
I-5 Ramps to I-805 Ramps	EB	15.8	E	15.8	E	12.9	E	12.8	F	14.9	E	14.9	E	13.2	F	12.8	F
	WB	10.4	F	10.2	F	8.6	F	8.3	F	10.0	F	9.4	F	8.5	F	8.4	F

Notes:

Bold values indicate roadway segments operating at LOS E or F.

¹ Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

² The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

TABLE 5.2-16
Freeway Level of Service (Year 2020)

Freeway Segment	Direction	2020 Baseline With Regents Rd		2020 Baseline With Regents Rd + Project		2020 Baseline With Regents Rd + Plan Amendments		2020 Baseline With Regents Rd With Plan Amendments + Project		2020 Baseline Without Regents Rd		2020 Baseline Without Regents Rd + Project		2020 Baseline Without Regents Rd + Plan Amendments		2020 Baseline Without Regents Rd With Plan Amendments + Project	
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
AM PEAK																	
I-5																	
Genesee Ave - La Jolla Village Dr	NB	1.29	F	1.49	F	1.49	F	1.50	F	1.49	F	1.49	F	1.50	F	1.50	F
	SB	1.29	F	1.49	F	1.49	F	1.50	F	1.49	F	1.49	F	1.50	F	1.50	F
La Jolla Village Dr - Gilman Dr	NB	1.13	F	1.26	F	1.27	F	1.29	F	1.26	F	1.27	F	1.28	F	1.28	F
	SB	1.13	F	1.26	F	1.27	F	1.29	F	1.26	F	1.27	F	1.28	F	1.28	F
I-805																	
Mira Mesa Blvd - Miramar Rd	NB	1.08	F	1.08	F	1.08	F	1.10	F	1.08	F	1.08	F	1.10	F	1.10	F
	SB	1.08	F	1.08	F	1.08	F	1.10	F	1.08	F	1.08	F	1.10	F	1.10	F
Nobel Dr - Governor Dr	NB	1.19	F	1.29	F	1.29	F	1.32	F	1.29	F	1.29	F	1.31	F	1.32	F
	SB	1.19	F	1.29	F	1.29	F	1.32	F	1.29	F	1.29	F	1.31	F	1.32	F
PM PEAK																	
I-5																	
Genesee Ave - La Jolla Village Dr	NB	1.34	F	1.55	F	1.55	F	1.56	F	1.55	F	1.55	F	1.56	F	1.56	F
	SB	1.34	F	1.55	F	1.55	F	1.56	F	1.55	F	1.55	F	1.56	F	1.56	F
La Jolla Village Dr - Gilman Dr	NB	1.18	F	1.31	F	1.32	F	1.34	F	1.31	F	1.32	F	1.33	F	1.34	F
	SB	1.18	F	1.31	F	1.32	F	1.34	F	1.31	F	1.32	F	1.33	F	1.34	F
I-805																	
Mira Mesa Blvd - Miramar Rd	NB	0.96	E	0.96	E	0.97	E	0.99	E	0.96	E	0.97	E	0.98	E	0.98	E
	SB	0.96	E	0.96	E	0.97	E	0.99	E	0.96	E	0.97	E	0.98	E	0.98	E
Nobel Dr - Governor Dr	NB	1.07	F	1.15	F	1.16	F	1.18	F	1.15	F	1.16	F	1.18	F	1.18	F
	SB	1.07	F	1.15	F	1.16	F	1.18	F	1.15	F	1.16	F	1.18	F	1.18	F

Notes:

Bold values indicate freeway segments operating at LOS E or F.

TABLE 5.2-17
Freeway Ramp Meter Operations (Year 2020)

INTERCHANGE	ON RAMP	PEAK HOURS	2020 BASELINE WITH REGENTS ROAD	2020 BASELINE + PROJECT WITH REGENTS ROAD	2020 BASELINE + PLAN AMENDMENTS WITH REGENTS ROAD	2020 BASELINE + PLAN AMENDMENTS PLUS PROJECT WITH REGENTS ROAD	2020 BASELINE WITHOUT REGENTS ROAD	2020 BASELINE + PROJECT WITHOUT REGENTS ROAD	2020 BASELINE WITHOUT REGENTS ROAD + PLAN AMENDMENTS	2020 BASELINE WITHOUT REGENTS ROAD + PLAN AMENDMENTS + PROJECT
			DELAY (MIN)	DELAY (MIN)	DELAY (MIN)	DELAY (MIN)	DELAY (MIN)	DELAY (MIN)	DELAY (MIN)	DELAY (MIN)
I-5/La Jolla Village Drive	WB to NB	AM	46.8	49.5	49.9	52.5	47.2	52.7	50.2	55.7
		PM ¹	0.0	0.0	3.6	4.8	2.5	4.8	13.6	16.0
I-5/Nobel Drive	WB to SB	AM	30.4	34.2	33.2	37.0	31.7	35.4	34.5	38.2
		PM ¹	50.3	51.9	58.8	60.4	58.6	60.2	67.1	68.7
I-805/La Jolla Village Drive/Miramar Road	EB to NB	AM ¹	39.8	42.1	47.3	49.6	45.1	47.4	51.0	54.9
		PM ¹	103.0	104.0	134.6	135.6	134.2	135.2	165.8	166.8
I-805/La Jolla Village Drive/Miramar Road	EB to SB	AM ¹	14.6	17.1	21.5	22.4	14.6	16.3	19.8	21.6
		PM ¹	1.2	2.3	20.1	20.4	1.7	2.4	19.9	20.2
I-805/Nobel	EB to SB	AM	283.0	288.0	288.7	293.8	286.4	291.5	292.2	297.2
		PM ¹	226.5	228.7	255.0	257.2	254.7	256.9	283.2	285.3

Notes:

Bold values indicate delays in excess of 15 minutes.

¹ The project would contribute less than 20 peak hour trips at these ramp metering locations.

 Project traffic results in significant cumulative impact because it increases delay by at least two minutes.

Long-Term (Year 2020) with Regents Road and Genesee Avenue Widening with Plan Amendments without Project

Roadways

As indicated in Table 5.2-13, a majority of roadway segments would operate at an acceptable LOS D or better. Five of the segments evaluated would operate at an unacceptable LOS F. These segments are:

- La Jolla Village Drive between the I-5 ramps and Lebon Drive (LOS F);
- La Jolla Village Drive between Lebon Drive and Regents Road (LOS F);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS F);
- La Jolla Village Drive between Executive Way and Towne Centre Drive (LOS F); and
- La Jolla Village Drive between Towne Centre Drive and I-805 ramps (LOS F).

Intersections

Table 5.2-14 shows that under long-term conditions with Regents Road and Genesee Avenue Widening and with the traffic associated with the Plan Amendments, seven intersections would operate at an unacceptable LOS E or worse during peak hours. The intersections that would not meet an acceptable LOS D or better include:

- La Jolla Village Drive/Regents Road (LOS E, AM peak/LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak/LOS E, PM peak hour);
- La Jolla Village Drive/Executive Way (LOS F, AM peak/LOS E, PM peak hour);
- La Jolla Village Drive/Towne Centre Drive (LOS F, AM and PM peak hour);
- La Jolla Village Drive/I-805 SB Ramp (LOS E, AM peak hour);
- Genesee Avenue/Governor Drive (LOS F, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, PM peak hour).

CMP Arterials

As depicted in Table 5.2-15, all segments of La Jolla Village Drive in the eastbound direction during the morning peak would be characterized by LOS E. The westbound direction during the morning peak and both directions during the afternoon peak would operate at LOS F.

Freeway Segments

As indicated in Table 5.2-16, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F or worse during both peak hours.

Ramp Metering

As indicated in Table 5.2-17, the delay would be in excess of 15 minutes at all 5 locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to SB (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020) with Regents Road and Genesee Avenue Widening with Project

Roadways

Table 5.2-13 indicates that project traffic would not have a significant impact on study area roadways. None of the increases in volume to capacity ratios would exceed the 0.02 significance criteria.

Intersections

Table 5.2-14 indicates project traffic would have a significant impact on the following three intersections:

- La Jolla Village Drive/Regents Road (LOS E, AM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour and LOS E, PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As shown on Table 5.2-15, with the addition of project-related traffic in the long-term condition with the completion of Regents Road and Genesee Avenue Widening, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel with or without the project. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As indicated in Table 5.2-16, all freeway segments would be characterized by congested LOS E or worse conditions during both peak hours with or without the project. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. Therefore, the project would not have a significant impact on freeways.

Ramp Metering

As indicated in Table 5.2-17, all five ramp metering locations experiencing delays in excess of 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to SB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020) with Regents Road and Genesee Avenue Widening with Plan Amendments with Project

Roadways

Table 5.2-13 indicates that no roadway segments would be impacted by project traffic. None of the increases in volume to capacity ratios would exceed the 0.02 significance criteria.

Intersections

Table 5.2-14 indicates project traffic would have a significant impact on the following four intersections:

- La Jolla Village Drive/Regents Road (LOS E, AM peak hour and LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM and LOS E, PM peak hour);
- Genesee Avenue/Esplanade Court (LOS E PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As shown on Table 5.2-15, with the addition of project-related traffic in the long-term condition with the completion of Regents Road and Genesee Avenue Widening and traffic associated from the Plan Amendments, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As indicated in Table 5.2-16, all freeway segments as in the without project scenario would be characterized by congested LOS E or worse conditions during both peak hours. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. Therefore, the project would not have a significant impact on freeways.

Ramp Metering

As indicated in Table 5.2-17, the following four ramp metering locations experiencing delays in excess of 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (2020) without Regents Road and Genesee Avenue Widening without Project

Roadways

With this scenario, a majority of the roadway segments would be characterized by acceptable LOS D or better, as shown in Table 5.2-13. The following seven roadway segments are characterized by unacceptable LOS E or LOS F:

- La Jolla Village Drive between I-5 ramps and Lebon Drive (LOS F);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS F);
- La Jolla Village Drive between Executive Way and Towne Centre Drive (LOS E);
- La Jolla Village Drive between Towne Centre Drive and I-805 ramps (LOS F);
- Genesee Avenue between Nobel Drive and Decoro Street (LOS F);
- Genesee Avenue between Decoro Street and Centurion Way (LOS F); and
- Genesee Avenue between Centurion Way and Governor Drive (LOS F).

Intersections

Table 5.2-14 shows that under long-term conditions without Regents Road and Genesee Avenue Widening and without the project, eight intersections would operate at an unacceptable LOS E or worse during peak hours. The intersections that would not meet an acceptable LOS D or better include:

- La Jolla Village Drive/Regents Road (LOS E, AM peak/LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour);
- La Jolla Village Drive/Executive Way (LOS E, AM and PM peak hour);
- La Jolla Village Drive/Towne Centre Drive (LOS F, AM peak/LOS E, PM peak hour);
- Genesee Avenue/Decoro Street (LOS F, PM peak hour);

- Genesee Avenue/Centurion Way (LOS F, AM peak hour);
- Genesee Avenue/Governor Drive (LOS F, AM peak hour); and
- Esplanade Court/Private Drive A (LOS F, PM peak hour).

CMP Arterials

As depicted in Table 5.2-15, all segments of La Jolla Village Drive in the eastbound direction during both peak hours would be characterized by LOS E. The westbound direction during peak hours would operate at LOS F.

Freeway Segments

As indicated in Table 5.2-16, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F or worse during both peak hours.

Ramp Metering

As indicated in Table 5.2-17, the delay would be in excess of 15 minutes at four of the five locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020) without Regents Road and Genesee Avenue Widening with Plan Amendments without Project

Roadways

As indicated in Table 5.2-13, a majority of roadway segments would operate at an acceptable LOS D or better. Seven of the segments evaluated would operate at an unacceptable LOS F. These segments are:

- La Jolla Village Drive between the I-5 ramps and Lebon Drive (LOS F);
- La Jolla Village Drive between Genesee Avenue and Executive Way (LOS F);
- La Jolla Village Drive between Executive Way and Towne Centre Drive (LOS F);
- La Jolla Village Drive between Towne Centre Drive and I-805 ramps (LOS F);
- Genesee Avenue between Nobel Drive and Decoro Street (LOS F);
- Genesee Avenue between Decoro Street and Centurion Way (LOS F); and
- Genesee Avenue between Centurion Way and Governor Drive (LOS F).

Intersections

Table 5.2-14 shows that under long-term conditions with Regents Road and with the traffic associated with the Plan Amendments, eleven intersections would operate at an unacceptable LOS E or worse during peak hours. The intersections that would not meet an acceptable LOS D or better include:

- La Jolla Village Drive/Regents Road (LOS E, AM peak/LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak/LOS E, PM peak hour);
- La Jolla Village Drive/Executive Way (LOS F, AM peak/LOS E, PM peak hour);
- La Jolla Village Drive/Towne Centre Drive (LOS F, AM peak/LOS E, PM peak hour);
- La Jolla Village Drive/ I-805 SB Ramp (LOS E, AM peak hour);
- Genesee Avenue/Esplanade Court (LOS E, PM peak hour);
- Genesee Avenue/Nobel Drive (LOS E, PM peak hour);
- Genesee Avenue/Decoro Street (LOS F, AM and PM peak hour);
- Genesee Avenue/Centurion Way (LOS F, AM peak hour);
- Genesee Avenue/Governor Drive (LOS F, AM peak/LOS E, PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As depicted in Table 5.2-15, all segments of La Jolla Village Drive in the eastbound direction during the morning peak would be characterized by LOS E. The westbound direction during the morning peak and both directions during the afternoon peak would operate at LOS F.

Freeway Segments

As indicated in Table 5.2-16, the freeway segment of I-805 between Mira Mesa Boulevard and Miramar Road would operate at LOS E in both directions during the afternoon peak hour. All other segments of I-5 and I-805 would operate at LOS F or worse during both peak hours.

Ramp Metering

As indicated in Table 5.2-17, the delay would be in excess of 15 minutes at all 5 locations evaluated using the most restrictive ramp meter rates:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to NB loop on ramp (AM and PM peak hour);
- I-805/La Jolla Village Drive EB to SB (AM and PM peak hour); and

- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020) without Regents Road and Genesee Avenue Widening with Project

Roadways

Table 5.2-13 indicates that the addition of project traffic would not have a significant impact on local roadway segments. None of the increases in volume to capacity ratios would exceed the 0.02 significance criteria.

Intersections

Table 5.2-14 indicates that project-related traffic would significantly impact the following two intersections:

- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour); and
- Esplanade Drive/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As shown on Table 5.2-15, with the addition of project-related traffic in the long-term without the completion of Regents Road, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As indicated in Table 5.2-16, all freeway segments as in the without project scenario would be characterized by congested LOS E or worse conditions during both peak hours. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. Therefore, the project would not have a significant impact on freeways.

Ramp Metering

As indicated in Table 5.2-17, the following four ramp metering locations which already would experience a delay of over 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Long-Term (Year 2020) without Regents Road and Genesee Avenue Widening with Plan Amendments with Project

Roadways

Table 5.2-13 indicates that none of the local roadway segments would be significantly impacted with the addition of project traffic. None of the increases in volume to capacity ratios would exceed the 0.02 significance criteria.

Intersections

Table 5.2-14 indicates that project traffic would have a significant impact on the following four intersections:

- La Jolla Village Drive/Regents Road (LOS E, AM and LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM and LOS E, PM peak hour);
- Genesee Avenue/Esplanade Court (LOS E, AM and LOS F, PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

CMP Arterials

As shown on Table 5.2-15, with the addition of project-related traffic in the long-term condition with the completion of Regents Road and traffic associated from the Plan Amendments, all segments of La Jolla Village Drive would remain at the same LOS during both peak hours in both directions of travel. Significance thresholds applicable to arterials already operating at LOS E or F would not be exceeded.

Freeway Segments

As indicated in Table 5.2-16, all freeway segments as in the without project scenario would be characterized by congested LOS E or worse conditions during both peak hours. Significance thresholds applicable to freeway segments already operating at LOS E or F would not be exceeded. Therefore, the project would not have a significant impact on freeways.

Ramp Metering

As indicated in Table 5.2-17, the following four ramp metering locations which would experience delays in excess of 15 minutes would also have a delay exceeding the two-minute threshold with the addition of project traffic:

- I-5/La Jolla Village Drive WB to NB (AM and PM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Construction Traffic

Estimating the amount, distribution and duration of construction traffic is difficult. The origin of delivery trucks and construction workers cannot be forecast with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered. However, the following assumptions have been made to evaluate potential construction traffic.

Construction of the project is expected to take between 5-12 years with each tower taking between two and three years to complete. Each tower would include an excavation phase which would involve exporting dirt offsite over approximately a three-month period. Assuming a total daily excavation of up to 2,000 cubic yards a day and a truck capacity of 18 cy, the export of material could generate up to 111 truck round trips (222 ADT) per day. A passenger-car equivalent (PCE) factor of 1.7 was applied to the truck trips, which converted the truck traffic into automobile traffic. Also, 20 construction workers would be assumed for the excavation with each construction worker making up to three trips per day, resulting in 60 trips. The total traffic associated with the excavation phase would be approximately 437 ADT.

For traffic related to the construction phase, the applicant estimates that up to 80 construction workers may be present on a single day and each construction worker making up to three trips per day. Also, up to 10 deliveries could be made to the site each day. The total traffic associated with the construction phase would be approximately 274 ADT. The total traffic related to both the excavation and construction phase would be 711 ADT.

Construction traffic through the UCP area would primarily travel La Jolla Village Drive taking access off either I-805 or I-5. The majority of the truck trips would occur between the hours of 8:30 am and 3:30 pm due to the fact that the City does not typically allow traffic control outside of these hours. However, on some days, specific construction activities may necessitate truck deliveries before 8:30 am. For example, the amount of concrete and the need for a continuous "pour" would likely require longer hours of delivery during construction of the subterranean parking. However, in general, construction truck trips would occur outside of peak commute hours.

While construction traffic would contribute to congestion, the impact would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within the overall traffic volumes. In addition, standard requirements, from the City of San Diego Regional Standard Drawings, imposed by the City through construction traffic control plans include limiting traffic control to time periods which would not overlap with peak commuter traffic.

5.2.3 SIGNIFICANCE OF IMPACT

Implementation of the project would have direct and cumulative impacts on intersections as well as freeway ramps within the University City area. As illustrated in Table 5.2-18, two intersections would be significantly impacted in the near-term (year 2005) condition. A total of four intersections would be impacted in the buildout (year 2020) condition.

TABLE 5.2-18
Significant Project Traffic Impacts by Scenario and AM/PM

SIGNIFICANT IMPACT	SCENARIO					
	NEAR TERM (2005)		LONG-TERM (2020)			
	WITHOUT PLAN AMENDMENTS	WITH PLAN AMENDMENTS	WITHOUT PLAN AMENDMENTS	WITH PLAN AMENDMENTS	WITHOUT PLAN AMENDMENTS	WITH PLAN AMENDMENTS
	WITHOUT REGENTS ROAD BRIDGE AND GENESEE AVENUE WIDENING		WITH REGENTS ROAD BRIDGE AND GENESEE AVENUE WIDENING		WITHOUT REGENTS ROAD BRIDGE AND GENESEE AVENUE WIDENING	
Intersections						
La Jolla Village Drive/Regents Road			AM	AM/PM		AM/PM
La Jolla Village Drive/Genesee Avenue	AM	AM	AM/PM	AM/PM	AM	AM/PM
Genesee Avenue/Esplande Court				AM/PM		AM/PM
Esplanade Court/Private Drive A	AM/PM	AM/PM	AM/PM	AM/PM	AM/PM	AM/PM
Freeway Ramp Meters						
I-5/La Jolla Village Drive WB to NB	AM	AM	AM	AM	AM	AM/PM
I-5/Nobel Drive WB to SB			AM	AM	AM	AM
I-805/La Jolla Village Dr./Miramar Rd. EB to NB	AM	AM	AM	AM	AM	AM
I-805/La Jolla Village Dr./Miramar Rd. EB to SB	AM		AM			
I-805/Nobel Drive EB to SB	AM/PM	AM/PM	AM/PM	AM/PM	AM/PM	AM/PM

With respect to freeway ramps, a total of four ramps would be impacted by the project in the near-term (year 2005). A total of four ramps would be significantly impacted in the buildout (year 2020) condition assuming completion of Regents Road and Genesee Avenue Widening with the plan amendments.

While construction traffic would contribute to congestion, the impact would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within the overall traffic volumes. In addition, standard requirements, from the City of San Diego Regional Standard Drawings, would be imposed by the City through construction traffic control plans including limiting traffic control to time periods which would not overlap with peak commuter traffic.

5.2.4 MITIGATION, MONITORING, AND REPORTING

Construction of intersection improvements identified in Table 5.2-19 would reduce project impacts to below a level of significance. As illustrated in Table 5.2-19, the mitigation required of the project would be dependent upon the status of Regents Road and Genesee Avenue Widening. As identified in Table 5.2-19, different improvements would be required if Regents Road and Genesee Avenue Widening are not completed pursuant to the Community Plan. Construction of freeway ramp metering improvements or payment to the City identified in Table 5.2-19 would reduce project freeway ramp impacts but would not reduce ramp meter impacts to below a level of significance.

Mitigation Measure 5.2-1: Prior to the issuance of the first building permit (exclusive of a building permit to construct a foundation for the parking garage for the first and second towers), the developer shall construct or otherwise assure, by permit and bond, all intersection improvements as identified in Table 5.2-19.

Mitigation Measure 5.2-2: Prior to the issuance of the first building permit (exclusive of a building permit to construct a foundation for the parking garage for the first and second towers), the developer shall assure, by permit and bond, construction or a fair share payment for freeway ramp meter improvements identified in Table 5.2-19.

No mitigation would be required for project impacts on roadway segments, CMP arterials, or freeway segments as no significant impacts would be related to the proposed project.

5.2.5 IMPACT

Issue 3: Would the proposed project result in an increased demand for offsite parking?

According to the City's Significance Determination Thresholds, parking impacts may be significant if the proposed project would:

- Increase the demand for offsite parking.

TABLE 5.2-19
Traffic Mitigation Measures

Facility	Improvement				Applicant Responsibility
	With Regents Road and With Genesee Avenue Widening (In/In)	With Regents Road and Without Genesee Avenue Widening (In/Out)	Without Regents Road and With Genesee Avenue Widening (Out/In)	Without Regents Road and Without Genesee Widening (Out/Out)	
Year 2005					
Intersections					
La Jolla Village Dr./Regents Rd.	N/A ¹				
La Jolla Village Dr./Genesee Ave.	Add a second WB RT lane	Add a second WB RT lane	Add a second WB RT lane	Add a second WB RT lane	Construct ²
Genesee Ave./Esplanade Ct.	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Construct ²
Private Drive A/Esplanade Ct.	Construct a roundabout	Construct a roundabout	Construct a roundabout	Construct a roundabout	Construct ²
Freeway Ramp Meters ⁴					
I-805/Nobel Dr. EB to SB Ramp	Same mitigation as shown below for the Year 2020				
I-5/La Jolla Village Dr. WB to NB Ramp	Same mitigation as shown below for the Year 2020				
Year 2020					
Intersections					
La Jolla Village Dr./Regents Rd.	Add a WB RT lane	Add a WB RT lane	N/A ⁵		Construct ²
La Jolla Village Dr./Genesee Ave.	Add a NB RT lane	Add a NB RT lane	Add a NB RT lane	Add a NB RT lane	Construct ²¹
Genesee Ave./Esplanade Ct.	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Reconfigure EB approach only to include dual LT lanes and a separate RT lane ³	Construct ²
Private Drive A/Esplanade Ct.	Construct a roundabout	Construct a roundabout	Construct a roundabout	Construct a roundabout	Construct ²
Freeway Ramp Meters ⁴					
I-805/Nobel Dr. EB to SB Ramp	Construct a 1,000 foot EB RT storage lane along Nobel Dr.	Construct a 1,000 foot EB RT storage lane along Nobel Dr.	Construct a 1,000 foot EB RT storage lane along Nobel Dr.	Construct a 1,000 foot EB RT storage lane along Nobel Dr.	Construct ²
I-5/La Jolla Village Dr. WB to NB Ramp	Contribute \$384,000 towards improvement projects along I-5	Contribute \$384,000 towards improvement projects along I-5	Contribute \$384,000 towards improvement projects along I-5	Contribute \$384,000 towards improvement projects along I-5	Fair Share Contribution

Source: Kimley Horn, 2006

¹ No improvement is required since this intersection was not significantly impacted by the project.

² Prior to the issuance of the first building permit (exclusive of a building permit to construct a foundation for the parking garage for the first and second towers), the developer shall construct or otherwise assure, by permit and bond each respective improvement.

³ The improvement is considered to be Option 2 as described in Table 12-3 of the approved Monte Verde Traffic Study, December 6, 2004.

⁴ As indicated in the letter from KHA dated February 15, 2006 in Appendix D of the EIR, the freeway ramp mitigation requirements are based on the current proposal to construct 800 units rather than the 1,084 units which were originally proposed. Thus, not all of the four ramps originally identified as impacted by the 1,084 units require mitigation.

⁵ No improvement is required since this intersection did not experience a significant impact in the Without Regents Road scenarios.

The project would be constructed with seven levels of subterranean parking under each building. A total of 1,852 spaces would be provided for the 800 residential units as indicated in Appendix D. The project would provide 2.3 spaces per unit, which takes into account the Parking Impact Overlay Zone (Table 5.2-20). The proposed project would provide parking at or above the level required by the City of San Diego Municipal Code.

Under a private agreement between Monte Verde and ~~Trophy's Restaurant~~ the Costa Verde Shopping Center, the Monte Verde site is required to provide 139 parking spaces for the ~~restaurant~~ shopping center. These spaces currently exist as surface parking in the location of the proposed Tower D. A total of 139 parking spaces would be provided in Tower D for use by ~~restaurant~~ shopping center patrons and would be in addition to the total number of residential parking spaces for Tower D. Parking spaces dedicated to the ~~restaurant~~ shopping center would be located on two parking levels which would be accessed from Private Drive A, south of Tower D. These parking levels would not be connected to the residential parking for Tower D. During construction of Towers A and B, the 139 parking spaces provided for ~~Trophy's restaurant~~ shopping center parking would remain at its present location; during construction of Towers C and D, temporary parking for ~~Trophy's restaurant~~ shopping center would be provided onsite within Tower B or within a Costa Verde Specific Plan residential building.

5.2.6 SIGNIFICANCE OF IMPACT

The project provides adequate parking, and no significant parking deficiencies are anticipated.

5.2.7 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.2.8 IMPACT

Issue 4: Would the proposed project conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks, transit supporting facilities, pedestrian access)?

According to the City's Significance Determination Thresholds, traffic/circulation impacts may be significant if the proposed project would:

- Conflict with existing or planned alternative transportation methods.

Residents of the proposed project would have numerous mode choice options for work, shopping and other types of trips. Section 5.2.1 lists the existing local and express bus routes have stops that are within walking distance of the project. The project would provide a total of 556 bicycle parking spaces. In addition, the applicant would construct a pedestrian bridge over La Jolla Village Drive and upgrade the existing pedestrian bridge over Genesee Avenue, thereby enhancing and promoting pedestrian access.

TABLE 5.2-20
Monte Verde Parking Analysis

BUILDING AND UNIT TYPE	TOTAL UNITS	REQUIRED PARKING		PARKING PROVIDED
		BASIC ¹	WITH PARKING IMPACT OVERLAY ZONE ²	
Tower A				
1 Bedroom	51	77	89	
2 Bedrooms	74	148	167	
3 Bedrooms	53	119	133	
Sub Total Tower A	178	344	388	388
Tower B				
1 Bedroom	127	191	222	
2 Bedrooms	122	244	275	
3 Bedrooms	25	56	63	
Sub Total Tower B	274	491	559	559
Tower C				
1 Bedroom	65	98	114	
2 Bedrooms	84	168	189	
3 Bedrooms	48	108	120	
Sub Total Tower C	197	374	423	423
Tower D				
1 Bedroom	31	47	54	
2 Bedrooms	47	94	106	
3 Bedrooms	73	164	183	
Sub Total Tower D	151	305	343	343
Trophy's Costa Verde Shopping Center (at Tower D) ³		139	139	139
Project Total	800	1,652	1,852	1,852

¹ The Municipal Code basic parking requires a minimum of 1.5 spaces for each 1 bedroom unit, 2 spaces for every 2 bedroom unit and 2.25 spaces for every 3 or 4 bedroom unit.

² The Parking Impact Overlay Zone requires a minimum of 200 extra spaces (minimum rate of 1.75 spaces for each one bedroom unit, 2.25 spaces for every two bedroom unit and 2.5 spaces for every three or four bedroom unit).

³ Lot 12 is required to provide 139 spaces for the Trophy's restaurant Costa Verde Shopping Center per a previous agreement. These spaces are currently surface parking.

5.2.9 SIGNIFICANCE OF IMPACT

The project provides bicycle parking spaces and ample pedestrian access, and would not interfere with other methods of alternative transportation. Therefore, no significant impacts to alternative transportation would occur.

5.2.10 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.2.11 IMPACT

Issue 5: Would the proposed project result in an increase in traffic hazards to motor vehicles, bicycles or pedestrians?

According to the City's Significance Determination Thresholds, traffic hazards may be significant if the project would:

- Cause traffic hazards to motor vehicles, bicycles or pedestrians.

As discussed the Section 3.2.4, the project applicant is responsible for constructing a handicapped-accessible pedestrian bridge over La Jolla Village Drive. This pedestrian bridge along with the existing pedestrian bridge over Genesee Avenue would provide for safer pedestrian access for project residents and non-residents. Although the project would increase the traffic, it would not increase traffic hazards to motor vehicles, bicycles or pedestrians. All roadway improvements and pedestrian walkways would be constructed to industry standards, which include motor vehicle, bicycle and pedestrian safety requirements.

5.2.12 SIGNIFICANCE OF IMPACT

The project would provide ample pedestrian access, and not cause hazards to bicycles or motor vehicles. Therefore, no significant impacts would occur.

5.2.13 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.2.14 IMPACT

Issue 6: Would the proposed project result in alterations to present circulation movements including effects on existing public access to parks or other open space?

According to the City's Significance Determination Thresholds, traffic/circulation impacts may be significant if the project would:

- Alter existing circulation movements.

The project would not alter the present circulation movement and would not impact existing public access to parks or other open space. Construction for the offsite sewer improvement would disturb a portion of a major bike and hiking trail within Rose Canyon in the short-term. However, the trail would not be completely obstructed because a temporary detour or flag person would be used when necessary to maintain access for public recreational use. Temporary loss of use would not occur; therefore, construction impacts on park access in Rose Canyon would not be significant. After construction, the trail would be restored to its original condition, therefore no long-term impact would occur.

5.2.15 SIGNIFICANCE OF IMPACT

The project would not have an impact on existing circulation movements.

5.2.16 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.2.17 IMPACT

Issue 7: What direct and/or cumulative traffic impacts would the proposed project have on the existing and planned community and regional circulation networks?

As indicated in Issue 1, the project would have direct and cumulative impacts on the local and regional circulation network.

5.2.18 SIGNIFICANCE OF IMPACT

As indicated in Issue 1, the project would have significant near-term, direct and long-term, cumulative impacts on local intersections and metered freeway onramps.

5.2.19 MITIGATION, MONITORING, AND REPORTING

Implementation of improvements required by Mitigation Measure 5.2-1 would reduce near-term, direct as well as long-term cumulative impacts on intersections to below a level of significance. Although mitigation required by Mitigation Measure 5.2-2 would reduce impacts to nearby freeway ramps, it would not be below a level of significance. Therefore, impacts to nearby freeway ramps would remain significant and not fully mitigated.

5.3 VISUAL EFFECTS/NEIGHBORHOOD CHARACTER

5.3.1 EXISTING CONDITIONS

Onsite Land Use

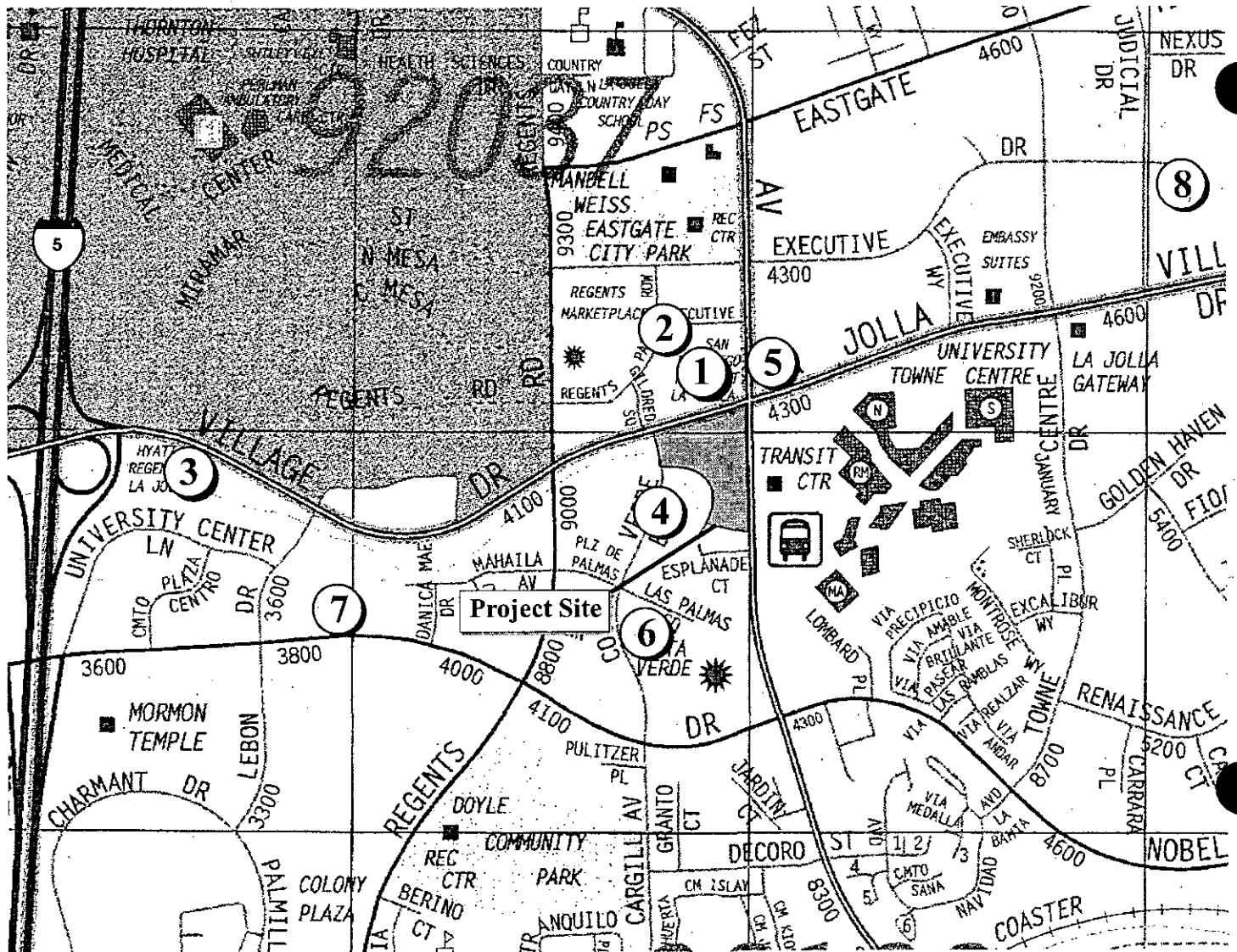
The development site is currently undeveloped. The southerly portion of the property is used as a surface parking lot for Trophy's restaurant. The northerly portion is used for construction staging including construction trailers, worker parking, and equipment and materials storage (Figure 2.2-1). A landscaped berm occurs along the northerly and easterly perimeters of the property. This berm screens views of most of the site from La Jolla Village Drive and Genesee Avenue.

Offsite Land Use

As discussed in Section 2.3 of this EIR and illustrated in Figure 2.2-1, existing development and major transportation corridors surround the site. North of the proposed site, across La Jolla Village Drive, are the Regents Park office buildings. To the northwest is the Marriott Hotel, and to the northeast are a bank and the Wells Fargo office building. The office buildings to the north generally range between 150 and 260 feet tall. The tallest building is the Wells Fargo Building (260 feet) which is located at the northeast corner of Genesee Drive and Executive Drive. The Marriott Hotel is 167 feet tall. The Pacific Mercantile Bank to the north of the Marriott Hotel is 205 feet tall; the City National Bank Building is 150 feet tall. Figure 5.3-1 illustrates all surrounding existing and approved buildings over 15 stories. It should be noted that commercial floor heights are generally 12 feet and residential floor heights are generally 10 feet.

To the east of the site, across Genesee Avenue, is the UTC shopping center. A retail/commercial shopping center and restaurants, which are part of the Costa Verde Specific Plan, are located south of the project site. Southwest of the project site are the Towers at Costa Verde residential buildings and an open space park. Further southwest are the La Jolla Village Senior Towers which are 198 feet tall and South Village multi-family residential developments. To the west lies the North Village multi-family residential development.

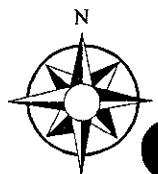
The sewer upgrade would occur predominantly within the pavement of Genesee Avenue until just north of the railroad tracks in Rose Canyon where it would leave the road and travel west through an undeveloped tributary to Rose Canyon before heading south under the railroad tracks to connect with an existing sewer interceptor which runs through the floor of Rose Canyon. North of the tracks, the sewer line would be located within the alignment of an existing dirt road used by SDG&E to maintain power lines.



LEGEND

Development Name	Development Type	Height
① Marriott	Hotel	15 Stories
② La Jolla Executive Tower	Office	16 Stories
③ Hyatt Regency	Hotel	16 Stories
④ Towers at Costa Verde	Apartments	16 Stories
⑤ Wells Fargo	Bank	17 Stories
⑥ Classic Residence by Hyatt	Senior Residential and Care Center	20 Stories
⑦ Pacific Regent La Jolla	Retirement	21 Stories
⑧ La Jolla Commons*	Condominiums	32 Stories

* Project Approved by City but construction not completed



Not to Scale

Source: ProjectDesign Consultants, 7/2005

Base Map Source: Thomas Bros Maps, 2005

Surrounding Building Heights

(For Approved Buildings 15 Stories and Over)

Figure 5.3-1

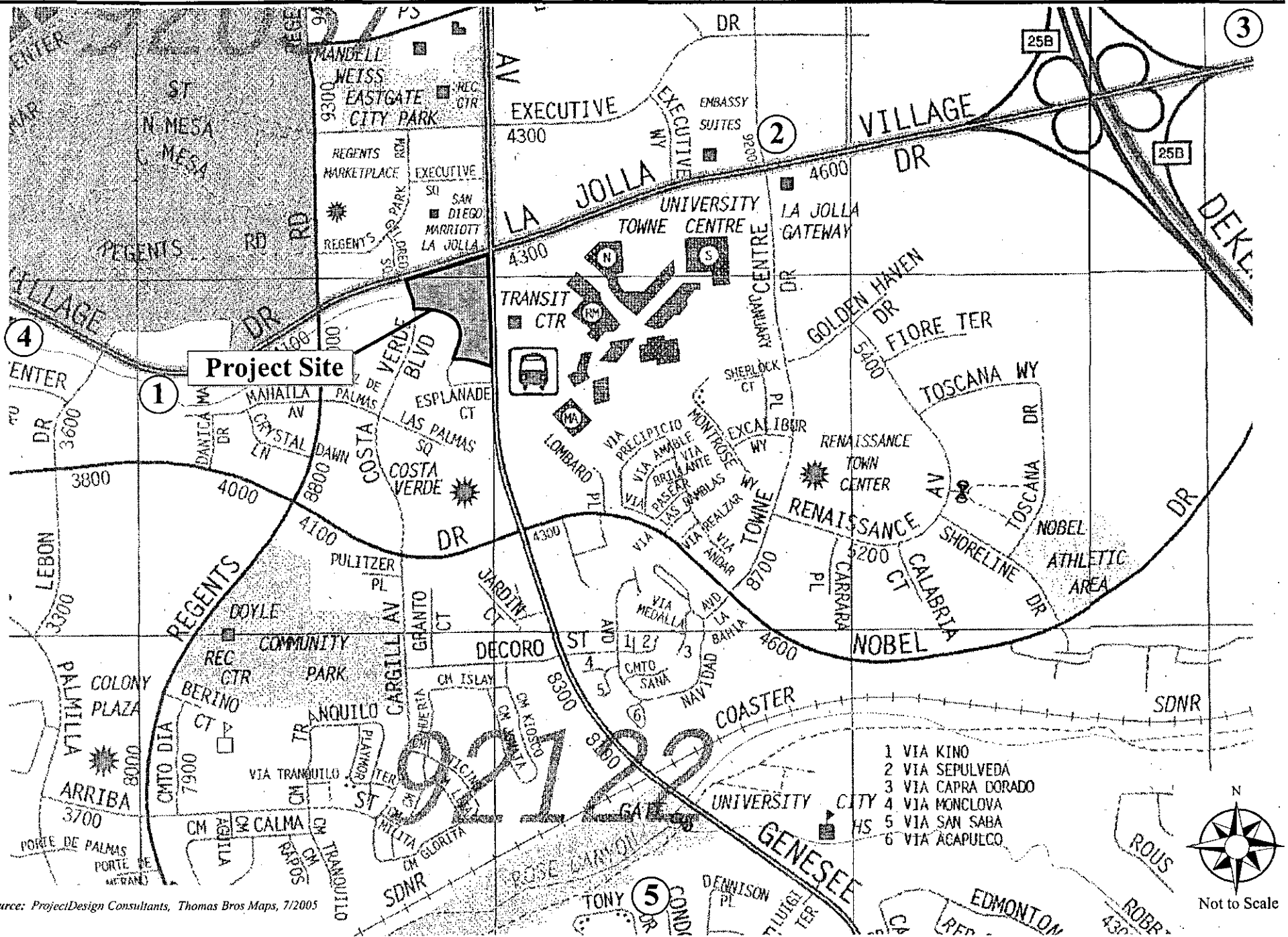
Neighborhood Character

The neighborhood character can be described as an urban node with high-rise, mid-rise and low-rise structures including office and scientific research uses, visitor-commercial, high density residential, and retail commercial. As such, the area surrounding the project does not have a single neighborhood theme but rather represents a composite of characteristics created by the individual development types which occur in the vicinity of the project.

The buildings within the immediate vicinity of the project range from 2 to 21 stories (260 feet tall). There is no clear "step" from the lower buildings to the higher buildings. Instead, they are interspersed throughout the neighborhood. The shorter buildings tend to be wide and have large footprints, while the taller buildings typically have smaller footprints and are more slender. The architecture varies; some buildings are glass structures and others are a mix of materials. For the most part, low-rise residential apartments in the vicinity have a central courtyard theme and high-rise commercial/office buildings are articulated to the street with smaller inner courtyards. Most low-rise and high-rise residential buildings in the area have balconies. Generally, the commercial/office buildings have scattered landscaping, and most residential buildings have larger connected landscaped areas. There is, in general, little setback from residential or commercial/office buildings to the right-of-way.

The locations of several viewpoint photos are illustrated on Figure 5.3-2. Ground-level photographs were taken from the La Jolla Village Drive from the east (Town Center Drive) and from the west (Regents Road) (Figures 5.3-3 and 5.3-4). These two areas are representative of the primary gateway views as motorists enter the University City North area from I-5 and I-805. Figure 5.3-3 illustrates the appearance of the site when viewed at street level from the west. From this direction, the view of the site is largely blocked by trees. Eastbound motorists and pedestrians along La Jolla Village Drive can see the Regents Park office buildings and Marriott Hotel on the north side and Costa Verde residential units on the south side in the foreground. In the background, the Northern Trust building can be seen. From the east (Figure 5.3-4), the features of the site are largely blocked by trees at the ground level. Westbound motorists and pedestrians can see portions of University Towne Centre and the surrounding parking lots on the south side in the foreground. The Wells Fargo Bank building and Northern Trust building are visible in the foreground on the north side.

Figure 5.3-5 provides a bird's eye view of University City and the project site as viewed from a helicopter to the east of the site looking west. The foreground view includes the La Jolla Village Drive/I-805 interchange. Immediately west of the interchange, several major projects are under construction including La Jolla Crossroads and La Jolla Commons. The tallest building associated with La Jolla Commons will be 32 stories. UTC is visible in the center of the picture along with the various office buildings and hotels which currently comprise the urban core development in University City. In the background lie I-5 and the Pacific Ocean. The Mormon Temple, which is visible in the background, has a maximum elevation of approximately 200 feet.



Source: ProjectDesign Consultants, Thomas Bros Maps, 7/2005

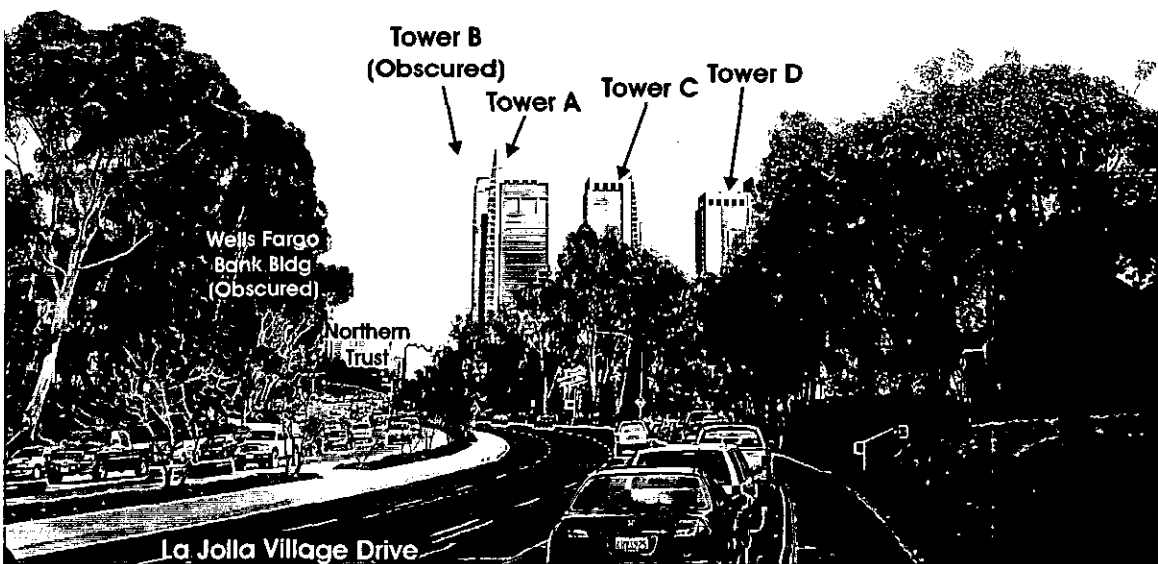
Viewpoint Photos Key Map

Figure 5.3-2

Existing



Proposed



Source: Design Lead LLP, 7/2005

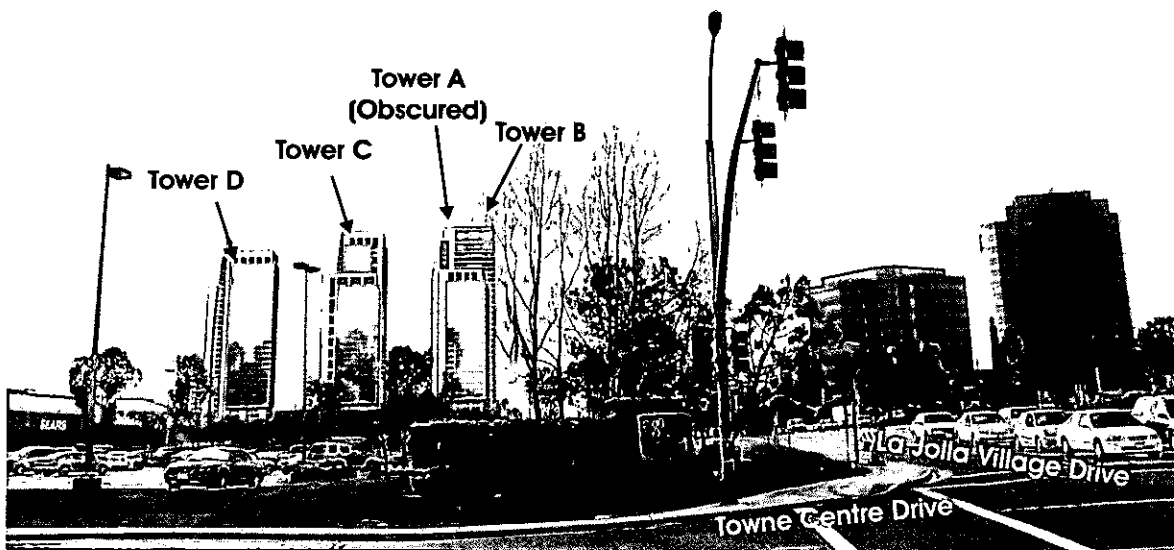
Viewpoint 1: From Eastbound La Jolla
Village Drive West of Regents Road Facing East _____ Figure 5.3-3

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Existing



Proposed



Source: Design Lead LLP, 7/2005

Viewpoint 2: From Westbound La Jolla
Village Drive at Towne Centre Drive Facing West _____ Figure 5.3-4

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Existing



Proposed



LEGEND

- ① La Jolla Commons (Approved)
- ② La Jolla Senior Towers (Approved)
- ③ La Jolla Senior Towers (Existing)
- ④ Marriot
- ⑤ Wells Fargo Bank
- ⑥ Westfield at UTC
- ⑦ Monte Verde
- ⑧ Tower A
- ⑨ Tower B
- ⑩ Tower C
- ⑪ Tower D
- ⑫ Mormon Temple

Source: Design Lead L.P. 7/2005

Figure 5.3-6 illustrates the appearance of the subject property when viewed from a helicopter to the west of the site looking east. The foreground view includes various residential developments located west of Genesee Avenue. Mid-ground views include office buildings to the north of La Jolla Village Drive and high rise residential towers which have been constructed or approved to the south of La Jolla Village Drive. UTC is visible in the center of the picture. The approved La Jolla Commons buildings simulations appear in the background.

Figure 5.3-7 provides a view of the tributary drainage course through which the offsite sewer line would cross after leaving Genesee Avenue. The photograph was taken from the southern slope of Rose Canyon. While the photograph would normally be taken from the floor of the canyon where the public trails are located, the upper slope was used for illustrative purposes because the tributary is not highly visible from the canyon floor. From this perspective the natural vegetation is clearly visible. However, the dirt SDG&E access road is not visible as it runs east/west.

5.3.2 IMPACT

Issue 1: Would the proposed project include bulk, scale, materials, or style that would be incompatible with surrounding development?

Issue 2: Would the proposed project result in substantial alteration to the existing character of the area?

According to the City's Significance Determination Thresholds, neighborhood character impacts may be significant if the project would:

- Exceed the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin;
- Have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme;
- Result in the loss, isolation, or degradation of a community identification symbol, or landmark (i.e. a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan or coastal program;
- Substantially conflict with the natural topography or visual character of the area by creating an architectural style that is in stark contrast with the surrounding environment through excessive bulk, signage or architectural features;
- Be located in a highly visible area (e.g. on a canyon edge or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projects; and/or
- Propose a land use type which is substantially different from the surrounding area.

Neighborhood Character

While the proposed high-density residential towers on the subject property would reflect the general type of development which occurs around the site, the bulk and scale of the buildings would be noticeably different than that of surrounding development. Figures 5.3-3 and 5.3-4 illustrate the visual effect of the project from the key ground-level vantage points on La Jolla Village Drive identified earlier. Figures 5.3-5 and 5.3-6 illustrate the appearance of the project from the bird's eye perspective. In order to illustrate relative building heights, Figures 5.3-8 and 5.3-9 provide cross-sections through the project site and high-rise buildings to the north to compare actual building heights.

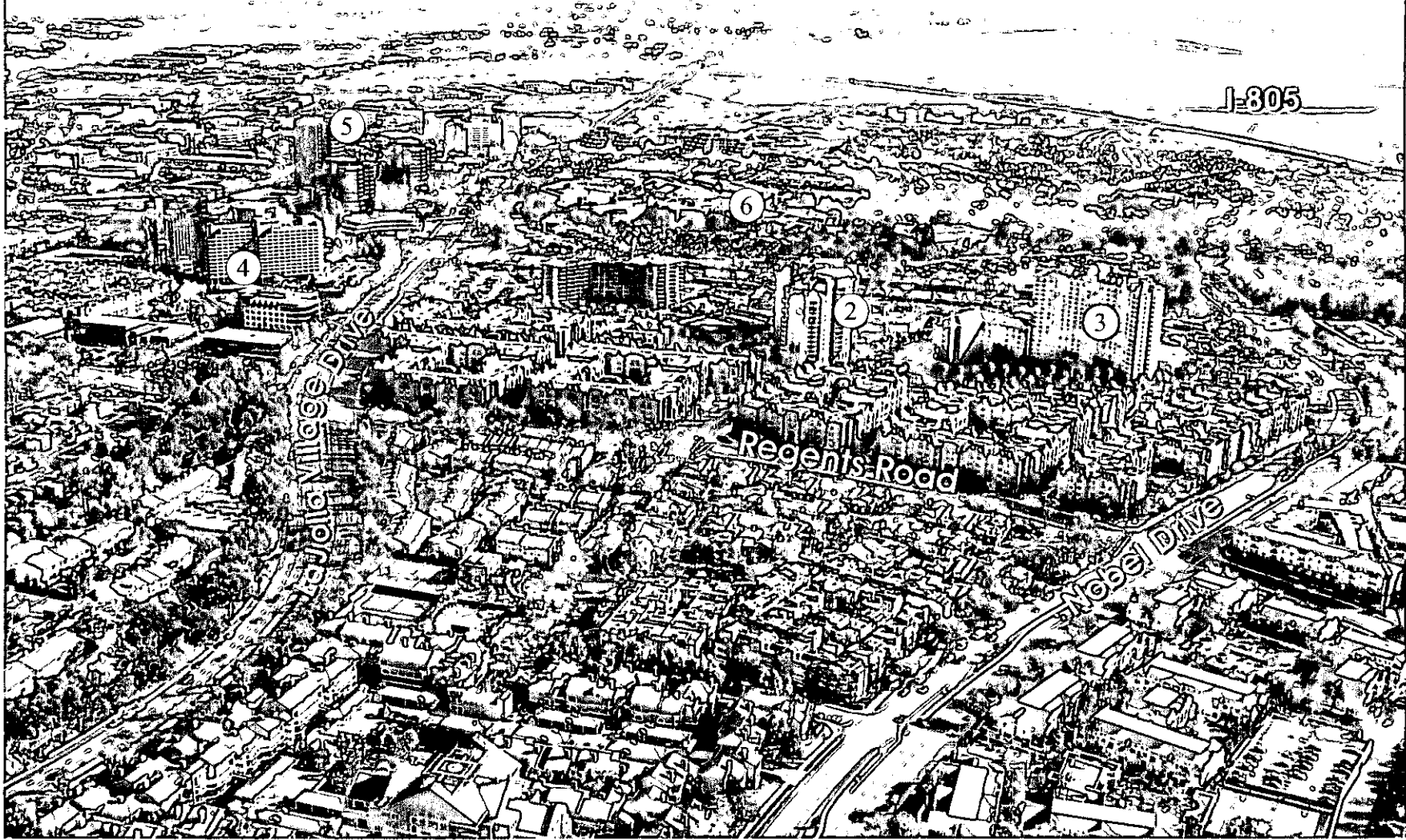
Figures 5.3-3 through 5.3-6 provide computer simulations which superimpose the proposed buildings into existing photographs in a manner which represents the physical appearance of the proposed buildings and provides a proportional representation of the building height. To allow the reader to see the project in context with other approved but unconstructed projects in the area, these buildings have been superimposed as well. The most notable (i.e., tallest/largest) approved projects include La Jolla Commons and the La Jolla Village Senior Tower. Unconstructed buildings as well as major existing buildings are labeled in the figures to provide reference points.

As the photosimulations and building height comparison sections indicate, the project would be taller than the surrounding buildings. As indicated earlier, the tallest building in the vicinity of the project is the Wells Fargo Building, which reaches a height of 260 feet. Tower A would have a total height of 395 feet which would be approximately 1.5 times (135 feet) higher than the 260-foot tall Wells Fargo Building (Figure 5.3-8). With respect to the buildings to the north, Tower A would be 190 feet (approximately 1.9 times) taller than the Pacific Mercantile Bank (205 feet) and 228 feet (approximately 2.3 times) taller than the Marriott Hotel (167 feet). The height of the other three towers would also exceed the height of the majority of the other high rise buildings in the area by approximately 1.4 times to 1.6 times. The degree of height differentiation with surrounding buildings combined with the proximity of the four proposed towers to one another would create bulk and scale characteristics which would be in substantial contrast with the character of the surrounding development in terms of building height.

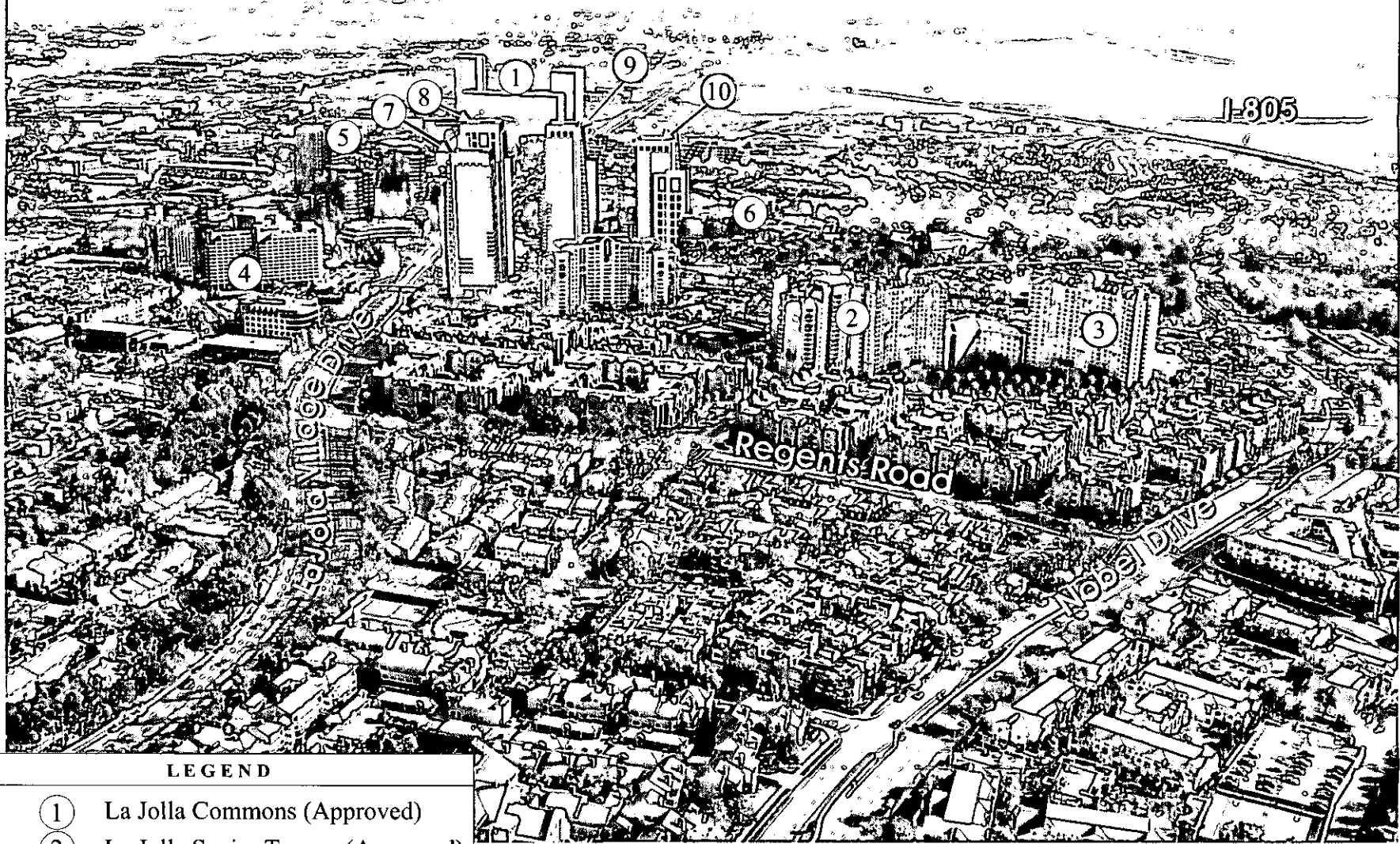
While the height of the buildings would depart from that of the surrounding buildings, increasing the building height reduces the footprint, allowing for a more slender tower profile. The slender tower profile allows greater building separation, increasing views of the horizon between the buildings. The slender profile also increases the amount of landscape and open space which can be created around the base of the towers. This increased landscaping provides a more attractive ground-level character and increases opportunities for passive recreation activities and regional pedestrian access through the development.

In addition, townhomes would be incorporated into the base of the towers along Genesee Avenue and La Jolla Village Drive. The townhomes would be connected to the towers but extend away from them in order to provide a transition to the surrounding streets. The presence of patios and entrances to these townhomes at street level would provide a more human-scale street frontage.

Existing



Proposed



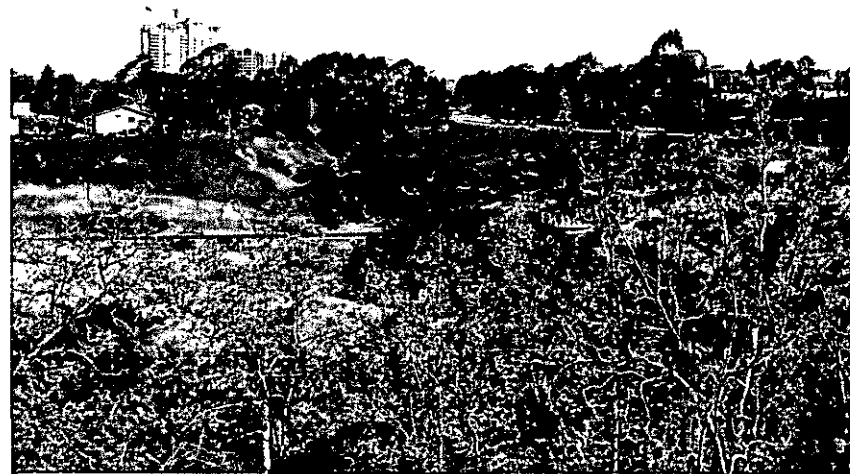
LEGEND

- ① La Jolla Commons (Approved)
- ② La Jolla Senior Towers (Approved)
- ③ La Jolla Senior Towers (Existing)
- ④ Marriot
- ⑤ Wells Fargo Bank
- ⑥ Westfield at UTC
- Monte Verde
- ⑦ Tower A
- ⑧ Tower B
- ⑨ Tower C
- ⑩ Tower D

Source: Design Lead LLP, 7/2005

Viewpoint 4: Aerial View from Above I-5 Facing East _____ Figure 5.3-6

Existing



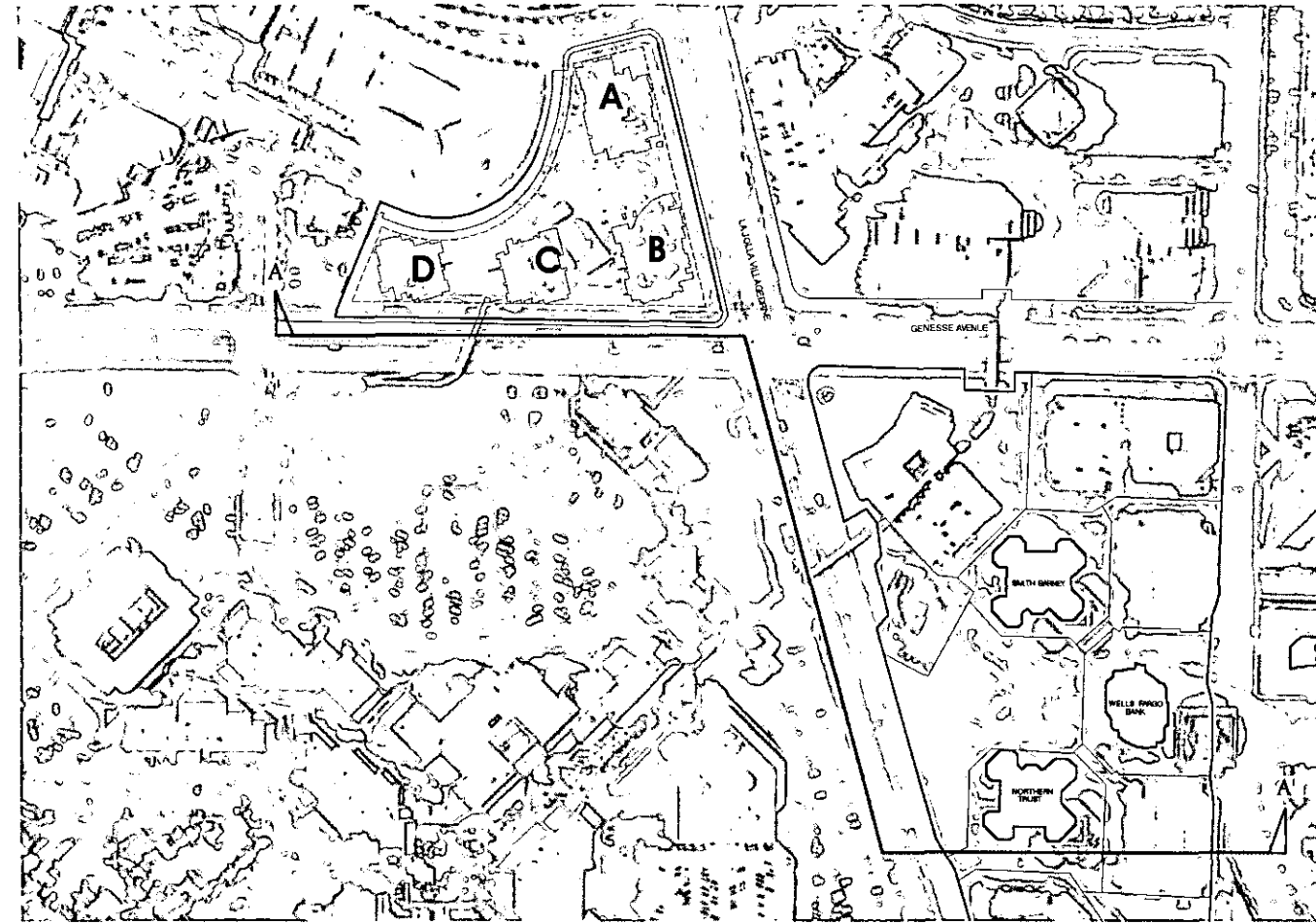
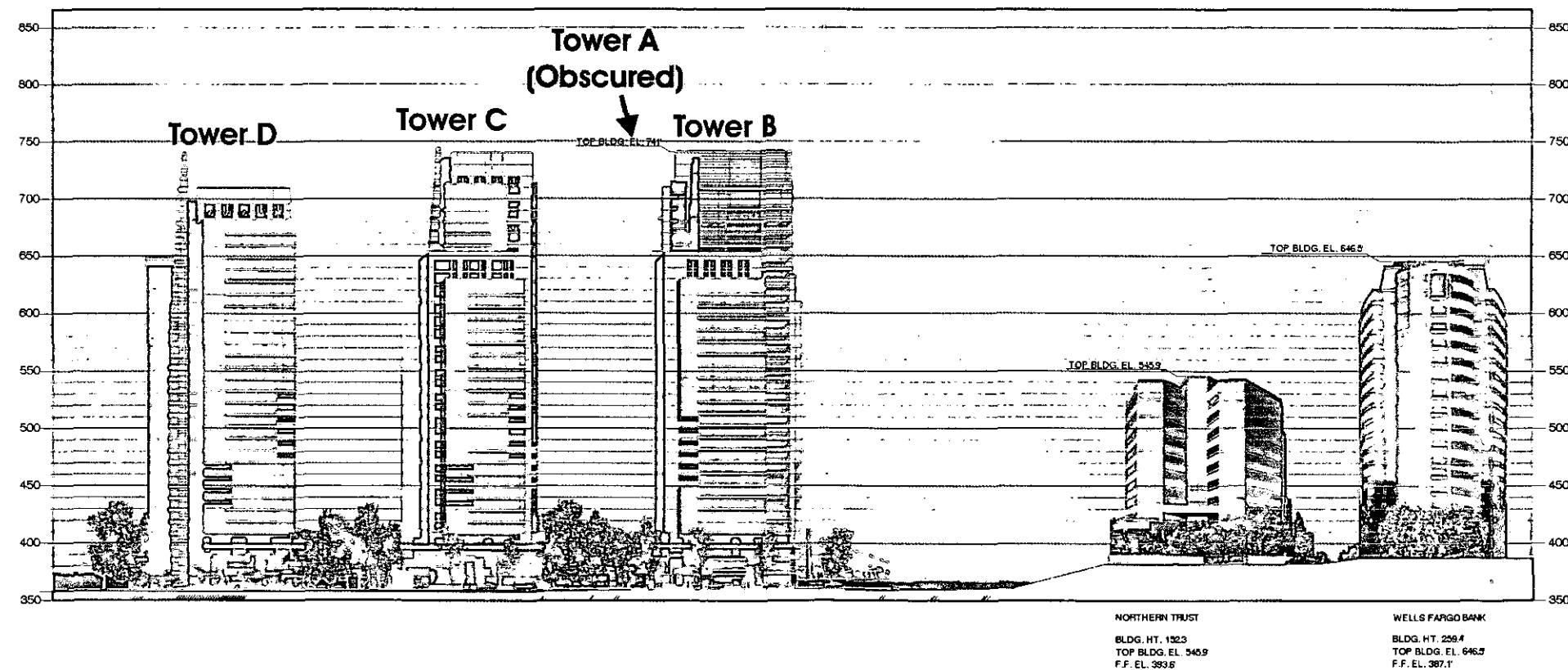
Proposed Retaining Walls (Option 2B(1))



Proposed Manufactured Fill (Option 2B(2))



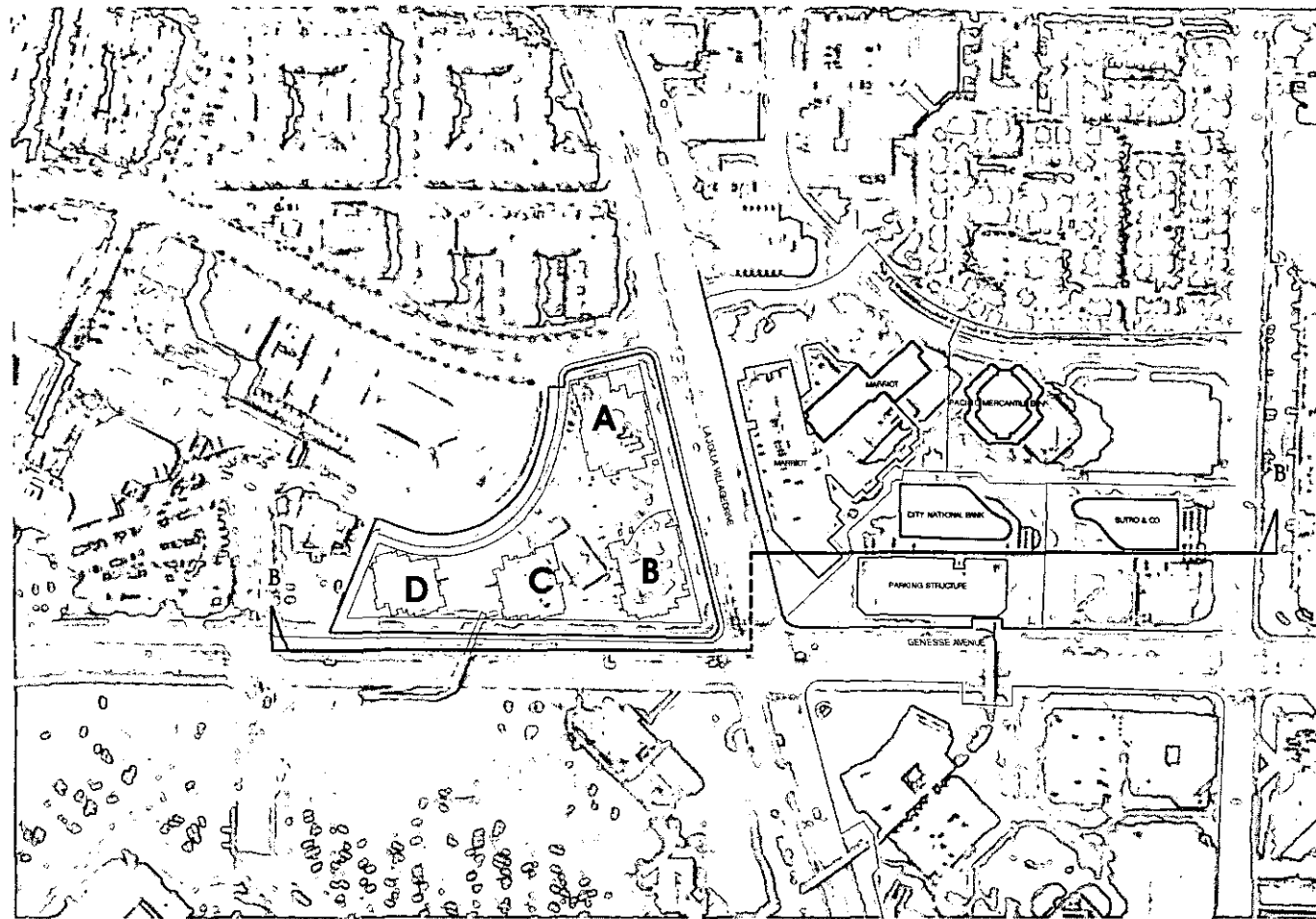
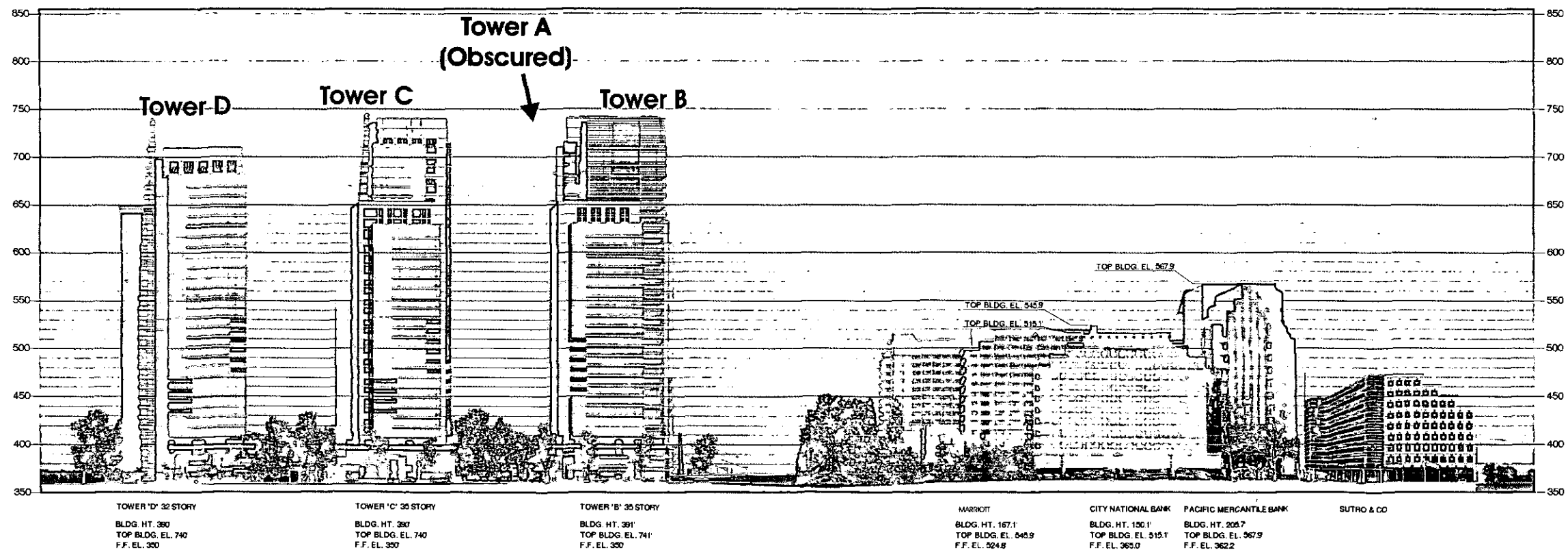
Source: Hunsaker and Associates, 7/7/2006



Source: Hunsaker & Associates, 12/2005

Building Height Comparison (Northeast)

Figure 5.3-8



Source: Hunsaker & Associates, 12/2005

Building Height Comparison (North)

Figure 5.3-9

As discussed in Section 3.0, the area around the proposed buildings would be landscaped and would include garden areas and water features. The proposed street tree plantings along Genesee Avenue and La Jolla Village Drive would partially screen the residential structures at the street level. Wherever possible, the existing berms which currently border the north and east side of the project site, would be retained to further soften the base of the towers. Landscaping on these retained berms would be enhanced.

The site is currently vacant, therefore no impact to a community identification symbol or landmark would occur. There is no single architectural style in the area, and several buildings in the area have reflective facades, therefore the project would not be in stark contrast to others in the area.

The proposed construction of a pedestrian bridge over La Jolla Village Drive would not detract from the neighborhood character as it would complete the pedestrian bridge network envisioned by the Community Plan. Similar bridges already occur over La Jolla Village Drive, east of Genesee Avenue, and over Genesee Avenue, south of La Jolla Village Drive. As illustrated in Figures 3.2-10 and 3.2-11, the bridge architecture would create an entry statement into the core area of University City.

Offsite Sewer Improvement

As discussed in Chapter 3.0, three options exist for constructing the sewer line as it leaves Genesee Avenue and crosses the tributary drainage to Rose Canyon; this segment is referred to as "Segment 2". Two of "above ground" options (Options 2B(1) and (2)) would involve placing the sewer above the existing grade. Option 2A (below ground) would place the sewer under the existing grade. The greatest impact on neighborhood character would result from the above ground options because they would change the character of the tributary drainage. Although the third option could result in temporary disturbance from construction of a trench to contain the sewer line, this would constitute a temporary impact until the trench is filled and the existing power line access road reconstructed over the top of the sewer.

The placement of the sewer line between two retaining walls (Option 2B(1)) would have the greatest impact on the neighborhood character. As discussed in Chapter 3.0, two, parallel retaining walls separated by approximately 16 feet would be constructed across the tributary drainage along the route of the existing SDG&E service road. The sewer would be placed between the walls and the service road would be placed on top of the sewer on fill located between the two walls. For safety, a low guard rail may be required along the top of the walls to alert drivers to the edge of the retaining walls. The longest, located on the north side, would extend a distance of 176 feet and reach a maximum height of 11 feet as it crosses the drainage course. In addition, a second retaining wall reaching a maximum height of 7 feet and extending 74 feet in length would be constructed to create sufficient room for a vehicle turn-around area, west of the drainage.

A photosimulation is provided in Figure 5.3-7 to depict the appearance of the structure from the southern slope of Rose Canyon. This simulation includes a low guard rail which may be required for safety purposes. As depicted in this simulation, the retaining wall structures would

introduce a feature which would be incongruent with the natural character of the tributary. Those traveling on trails in the vicinity of the retaining walls would likely only see small portions of the wall because the trails are at a lower elevation and the view would be partially blocked by the railroad tracks and existing vegetation. Nonetheless, the retaining walls would be in contrast to the surrounding topography and character of the canyon, and significant neighborhood impacts would occur.

The second above ground construction approach (Option 2B(2)) would place the sewer within a manufactured fill that would occupy the same alignment as the retaining wall but would occupy a wider footprint due to the room required to accommodate 2:1 dirt slopes rather than vertical retaining walls (see Figure 5.3-7). The maximum height of the fill would be similar to the retaining walls (11 feet) in order to maintain the necessary slope gradient for the sewer. The SDG&E service road would be constructed over the sewer line as with the retaining wall option and would also likely include guardrails for safety. While visible from surrounding areas, the manufactured fill approach would be less impactful because the fill slopes could be planted with natural vegetation including coastal sage scrub, as indicated in Appendix H. However, the seven-foot retaining wall for the turn-around would remain. The neighborhood character impact of the above ground manufactured fill option would be significant.

5.3.3 SIGNIFICANCE OF IMPACT

Due to the substantial height differential between the proposed structures and the surrounding buildings, the project would result in a significant unmitigable impact on the neighborhood character.

Offsite Sewer Improvement

As the retaining wall and manufactured fill options (Option 2B(1) and (2)) would be in stark contrast to the surrounding open space, significant impacts to neighborhood character would occur if these options are selected. Mitigation would reduce impacts, but not to below a level of significance. Therefore, impacts would remain significant and not mitigable. Realignment of the sewer line below ground would not adversely impact the neighborhood character.

5.3.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures have been identified to reduce the neighborhood character impact caused by the relative heights of the proposed buildings with respect to existing buildings. This impact is, therefore, considered significant and not mitigated.

The only way to reduce the neighborhood character impact of building heights would be through a substantial reduction of the proposed heights. For this reason, Section 10.3 addresses an alternative which would have building heights comparable to surrounding buildings (21 stories). Consequently, this alternative would eliminate the neighborhood character height impact of the proposed buildings.

Offsite Sewer Improvement

If the retaining wall option is selected to construct the offsite sewer improvement, the following mitigation measure would reduce impacts, but not to below a level of significance:

Mitigation Measure 5.3-1: The retaining wall shall be constructed out of earth-tone materials and additional tall-growing vegetation shall be planted on either side of the wall to soften its appearance, as required by the Conceptual Wetland Revegetation Plan (included in Appendix H). In addition, the retaining wall for the turn-around area would be earth-tone plantable, as required by the Conceptual Wetland Revegetation Plan. All planting materials shall be subject to approval by DSD and the Park and Recreation Department.

If the manufactured fill option is selected to construct the offsite sewer improvement, the following mitigation measure would reduce impacts, but not to below a level of significance:

Mitigation Measure 5.3-2: The slopes shall be planted with native vegetation including coastal sage scrub, as required by the Conceptual Wetland Revegetation Plan (included in Appendix H). In addition, the retaining wall for the turn-around area would be earth-tone plantable, as required by the Conceptual Wetland Revegetation Plan. All planting materials shall be subject to approval by DSD and the Park and Recreation Department.

5.3.5 IMPACTS

Issue 3: Would the proposed project result in the obstruction of any vista or scenic view from a public viewing area?

According to the City's Significance Determination Thresholds, aesthetic/visual quality impacts may be significant if the project would:

- Block public views from designated open space areas, roads, or parks to significant visual landmarks or scenic vistas;
- Substantially block a view through a designated public view corridor;
- Cause substantial view blockage of a public resource; and/or
- Exceed the allowed height or bulk regulations, and this excess could result in a view blockage.

Visual Resources

The project site is not identified in the Community Plan as an important visual resource. The site does not lie within any important public viewsheds. As indicated earlier, the site is currently paved and used for parking and construction staging.

The appearance of the project from La Jolla Village Drive and Genesee Avenue would be characterized by two-story townhomes with third level units designed as single-story flats over the two-story townhomes at street level along La Jolla Village Drive and Genesee Avenue. These townhomes would mask the podium which would support the individual towers.

Landscaping associated with the project, as well as private landscaping around the townhomes would also be visible from street level.

The use of taller structures to accommodate planned residential densities would result in a greater amount of landscaped open space around the towers which would create more attractive surroundings for project residents as well as members of the community traversing the property to access pedestrian bridges which would link with the project. The narrower towers would also provide more view opportunities through the site from surrounding streets and buildings.

Since the project site is not an important visual resource and does not lie within an important viewshed, the project would neither have a significant impact on important visual resources or views within the University City plan area, nor block any public vantage points within the Community Plan area.

Offsite Sewer Improvement

The portion of the offsite sewer improvement located within Rose Canyon is identified in the Community Plan as an important visual resource. In addition, it lies within an important public viewshed because it is within a canyon and can affect views of those people utilizing the canyon. As previously discussed, there are three options for constructing Segment 2 of the offsite sewer improvement. Option 2A would be below ground; therefore no visual impacts would occur. Options 2B(1) and 2B(2) would be above ground and therefore are both analyzed in terms of visual impacts.

As discussed above, the portion of the canyon where the retaining walls or manufactured fill would be located is not heavily used. As people are unlikely to be utilizing the canyon in the near vicinity of the retaining walls or manufactured fill, the offsite sewer improvement would neither have a significant impact on important visual resources or views within the Rose Canyon, nor substantially block any public vantage points within the canyon.

5.3.6 SIGNIFICANCE OF IMPACT

Neither the project nor the offsite sewer improvement would result in significant adverse impacts on visual resources.

5.3.7 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.4 PUBLIC FACILITIES AND SERVICES

5.4.1 EXISTING CONDITIONS

Public Facilities and Services locations are shown on Figure 5.4-1.

Schools

The project is located within the jurisdiction of the San Diego Unified School District (SDUSD). Doyle Elementary School (grades K through 5), Standley Middle School (grades 6 through 8), and University High School (grades 9 through 12) would serve the project (Figure 5.4-1). The capacity of the schools serving the project site and the current enrollment are provided in Table 5.4-1. As indicated in the table, current enrollment at all three schools does not exceed their design capacity.

TABLE 5.4-1
School Enrollment and Capacity

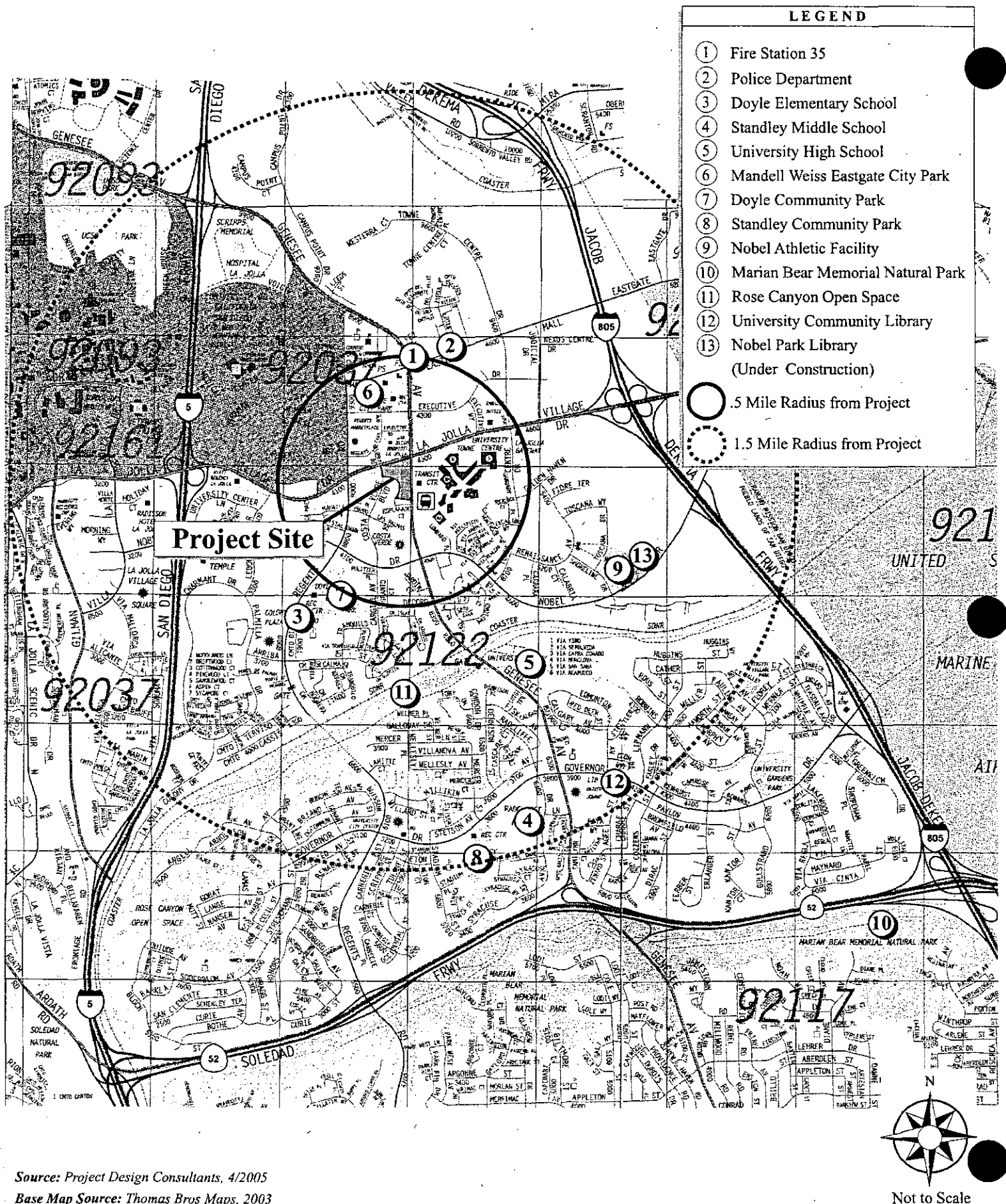
SCHOOL	ENROLLMENT ¹	CAPACITY
Doyle Elementary School	798	814
Standley Middle School	1,374	1,412
University City High School	1,908	1,973

Source: San Diego Unified School District, Facilities Allocation Dept., 2005.

1 October 2005

Senate Bill (SB) 50, also known as the "Class Size Reduction" Bill, was enacted in 1998, and significantly revised developer fee and mitigation procedures for school facilities. SB 50, requires schools to have smaller class sizes for some grade levels in exchange for certain funding from the State of California. The SDUSD complies with SB 50 by having smaller class sizes and therefore receives SB 50 funding from the State of California.

While SB 50 authorizes the collection of developer fees for school facilities construction, it also established a maximum cap on such fees at \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial construction (indexed for inflation). (See Gov. Code, § 65995, subd. (b)). The fee could increase every even-numbered year based on the Consumer Price Index. Developer fees collected pursuant to SB 50 are "deemed to be full and complete mitigation" for impacts related to the provision of adequate school facilities. (See Gov. Code, § 65995, subd. (h)). SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pays the statutorily-capped developer fees. (See Gov. Code, § 65995, subd. (I)).



Libraries

The General Plan establishes guidelines and standards for branch libraries. Ideally, branch libraries should serve a resident population of 30,000 and may be established when a services area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000. Branches should be located in areas of intense human activity, within a two-mile maximum service area, and where trips can be combined with other daily trips.

The project is located within the San Diego Public Library system. Currently, the nearest branch library is the University Community Branch located on Governor Drive, approximately two miles from the project site at 4155 Governor Drive (Figure 5.4-1). The University Community Branch serves approximately 52,858 people, and contains approximately 77,000 books and other media in its 10,000-square-foot facility. There are approximately seven employees staffed at this branch. The library offers services such as youth and adult programming, book delivery for the disabled and elderly, and literacy training. This library is currently very active, and although its services meet the demand for them, it is expected that the facility itself will not be able to accommodate the projected future growth in North University City; therefore an expansion is necessary. Expansion plans for the facility are in the preliminary stages, and it is unknown at this time how much the library will be expanded or when the expansion will occur.

In response to the growing population of University City, a new library will be constructed within the planned Nobel Park Athletic Park, located at Nobel Drive and Judicial Drive, approximately one mile from the project site. To be completed in 2006, this facility will contain 15,000 square feet and be staffed by approximately eight employees. Initially, the facility would contain 35,000 resources, however, this number will increase annually until it is comparable to similar libraries. This library will also offer a large meeting room capable of accommodating 180 to 200 people, a computer lab, and a large area for children and teens.

Parks

The City of San Diego General Plan guides development of park and recreation facilities in the project area. The General Plan provides guidelines and standards for population-based parks and facilities; specifically identified are neighborhood parks, community parks, and resource-based parks. The guidelines and standards are designed to adapt to changing community needs and/or desires.

The General Plan has a standard of 2.8 acres of parkland per 1,000 residents. The General Plan recommends a minimum 10-acre neighborhood park for every 3,500 to 5,000 residents located within a 0.5-mile radius, and a minimum 20-acre community park with a recreation center for every 18,000 to 25,000 residents located within a 1.5-mile service radius. For every 50,000 residents, a community swimming pool is recommended within a 1.5 to 2 mile radius.

Resource-based parks are located at the site of distinctive scenic or natural or cultural features. They are intended for city-wide use. Their size and development should be determined by the

specific resource involved, expected use, available land, and location. Where appropriate, they may be developed with landscaping and recreation facilities. In general, development and amenities should not impair the feature or resource that motivates the resource-based park.

There is one neighborhood park within the vicinity of the project site (Figure 5.4-1). The Mandell Weiss Eastgate City Neighborhood Park (8.3 usable acres) is 0.25 of a mile north of the project. There are also three community parks with recreation facilities located within a 1.5-mile radius of the project area (Doyle Community Park [18.05 usable acres], Standley Community Park [10.82 usable acres] and Nobel Athletic Area [21.07 usable acres]), one resource-based park within approximately 2.5 miles of the project (Marian Bear Memorial Natural Park), and one open space area within one mile of the project (Rose Canyon Open Space).

The University City area currently has a 45.66-acre deficit of population-based parkland. The UCP explains that this shortfall is alleviated by the fact that four resource-based parks (2,065 acres) are located within, or adjacent to the community. However, the resourced-based parks and open space area do not satisfy population based park standards, and there are no future plans to provide such facilities.

Water

Regional Water Supply

The regional water suppliers serving the City include the Metropolitan Water District (MWD) and the San Diego County Water Authority (SDCWA). MWD is the principal supplier supplying water to many water agencies throughout southern California including the SDCWA. MWD receives its water from the Colorado River via the Colorado River Aqueduct and from northern California via the California Aqueduct, which is part of the State Water Project. The SDCWA sells water to 23 member agencies.

It was originally believed that the Colorado River could yield approximately 20 million acre feet (MAF) per year, however, it is now clear that the river can only yield approximately 15 MAF per year. Although California's allotment from the Colorado River is 5.4 MAF annually, California currently takes approximately 5.2 MAF annually from the Colorado River by also relying on surplus water not used by Arizona and Nevada. These states are now requiring more water, and therefore California can no longer rely on receiving their surplus.

Long-term water supply in southern California continues to be a concern because the region is so heavily dependent on remote water sources. In San Diego County less than ten percent of water demand is met from local sources.

According to the Water Supply Assessment prepared by the City of San Diego (Appendix E), MWD has set forth preferential right to water for each of its member agencies. As calculated by MWD, SDCWA currently has a preferential right to approximately 15.5 percent of MWD's supply, but purchases approximately 28 percent. Under preferential rights, MWD could allocate water without regard to historic water use or dependence on MWD (although MWD has stated that it is prepared to provide the SDCWA's service area with adequate supplies of water to meet

expanding and increasing needs in the years ahead). Therefore, SDCWA and its member agencies are taking measures to reduce dependence upon MWD through development of additional supplies and a water supply portfolio that would not be jeopardized by preferential rights allocation.

The SDCWA is taking numerous steps to meet future demands and diversify its supplies. Implementation of water conservation measures is one of the most cost effective ways of reducing demand. SDCWA entered into an agreement with the Imperial Irrigation District (IID) for the long-term transfer of conserved Colorado Water to SDCWA. Imperial Valley farmers, who voluntarily participate in the program, will conserve Colorado River water, which will then be sold and transferred to the SDCWA. Delivery of 10,000 acre-feet (AF) of conserved water was transferred to SDCWA in 2003. In 2004, 20,000 AF will be conserved and delivered to the SDCWA. The quantities will increase annually to 200,000 AF by 2021 and remain fixed for the duration of the 45-year initial term. SDCWA will also receive 77,700 AF per year of conserved water from projects that will line the All American Canal and Coachella Canal. The project will reduce the loss of water that currently occurs through seepage; the conserved water will go to the SDCWA. This will provide the SDCWA with an additional 8.5 MAF of water over the 110-year life of the agreement. Another way SDCWA may increase water supply is by using water produced by a proposed Seawater Desalination Project. The Desalination Project is anticipated to produce 56,000 AF annually of new water supply generated from seawater drawn in by the Encina Power Station cooling water circulation system from the Pacific Ocean via the Agua Hedionda Lagoon. The Desalination Project would provide a new source of high quality water that would meet or exceed state and federal standards, which would be conveyed from the plant to the local and regional water distribution systems.

The SDCWA produced an Urban Water Management Plan in the year 2000 which predicted water supply and demand through the year 2020. In the year 2000, water demand within the SDCWA service area was 695,000 AF. Based on population projections of SANDAG's 2020 Cities/County Forecast, SDCWA projects the total demand in 2020 to be 813,000 AF. SDCWA has projected that in the year 2020 their imported water supplies would be 589,500 AF. To supplement this and meet the additional need, SDCWA projects that they will have a local water supply (from surface water, water recycling, groundwater, and seawater desalination) of 223,500 AF.

Local Water Supply

On January 1, 2002 Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221) took effect. The intent of SB 610 and SB 221 is to improve the link between information on water supply availability and certain land use decisions made by local jurisdictions. SB 610 requires the preparation of a Water Supply Assessment (WSA) Report for projects that propose to construct 500 or more residential units. SB 221, requires affirmative written verification of sufficient water supply. Therefore the City of San Diego Water Department prepared the WSA Report included in Appendix E.

The City of San Diego Water Department serves the project site. According to the WSA, the Water Department treats and delivers more than 200,000 AF of water annually to approximately 1.3 million residents. The Water Department delivers potable water throughout an area of approximately 330 square miles. In addition to delivering potable water, the City has a recycled water program for non-potable water. During an average year the City's water supply is made up of approximately 10 to 20 percent of local rainfall, with the remaining amount imported from the MWD and SDCWA. Water is transferred from MWD through SDCWA operated pipelines to one of three water treatment plants operated by the Water Department. The project site is served by the Miramar Water Treatment Plant, which provides potable water to approximately 500,000 people in the City of San Diego's northern section. The Miramar Water Treatment Plant currently produces 429 (AF/day). The capacity for potable water is exceeded at times; therefore the Plant is undergoing an expansion, due to be completed in winter 2007. The expansion will increase the capacity to 659 AF/day of potable water to meet existing and future demands. The Water Department maintains and operates 32 treated water storage facilities, and the water system consists of approximately 3,460 miles of pipeline. The Water Department also maintains and operates a recycled water distribution system. It consists of 66 miles of recycled water pipeline. The existing recycled water distribution system currently serves more than 210 sites, including the University City area.

The use of local water by the Water Department to meet water demand is affected by availability, and water resource management policies. The Water Department's policy is to first use local water when available, to reduce imported water purchases and costs. The Water Department also operates emergency and seasonal storage programs in conjunction with its policy. The Water Department maintains and operates nine local surface raw water storage facilities. On average in the San Diego region, approximately 13 percent of the local precipitation produces surface runoff to streams and Water Department reservoirs.

Approximately half of the runoff is used for the municipal water supply, while the remaining runoff evaporates during storage or spills over the dams and returns to the Pacific Ocean. The Water Department also relies on recycled water for non-potable uses. The Water Department has a combined treatment capacity of 15 mgd from its two Reclamation Plants, and as of December 2003, it had over 292 recycled water meters in operation, and distributed 4,187 AF of recycled water, primarily for landscaping use. The Water Department has also established a Water Conservation Program which accounts for approximately 21,000 AF per year of water savings. Possible future water supplies include groundwater and water transfers.

The forecasted normal year water demands compared with the projected supplies for the Water Department are shown in Table 5.4-2.

The normal, single, and multiple dry year scenarios, within a 20- year projection, are shown in Table 5.4-3, which demonstrates that supplies will be adequate to meet future demands in dry year periods for the Water Department. No extraordinary conservation measures are reflected in the demand projections. The recycled water supplies are assumed to experience no reduction in a dry year.

TABLE 5.4-2
Water Department Projected Water Supply and Demand during Normal
Year for Period 2005 to 2025 (ac-ft per year)

SUPPLY SOURCE	2005	2010	2015	2020	2025
Imported Water Supply ¹	204,420	204,724	217,615	231,126	252,958
Local Surface Water Supply	23,000	23,000	23,000	23,000	23,000
Local Recycled Supply	6,720	15,000	15,000	15,000	15,000
Total Required Supply	234,140	242,724	255,615	269,126	290,958
Total Projected Demand	234,140	242,724	255,615	269,126	290,958

¹ Includes deliveries of both Metropolitan and Water Authority supplies. Metropolitan's March 2003 Report, within which it states that they will have adequate supplies to meet dry year demands within its service area over the next 20 years.

Source: City of San Diego Water Department, 2004.

TABLE 5.4-3
Water Department Projected Water Supply and Demand during Single and
Multi-Year Dry Period (ac-ft per year)

SUPPLY SOURCE	NORMAL WATER YEAR (2025)	SINGLE DRY WATER YEAR (2025)	MULTIPLE DRY WATER YEARS			
			2022	2023	2024	2025
Imported Water Supply ¹	252,958	291,292	281,946	304,024	310,381	294,427
Local Surface Water Supply ²	23,000	13,200	13,200	8,200	7,200	5,900
Local Recycled Supply	15,000	15,000	15,000	15,000	15,000	15,000
Total Required Supply	290,958	319,492	305,473	322,552	335,454	315,327
Total Projected Demand	290,958	319,492	305,473	322,552	335,454	315,327

¹ Includes deliveries of both Metropolitan and Water Authority supplies. Metropolitan's March 2003 Report, within which it states that they will have adequate supplies to meet dry year demands within its service area over the next 20 years.

² Multiple dry year local surface water based on 1955-1958, and 1962-65 local supply data, assumes a dry year(s) following a 4-year period of average runoff.

Source: City of San Diego Water Department, 2004.

Wastewater

Wastewater treatment service is provided by the San Diego Metropolitan Wastewater Department (MWWd), which operates the Metro System. Facilities in the Metro System include the Point Loma Wastewater Treatment Facility, ocean outfall pipes, pump stations, interconnecting interceptor sewers, and North City and South Bay Water Reclamation Plants. The Point Loma Wastewater Treatment Facility currently treats up to 190 mgd. The facility is

nearing completion of an upgrade which will allow the facility to treat 240 mgd. A gravity sewer line currently exists in Genesee Avenue which ranges from 10 to 12 inches in size between the project site and the Rose Canyon Interceptor. The gravity sewer line is currently operating near capacity.

Solid Waste

Solid waste disposal in the project area is provided by the combined services of the City of San Diego Environmental Services Department (ESD) and private collectors. The City provides refuse collection for single-family residences; private hauling companies service multi-family residences and commercial/industrial facilities. Refuse collected from the area is generally taken to the Miramar Landfill.

According to the City's ESD, as of May 31, 2002, the Miramar Landfill had a remaining capacity of approximately 20.66 million cubic yards of solid waste. It is anticipated that the Miramar Landfill will reach its maximum capacity by the year 2011 and is projected to close between 2011 and 2013.

City policies require recycling (diversion) programs aimed at reducing the amount of waste to be deposited at local landfills. Council Policy 900-06 established a goal of diverting 25 percent of the waste stream by 1992. The passing of State legislation further increased the amount of recycling conducted by the City of San Diego. Assembly Bill 939, California's Integrated Waste Management Act of 1989, mandates that 25 percent of solid waste be diverted (recycled) by the year 1995, and 50 percent by the year 2000. Waste reduction and recycling programs that have been implemented enabled the City to achieve a 45 percent diversion rate in 2003.

5.4.2 IMPACT

Issue 1: Would the proposed project result in the need for new or expanded public facilities, including water, sewer, solid waste disposal, libraries, schools and parks?

According to the City's Significance Determination Thresholds, the analysis should address the project's potential to:

- Conflict with the community plan in terms of the number, size, and location of public service facilities; and
- Result in direct impacts from construction of new public service facilities needed to serve the project.

In accordance with Sections 15126.2(a) and 15382 of the CEQA Guidelines, impacts related to public services are evaluated in light of whether the impact would result in a physical change in the environment. For instance, the need to add staff or equipment to meet a future need would only be considered a significant environmental impact if it would precipitate the need to construct a new facility which could result in a physical change in the environment. If the

additional staff and equipment can be housed within existing buildings, no physical change would result and no environmental impact would occur. Where additional facilities may be required but the location or extent of such a facility is unknown, Section 15145 of the CEQA Guidelines states that potential impacts need not be specifically addressed in an EIR if the assumptions needed to analyze potential effects are considered too speculative.

Background

The Costa Verde Specific Plan was designated for 2,600 residential units. Only 2,180 residential units have been built to date, therefore the project would construct the remaining 420 residential units allowed. In addition, the developer has converted the number of trips allowed from hotel to residential use and determined that 380 additional residential units could be constructed without exceeding the number of trips allocated to the site. Therefore, 420 residential units planned for in the UCP, while the 380 units were not. The additional 380 units would result in an increase of the UCP planned population by approximately two percent. The additional units and associated population would cause a proportional increase in the need for public services. The increased demand from the project is discussed below.

Schools

Impacts to schools serving the project area would be related to the number of students generated by the residential portion of the development. The SDUSD estimates the number of students generated from projects by evaluating census tract data and the number of dwelling units proposed. SDUSD then derives a "student generation rate" which is multiplied by the number of proposed residential units. The result is the total number of students expected to live in the development. The student generation rate varies by type of residential use (whether rental apartment or condominium) and by school level (K-5, 6-8, and 9-12).

As discussed previously, the precise ratio of apartments to condominiums for the project is unknown at this time. Since the student generation rate per condominium is a larger figure than the rate per apartment, the impact analysis used the generation rate per condominium for all school levels to ensure that the total number of students living in the project would not be underestimated. According to the SDUSD student generation rates per condominium unit, the 800 residential units associated with the project would generate up to 83 school-age children, of which 48 would be elementary school students, 15 would be middle school students, and 20 would be high school students. (The generation rates used were 0.060 for school levels K-5, 0.018 for school levels 6-8, and 0.024 for school levels 9-12). Based on existing enrollments, the addition of students generated by buildout of the project would cause the capacity of Doyle Elementary School to be exceeded by 32 students. The design capacity at the other schools would not be exceeded.

Despite the additional students, the project would not impact SDUSD's ability to comply with SB 50 because the money from the State of California is based on the number of students, therefore an increase in the number of students would increase the amount of funding available to comply with SB 50.

Libraries

The City of San Diego's goal is to provide 0.7 square feet of library space per resident. In the University City area, the existing University Community Branch Library and the future library on Nobel Drive fall short of this service goal by approximately 12,000 square feet. With the addition of the project, the deficit would increase to 13,282 square feet. However, the local branches are part of the entire City of San Diego library system, which allows residents to use any branch within the system. Residents will often use the library most convenient to them, likely one near work or school, and not necessarily the closest one to their home. The provision of adequate libraries is a facilities financing issue, and project applicants are required to pay Facilities Benefit Assessment (FBA) fees. Therefore, no significant impact is identified.

Parks

The proposed project would increase the community population by 768 new residents which would require 2.15 acres of population-based park land, 3 percent of a community recreation center and just over 2 percent of a community swimming pool complex per City General Plan park standards.

The effect of the population increase as a result of this project on local parks would be somewhat reduced by the proposal to provide on-site recreation opportunities for future project residents including pools, hot tubs, gym and game room. However, the City does not recognize private recreation facilities as meeting population-based park standards unless they are open to the public, built to City standards, and of sufficient size to support City-sponsored active recreation programs, such as baseball, softball, soccer, swim lessons, etc. The project is located in the "North University City" Community Planning Area and is subject to a Facilities Benefit Assessment, which includes an assessment for population-based park facilities.

Water

Based on the City of San Diego estimates, the average multi-family dwelling unit uses approximately 0.25 AF/year, therefore the project would result in estimated annual demand of 200 AF/year. The WSA identifies that the water demand associated with the project would be within the water demand forecasts within the Urban Water Management Plan and other water resources planning documents of the Water Department, SDCWA, and MWD. The WSA Report demonstrates that with implementation of identified supply projects, there are sufficient water supplies over a 20-year planning horizon to serve the existing demands, projected demands of the project, and future water demands. It should be noted that the WSA was prepared for the project when it included 1,084 residential units. As previously discussed, the project reduced the number of residential units to 800. Since the number of units is less than used for analysis in the WSA, the WSA was not revised. As the project would use less water than projected in the WSA, it serves as a conservative analysis.

According to the WSA, based on a normal water supply year, the estimated water supply projected in 5-year increments for a 20-year projection will meet the estimated water demand; 234,140 AF in 2005 to 290,958 AF in 2025 (Table 5.4-2). Based on dry year forecasts, the

estimated water supply will also meet the projected water demand during single- and multiple-dry year scenarios. For a single dry year, a projected supply of 319,492 AF within the Water Department service area is available, and for multiple-dry years (2022-2025), a projected supply of 305,473 AF, 322,552 AF, 335,454 AF, and 315,327 AF, respectively, is available (Table 5.4-3). Therefore, the WSA Report verifies that there is a sufficient water supply to serve existing demands, projected demands of the project, and future water demands within the Water Department's service area in normal and dry year forecasts.

The project would not result in the use of excessive amounts of water and would not conflict with adopted water conservation plans or the City of San Diego Landscape Guidelines because several water conservation methods would be incorporated in the project. The principal sources of water consumption would be in the bathrooms, kitchen and laundry as well as landscape irrigation in the common areas.

The project would incorporate a number of water-conserving components. Bathrooms would be equipped with water conservation fixtures in accordance with the requirements of the UBC. Several water conservation components would be included in the building landscape design. Design of the automatic sprinkler system would respond to water conservation concerns. Each head would be adjusted for optimum performance to prevent overspray onto walks, roadways and/or buildings. The automatic irrigation system design would be based on the minimum operating pressure and maximum flow demand at the point of connection to the available water source, and would use reclaimed water where available. Shrub and lawn areas, along with drought-tolerant groupings, would be on separate circuits to accommodate different water requirements. Rain shut-off devices would be employed, and the irrigation system would be adjusted seasonally for water conservation. Drought-tolerant native and ornamental plants would be grouped based upon amount of water needed to sustain them, and soil amendments would be utilized to improve the water holding capacity of the soil. Drip irrigation would be used in certain locations to deliver water directly to the plant roots, thereby minimizing evaporation. In addition, the site would be plumbed with reclaimed water pipe, which would allow reclaimed water for landscaping when it becomes available. These water-conserving methods would help to minimize water usage.

With regard to this project, the City of San Diego has complied with SB 610 and SB 221. As the WSA indicates there is sufficient availability of water to meet the region's needs including the project, therefore there is no significant impact on water resources.

Wastewater

Dexter Wilson Engineering, Inc. prepared a Sewer System Analysis dated August 2003 (Appendix F.1), three Addendums (Appendices F.2, F.3, and F.4), and a Sewer Feasibility Analysis (Appendix F.5). The Analysis estimates that each dwelling unit would generate 120 gallons per day of wastewater, which would result in a total project average wastewater flow of 96,000 gallons per day. The Sewer System Analysis concludes that the project would receive sewer service by constructing private onsite gravity sewer laterals to connect to the gravity sewer line in Genesee Avenue. The existing gravity sewer line in Genesee Avenue would not have

adequate capacity to serve the project without replacing the existing line with an 18-inch sewer line from the project site to the interceptor line in Rose Canyon, to the south. The project applicant proposes to upgrade the existing 10- and 12-inch line within Genesee to 18 inches. The impacts of that action are analyzed elsewhere in this EIR. As indicated above, the Point Loma Wastewater Treatment Facility currently has 50 mgd unused capacity. Therefore, the wastewater treatment facility has adequate capacity to provide service to the project.

Solid Waste Disposal

The City ESD considers waste generation for projects with greater than 50 residential units as significant. The project would result in a net increase in solid waste to be placed in the Miramar Landfill and to an alternate landfill once the Miramar Landfill is closed. Thus, the project would result in a significant impact on landfill capacity.

The City provides a number of waste management services to all sectors of the City, including technical assistance programs, litter control, and waste reduction services. Growth in the residential sector would affect the City's ability to provide these services. Since the project would not use City solid waste collection crews, there would be no effect on such services.

5.4.3 SIGNIFICANCE OF IMPACT

Schools

Students generated by the project would not have a significant impact on any school. No significant impact is identified. Furthermore, by law (Government Code 65996) paying school fees constitutes full mitigation.

Libraries

The existing and planned library branches in University City currently fall short of the service goal. The additional population related to the project would further increase the deficit to 11,363 square feet. The local branches have plans to expand, and residents can use any branch within the City of San Diego system. Project applicants are required to pay FBA fees. No significant impact is identified.

Parks

The project as proposed would increase the population by 768 new residents which would require 2.15 acres of population-based park land and a certain percentage of a recreation center and community swimming pool complex. This requirement could be addressed for the project through the payment of Facilities Benefit Assessment (FBA) fees which would be utilized to acquire park land and develop recreational facilities to serve the new residents, and through the provision of on-site, private recreation facilities. However, the need created by this project combined with the needs created by several residential development proposals which are currently processing through the City of San Diego cannot be addressed merely through payment of the FBA fees due to the fact that available land appropriate for park purposes is very limited

within the UC Plan area. These combined projects could yield a minimum of 3,262 new residents in the reasonably foreseeable future which would require, at minimum, approximately 9.0 acres of population-based park land.

Park land, or other alternative measures acceptable to the City Park and Recreation Department, which is adequate to serve the proposed residential developments must be designated and reserved in a coordinated manner in conjunction with the payment of FBA fees in order to satisfy population-based park needs. If this cannot be achieved, then the project would increase the existing park acre deficit for the community.

According to the City's Significance Determination Thresholds, the provision of population-based parks is a planning and facilities matter and no impact has been identified.

Water

The project would result in the use of approximately 200 AF/year of water. The WSA Report determined that there is a sufficient water supply to serve existing demands, projected demands of the project, and future water demands within the Water Department's service area in normal and dry year forecasts. The project would not result in the use of excessive amounts of water, and would not conflict with adopted water conservation plans or the City of San Diego Landscape Guidelines. In addition, the project would incorporate many water-conserving methods, therefore, the project would not result in a significant impact to water resources.

Wastewater

It was determined that the sewer main which is currently operating at full capacity in some sections during peak flow conditions would require upgrades. The project applicant proposes to upgrade the existing 10- and 12-inch line within Genesee to 18 inches. The impacts of that action are analyzed elsewhere in this EIR. Adequate regional treatment capacity exists at the Point Loma Wastewater Treatment Facility, so no other impacts have been identified.

Solid Waste Disposal

Since the City ESD considers waste generation for projects with greater than 50 residential units as significant, the project would result in significant impacts on the Miramar Landfill capacity. Preparation of a waste management plan would reduce the project's direct impact on solid waste disposal to below a level of significance. As discussed in Section 6.3, cumulative impacts would remain significant.

5.4.4 MITIGATION, MONITORING, AND REPORTING

The following mitigation measures would reduce the direct impact of the project on local landfill capacity to below a level of significance.

Mitigation Measure 5.4-1: As required by the City of San Diego, the developer shall provide exterior areas in which to store trash and recyclable materials, in compliance with Municipal Code 101.2001.

Mitigation Measure 5.4-2: Prior to the issuance of a grading permit, the applicant shall receive approval from the Assistant Deputy Director (ADD) that a Waste Management Plan has been prepared, approved by the ESD, and implemented for the project. Also prior to the issuance of the grading permit, the applicant shall submit evidence to the ADD that the final Demolition/Construction report has been approved by Mitigation Monitoring Coordination (MMC) and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal was achieved, etc.

Mitigation Measure 5.4-3: At least thirty days prior to beginning any work on the site, demolition and/or grading, for the implementation of the MMRP, the Permittee is responsible to arrange a Precon Meeting that shall include: the Construction Manager or Grading Contractor, MMD, and ESD and the Resident Engineer (RE).

- At the Precon Meeting, the Permittee shall submit three (3) – reduced copies (11 x 17) of the approved waste management plan, to MMC (2) and ESD (1).
- Prior to the start of demolition, the Permittee/the Construction Manager shall submit a construction schedule to MMC and ESD.

Mitigation Measure 5.4-4: The Permittee/Construction Manager shall call for inspections by both MMC and ESD who will periodically visit the construction site to verify implementation of the waste management plan.

Mitigation Measure 5.4-5: After completion of the MMRP, a final results report shall be submitted to MMC.

Mitigation Measure 5.4-6: Prior to the issuance of any permit, including but not limited to a grading or other construction permit, the ADD shall verify that all the requirements of the waste management plan have been shown and/or noted on the Demolition and/or Grading Plans (construction documents).

- 1) Prior to issuance of a demolition permit for the demolition of the existing western ramp of the Genesee Avenue pedestrian bridge, the permittee shall be responsible to arrange a preconstruction meeting. This meeting shall be coordinated with MMC to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the San Diego ESD.
- 2) The plan (construction documents) shall include the following elements for grading, construction, and occupancy phases of the project as applicable:
 - a) Tons of waste anticipated to be generated,
 - b) Material type of waste to be generated,

- c) Source separation techniques for waste generated,
 - d) How materials will be reused onsite,
 - e) Name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused onsite.
 - f) A "buy recycled" program,
 - g) How the project will aim to reduce the generation of construction/demolition debris,
 - h) A plan of how waste reduction and recycling goals will be communicated to subcontractors, and
 - i) A time line for each of the three main phases of the project as stated above.
- 3) The plan shall strive for a goal of 50% waste reduction.
- 4) The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. The Permittee shall notify MMC and ESD when:
- a) A construction permit is issued.
 - b) When construction begins.
 - c) The permittee shall arrange for progress inspections, and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during construction to inspect the progress of the project's waste diversion efforts. Notification shall be sent to:
- | | |
|------------------------------------|-----------------------------------|
| MMC | Environmental Services Department |
| Mitigation Monitoring Coordination | 9601 Ridgehaven Ct. |
| 9601 Ridgehaven Ct. | Suite 320, MS 1102B |
| Suite 320, MS 1102B | San Diego, CA 92123-1636 |
| San Diego, CA 92123-1636 | (858) 492-5010 |
| (619) 980-7122 | |
- d) When Demolition ends.
- 5) Prior to the issuance of a grading permit, the applicant shall receive approval from the ADD that the waste management plan has been prepared, approved, and implemented. Also prior to the issuance of the grading permit, the applicant shall submit evidence to the ADD that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal was achieved, etc.

Preconstruction Meeting

- 1) At least thirty days prior to beginning any work on the site, demolition and/or grading, for the implementation of the MMRP, the Permittee is responsible to arrange a Preconstruction

Meeting that shall include the: Construction Manager or Grading Contractor; MMC and ESD and the RE, if there is an engineering permit.

- 2) At the Preconstruction Meeting, the Permittee shall submit 3 reduced copies (11 x 17") of the approved waste management plan, to MMC (2) and ESD (1).
- 3) Prior to the start of demolition, the Permittee/Construction Manager shall submit a construction schedule to MMC and ESD.

During Construction

The Permittee/Construction Manager shall call for inspections by both MMC and ESD who will periodically visit the construction site to verify implementation of the waste management plan.

Post Construction

- 1) After completion of the implementation of the MMRP, a final results report shall be submitted to MMC to coordinate the review by the ADD and ESD.
- 2) Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of Certificate of Occupancy, the applicant shall provide documentation that the ADD of LDR and the ESD, that the waste management plan has been effectively implemented.

5.5 PALEONTOLOGY

5.5.1 EXISTING CONDITIONS

Paleontological resources (i.e., fossils) are the remains and/or traces of prehistoric plant and animal life. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) within which they were originally buried. For the purposes of this discussion, paleontological resources can be thought of as including not only the actual fossil remains, but also the collecting localities and the geologic formations containing those localities.

The project site is primarily underlain by the Pleistocene age sedimentary deposits of the Lindavista Formation, which underlies approximately 75 percent of the site. Fossil localities are rare in the Lindavista Formation and have only been recorded in a few areas of San Diego, such as Tierrasanta and Mira Mesa. However, fossils that have been recovered include clams, scallops, snails, barnacles, and san dollars, as well as sparse remains of sharks and baleen whales. The Lindavista Formation is generally considered to have a moderate fossil-bearing potential. The site is also underlain by the Scripps Formation, which underlies approximately 25 percent of the site. The Scripps Formation is generally known to contain fossil marine invertebrates and has a high fossil-bearing potential. The project site is also underlain by a small amount of compacted fill. The offsite sewer improvement area is primarily underlain by formational materials of the Lindavista and Scripps Formations.

5.5.2 IMPACT

Issue 1: How would the proposed project result in the loss of significant paleontological resources?

According to the City's Significant Determination Thresholds, impacts to paleontological resources may be significant if the project would:

- Excavate over 1,000 cubic yards of material to a depth of 10 or more feet below the ground's surface for formations with a high sensitivity rating; and/or
- Excavate over 2,000 cubic yards of material to a depth of 10 or more feet below the ground's surface for formations with a moderate sensitivity rating.

Development of the project could impact significant paleontological resources. The Scripps Formation, which has a high potential for significant paleontological resources, and the Lindavista Formation, which has a moderate sensitivity rating would be impacted. Grading plans for the project would lower the Scripps Formation by 80 to 100 feet and would move approximately 176,250 cubic yards of this formation. The Lindavista Formation would be lowered by 80 to 100 feet and would involve excavation of approximately 293,750 cubic yards of material.

Construction of the offsite sewer improvement could also impact significant paleontological resources as it would impact the Scripps Formation, which has a high potential for significant paleontological resources, and the Lindavista Formation, which has a moderate sensitivity rating. Construction of the offsite sewer improvement would involve a 20-foot wide trench with a depth of 10 to 20 feet. The sewer replacement would travel within Genesee Avenue from the project site to just north of the railroad tracks. As previously discussed, the existing sewer line within Genesee Avenue would be replaced from the project site to Decoro Street. The upsized sewer line would be placed within the previously disturbed area for the existing sewer line, therefore no significant impacts would occur. From just south of Decoro Street to just north of the railroad tracks, the existing sewer line leaves Genesee Avenue and travels within Rose Canyon. As previously discussed, one option is to would place the upsized sewer within Rose Canyon in a 20-foot wide trench with a depth of 10 to 20 feet. Therefore, all grading and earthmoving activities within this portion of the alignment may disturb paleontological resources. Therefore, it is assumed that a significant impact may occur. At the railroad tracks, the sewer line would travel east from Manhole 7 to Manhole 4. From Manhole 6 to Manhole 4, as well as from Manhole 3 to Manhole 2, a steel casing would be installed by boring and jacking beneath sensitive habitat, to avoid impacts to vegetation. As shown in Figure 3.2-12, a portion of the existing sewer line would be replaced, while other portions would be abandoned. As the offsite sewer improvement would require trenching between 10 and 20 feet deep through an area with a high potential for significant paleontological resources, a significant impact may result.

5.5.3 SIGNIFICANCE OF IMPACT

Implementation of the project and offsite sewer improvement could have a potentially significant but mitigable impact on paleontological resources.

5.5.4 MITIGATION, MONITORING, AND REPORTING

Potential impacts to paleontological resources would be reduced to below a level of significance through implementation of the following mitigation measure.

Mitigation Measure 5.5-1: The following shall be implemented:

I. Prior to Permit Issuance

- A. Land Development Review (LDR) Plan Check
 - 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.
- B. Letters of Qualification have been submitted to ADD
 - 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project

- and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.**
2. The monitor shall document field activity via the Consultant Site Visit Record (CSVSR). The CSVSR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night Work

- A. If night work is included in the contract
 - 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 - 2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVr and submit to MMC via fax by 9am the following morning, if possible.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

V. Post Construction

- A. Submittal of Draft Monitoring Report
 - 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum
The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 - 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 - 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 - 4. MMC shall provide written verification to the PI of the approved report.
 - 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

5.6 NOISE

5.6.1 EXISTING CONDITIONS

The following discussion summarizes the Noise Impact Analysis for the project that was prepared by Giroux & Associates in December 2004 and amended in August 2005. The complete report is contained in Appendix G of the technical appendices.

Noise Definitions and Criteria

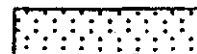
Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is defined as unwanted sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Because noise and sound can vary in intensity over one million times within the human hearing range, a logarithmic loudness scale is used to characterize dB(A) values at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dB(A). Hourly average noise levels are usually expressed as dB(A) Leq, or the equivalent noise level over that period of time. Because community receptors are more sensitive to noise intrusion during the evening and at night, state law requires that an artificial dB(A) increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). Land use compatibility relative to traffic noise is typically displayed as CNEL which incorporates all single noise events within a weighted 24-hour period. Ldn is another 24-hour noise descriptor that is virtually identical (less than 0.5 dB) to the CNEL descriptor. However, it is not weighted between the hours of 7 p.m. and 10 p.m. As such, CNEL is more restrictive.

Noise Standards

General community noise and land use compatibility guidelines are set forth in the Transportation Element in the City of San Diego General Plan as shown in Figure 5.6-1. As indicated in this figure, multi-family residential use is compatible with traffic noise levels up to 65 CNEL. These guidelines are based primarily on noise/land use recommendations from the State Department of Health Office of Noise Control.

An interior sound level of 45 dB(A) is mandated for multi-family dwellings in Title 24 of the California Code of Regulations. With standard construction practice and closed windows, exterior-to-interior attenuation of 15 dB(A) can generally be achieved. Thus, interior noise levels of 45 dB(A) can normally be met in areas of ambient noise of up to 60 dB(A) CNEL as long as people have the option of closing their windows.

Land Use		Annual Community Noise Equivalent Level in Decibels					
		50	55	60	65	70	75
1.	Outdoor Amphitheaters (may not be suitable for certain types of music.						
2.	Schools, Libraries						
3.	Nature Preserves, Wildlife Preserves						
4.	Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing						
5.	Retirement Home, Intermediate Care Facilities, Convalescent Homes						
6.	Hospitals						
7.	Parks, Playgrounds						
8.	Office Buildings, Business and Professional						
9.	Auditoriums, Concert Halls, Indoor Arenas, Churches						
10.	Riding Stables, Water Recreation Facilities						
11.	Outdoor Spectator Sports, Golf Courses						
12.	Livestock Farming, Animal Breeding						
13.	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters						
14.	Commercial-Wholesale, Industrial Manufacturing, Utilities						
15.	Agriculture (except Livestock), Extractive Industry, Farming						
16.	Cemeteries						



COMPATIBLE

The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.



INCOMPATIBLE

The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

Source: Progress Guide and General Plan (Transportation Element)

The ability to close windows to shut out noise requires supplemental ventilation in any affected noise-sensitive area.

Section 59.5.0404 of the Municipal Code also contains a performance standard that limits the allowable noise from construction at the property line of any adjacent residential uses. The allowable average noise exposure during the permissible 12-hour construction "window" is 75 dB(A) Leq.

Fixed source and/or operational noise is governed by the City of San Diego Noise Ordinance Section 59.5.0401. The applicable sound level is a function of the time of day and land use zone. Sound levels are measured at the property line of the noise source. The limits are given in Table 5.6-1.

TABLE 5.6-1
City of San Diego Noise Ordinance Limits

LAND USE ZONE ¹	TIME OF DAY	1 HOUR AVERAGE SOUND LEVEL (DECIBELS)
Residential: All R-1	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
All R-2	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
R-3, R-4 and all other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
All Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
Manufacturing, all other Industrial, Including Agriculture and Extractive Industry	any time	75

Source: City of San Diego Noise Ordinance Section 59.5.0401

¹ The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

Existing Noise

The subject property is affected by several noise sources. The dominant noise source is traffic. A secondary source of noise is aircraft related to MCAS Miramar which is located east and southeast of the project site.

Traffic Noise

The subject property is affected by traffic noise from La Jolla Village Drive, Genesee Avenue and Costa Verde Boulevard. According to calculations contained in Appendix G, all three of these roadways generate noise levels in excess of the City's 65dB(A) CNEL standard for exterior residential usable areas.

Aircraft Noise

The project is located over two miles from the western end of the runway on MCAS. According to the adopted MCAS Miramar ALUCP, the project site is located outside of the 60 dB(A) CNEL contour for aircraft noise (Figure 5.1-6).

5.6.2 IMPACT

Issue 1: Would the proposed project result in a significant increase in the existing ambient noise levels? Would the project result in the exposure of people to noise levels which exceed the City's adopted Noise Ordinance?

Issue 2: Would the proposed project result in the exposure of people to current or future transportation noise levels that exceed standards established in the Transportation Element of the General Plan?

According to the City's Significance Determination Thresholds, noise impacts may be significant if the project would:

- Expose future residents to exterior noise levels in excess of 65 dB(A) CNEL and/or interior noise levels in excess of 45 dB(A) Leq;
- Increase ambient noise levels by more than three dB; and/or
- Result in temporary construction noise which exceeds noise levels identified in Municipal Code 59.0404.

Construction Noise

Construction noise sources are not strictly related to a noise standard because they normally occur only during selected times and the source strength varies sharply with time. The weekday (including Saturday) hours from 7 A.M. to 7 P.M. are the times allowed in San Diego's Noise Ordinance for construction or grading. As discussed previously, Section 59.5.0404 of the Municipal Code also contains a performance standard that limits the allowable noise from construction at the property line of any adjacent residential uses. The allowable average noise exposure during the permissible 12-hour construction "window" is 75 dB(A) Leq. Measurements have shown that this standard is not normally exceeded off-site from a construction project.

Onsite Construction

The temporary construction noise impacts would vary because of range in noise strength of construction equipment. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally by finish construction. Earth-moving (grading) activities would be the loudest noise sources during construction with equipment noise ranging from 75 to 90 dB(A) Leq at 50 feet from the source (Figure 5.6-2). Noise levels from construction equipment would diminish by a factor of 6 dB(A) per doubling of distance. The quieter construction noise sources would therefore drop below 60 dB(A) Leq within about 300 feet from the source while the loudest sources could still be detectable above the local background beyond 500 feet from the construction area. The existing residential structures on and around the project site would intermittently shield many nearby receivers from direct line offsite noise propagation such that the construction noise "envelope" would be considerably smaller than 1,000 feet in many areas.

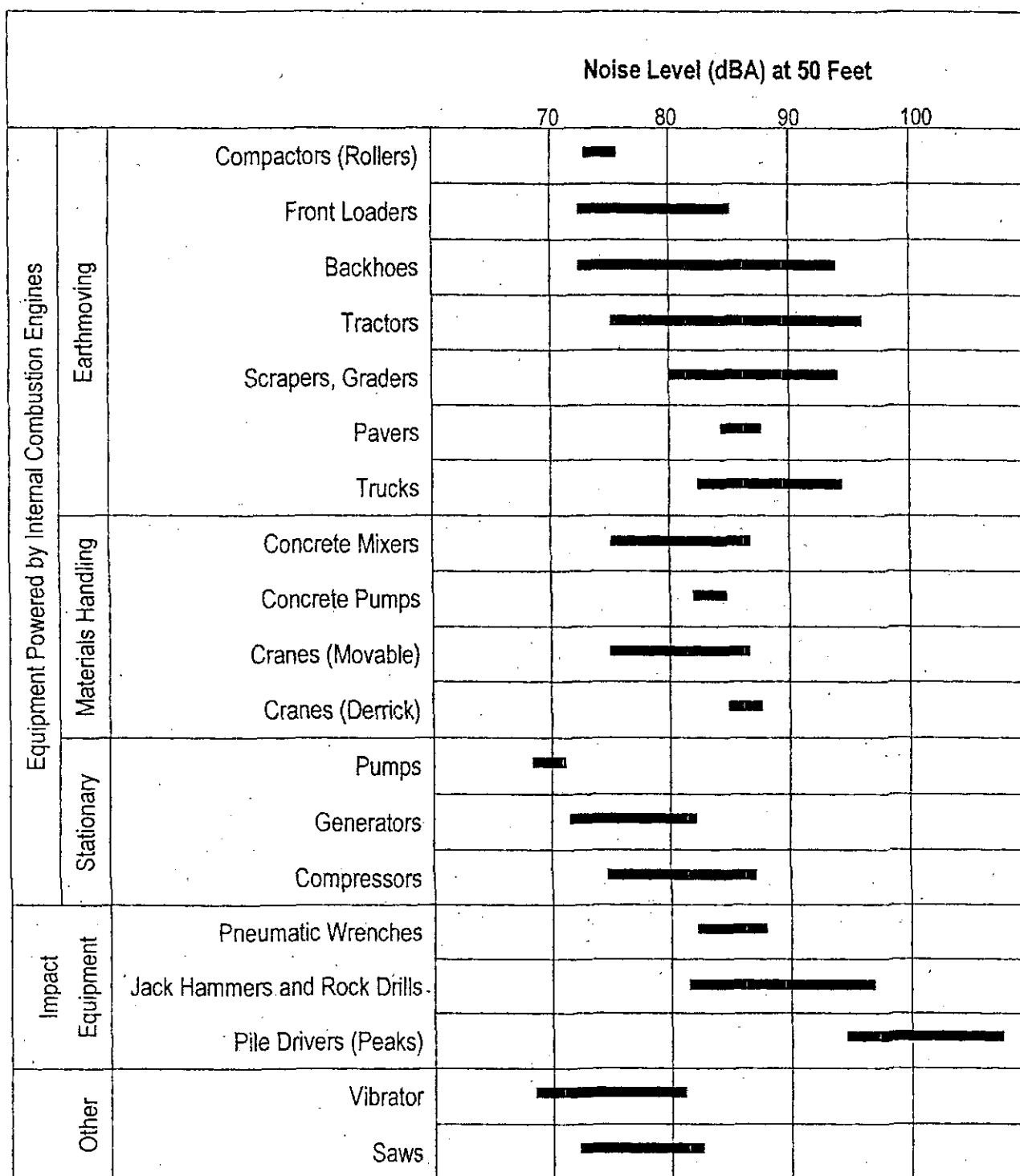
At this time, it is estimated that Tower A would be constructed first, followed by Tower B, then Tower C, and last would be Tower D, however this order is flexible and would be dependent upon housing demand. Grading for each is anticipated to last approximately 3 months per phase, and construction of each building is anticipated to last approximately 18 months. In later phases of finish construction, equipment such as generators, compressors, saws, etc., would be somewhat less noisy and the physical barrier created by partially completed onsite facilities would further break up line of line noise propagation to surrounding residential uses.

The noise sensitive uses within the influence area are existing surrounding residential units as well as the future project residents. There are no other sensitive uses such as day cares or senior housing located adjacent to the project. While senior housing is located within the Costa Verde Specific Plan area, these senior towers would be shielded from the project by other buildings.

Offsite Sewer Construction

In addition to construction noise on the project site, the proposed sewer line replacement would generate noise impacts on nearby residential development. As with onsite construction, this construction noise would have to conform to the City's Noise Control and Abatement Ordinance. Construction within the roadway would occur during daylight hours with the exception of the connection to the existing Rose Canyon Trunk Sewer. As the night construction would occur within the canyon, no residents would be impacted.

Based on previous pipeline construction projects, the most intensive noise levels using large excavators, dozers and haul trucks have recorded hourly average levels of 78 dB Leq at 50 feet from the center of activity. With smaller equipment (trenchers, backhoes, small cranes), an average noise level of 74 dB Leq at 50 feet has been observed. Peak noise levels for jackhammers or other pavement breakers may reach 85 dB Leq.



Source: EPA PB 206717, 12/31/1971

Typical Construction

Equipment Noise Generation Levels _____ Figure 5.6-2

As illustrated in Table 5.6-2, residential units within 140 -500 feet of the construction equipment would be significantly impacted by night-time construction because standard construction activities would likely be unable to achieve interior noise levels below 45 dB(A).

TABLE 5.6-2
Offsite Sewer Construction Noise

PARAMETER	PAVEMENT BREAKING (FEET)	MAXIMUM EXCAVATION (FEET)	PIPE LAYING & REPAVING (FEET)
75 dB Leq-12 hr	NA ¹	70	45
70 dB Leq-1 hr	280	125	80
65 dB Leq-1 hr	500	225	140
60 dB Leq-1 hr	890	400	250

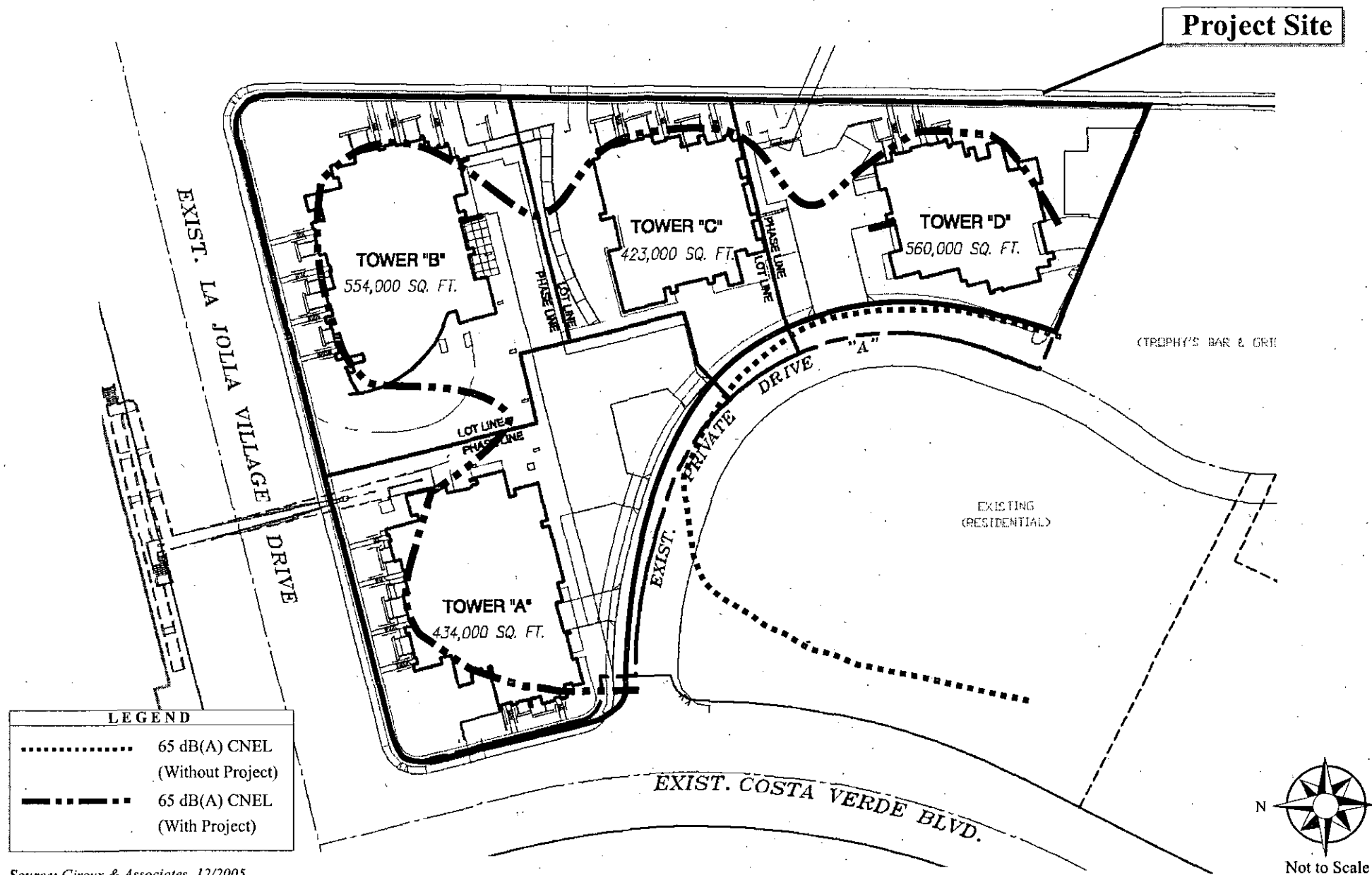
¹ Pavement breaking does not occur for 12 hours at one location.

Traffic Noise

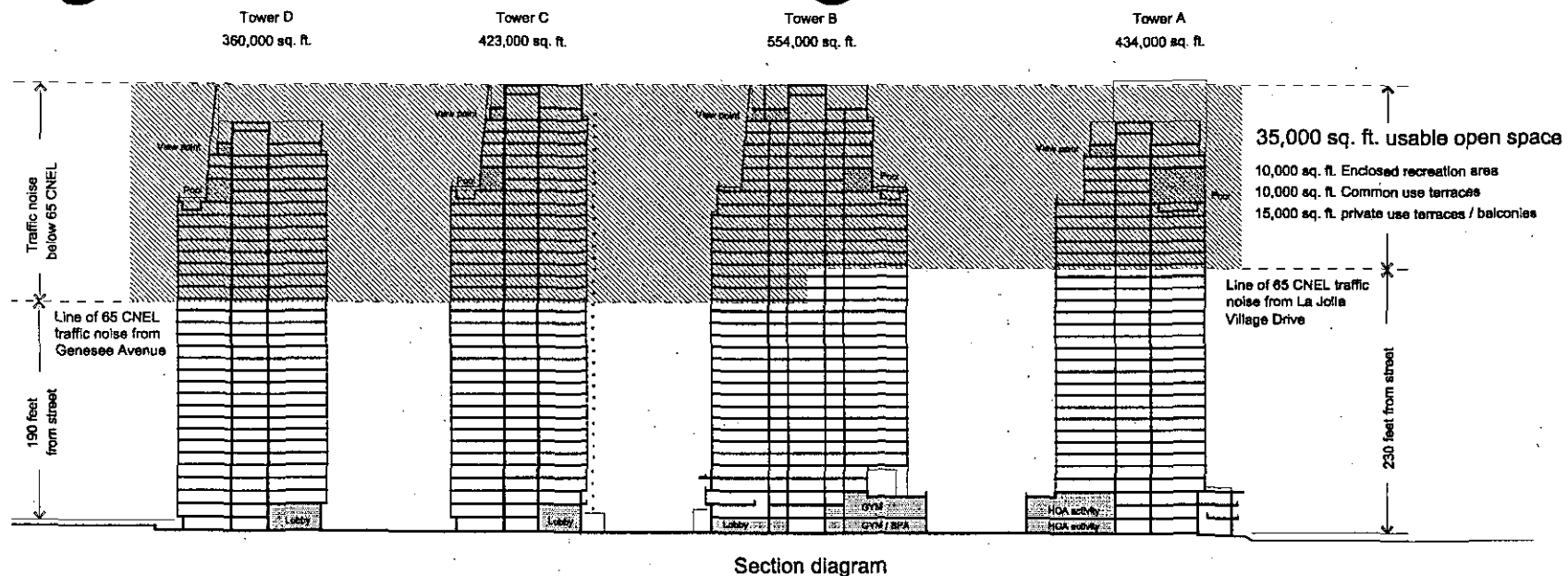
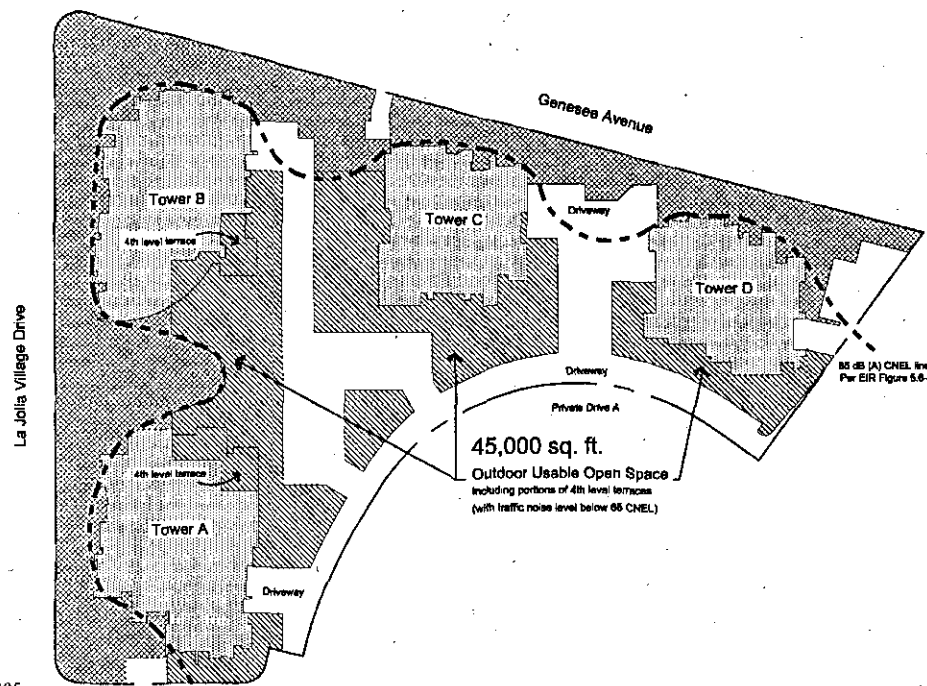
As illustrated in Figure 5.6-3, future development of the subject property would be exposed to traffic noise levels which would exceed the City's standard of 65 dB(A) CNEL. As a consequence, outdoor common recreation areas mandated by the Costa Verde Specific Plan would be significantly impacted without noise attenuation. Similarly, interior noise levels within residential units could exceed 45 dB(A) CNEL without attenuation.

Exterior Noise

The Costa Verde Specific Plan requires usable outdoor recreation space be provided at a ratio of 100 square feet per residential unit. Based on the 800 units proposed by the project, a total of 80,000 square feet of common open space must be provided which does not experience noise levels in excess of 65 dB(A) CNEL. The applicant has proposed to utilize 45,000 square feet of ground level common area and fourth level terraces as well as 35,000 square feet of private balconies and common recreation area on the upper floors to meet the total requirement of 80,000 square feet (see Figure 5.6-4). As illustrated in Figure 5.6-4, the 35,000 square feet of outdoor areas is located sufficiently above traffic noise to avoid levels in excess of 65 dB(A) CNEL. As illustrated in Figure 5.6-4, portions of the ground level common areas proposed to meet a portion of the mandated outdoor recreation areas would lie within the 65 dB(A) CNEL contour and, thus, not meet the noise level requirement. However, the noise analysis indicates that barriers ranging between four and five feet in height would be able to provide sufficient noise attenuation.



Source: Giroux & Associates, 12/2005



Legend

- Driveways
- Building Footprints
- Outdoor Usable Open Space
with traffic noise level below 65 CNEL
- Outdoor Open Space
with traffic noise level above 65 CNEL

Outdoor Usable Open Space with traffic noise level below 65 CNEL

Usable open space at grade including portions of 4th level common use terraces	45,000 sq. ft.
Usable open space at upper levels including private / common use terraces & enclosed recreation spaces	35,000 sq. ft.
Total	80,000 sq. ft.

Source: Design Lead LLP, 12/2005

Interior Noise

As exterior noise levels would exceed 65 dB(A) CNEL, the interior noise levels for residential units located within direct line of sight of La Jolla Boulevard, Genesee Avenue and Costa Verde Boulevard could experience noise levels which would exceed the 45 dB(A) CNEL interior standard. However, multi-family residences are subject to Title 24. That is, they must be constructed with elements such as dual-paned windows and ventilation systems to ensure that an interior noise level of 45 dB(A) or less is achieved.

Offsite Noise

As indicated in Appendix G, the additional traffic added to local roadways would not be sufficient to significantly increase traffic noise along these roadways. Based on calculations made in Appendix G, traffic noise on affected roadways would not increase by more than 3 dB(A). As discussed earlier, increases under 3 dB(A) are not generally detectable to the human ear. Thus, no significant increase in traffic noise would occur from implementation of the project.

Aircraft Noise

As indicated earlier, aircraft noise associated with MCAS Miramar would not exceed 60 dB(A) CNEL on the project site. Thus, future project residents would not be significantly affected by aircraft noise.

5.6.3 SIGNIFICANCE OF IMPACT

Traffic noise on adjacent roadways would exceed levels considered suitable for residential areas, and a significant impact is identified. However, barriers would be required in order to reduce portions of the common usable open space to below 65 CNEL. With such barriers for common usable open space areas, the exposure of balconies and patio areas adjacent to Genesee Avenue and La Jolla Village Drive to traffic noise would not constitute a significant impact because residents would have recreation areas available which would not exceed 65 dB(A) CNEL and the project would meet the Specific Plan's requirement of usable open space per unit.

Acceptable interior noise levels would be accomplished through architectural design and compliance with Title 24.

Construction noise would be limited by the City's Grading Ordinance which would avoid significant noise impacts provided construction occurs during daytime hours. If construction must occur in the night-time hours to avoid traffic congestion, nearby residential development would be significantly impacted. Temporary noise barriers and the limited duration of these activities would reduce these impacts to below a level of significance.

Aircraft noise would not exceed allowable levels.

5.6.4 MITIGATION, MONITORING, AND REPORTING

The following mitigation measure would reduce the noise impacts of the project to below a level of significance.

Mitigation Measure 5.6-1: Prior to issuance of a building permit, an acoustical study shall be conducted to determine the appropriate barrier design and height to achieve noise levels below 65 dB(A) CNEL within designated ground level recreation areas illustrated in Figure 5.6-4 of the EIR. Prior to issuance of a certificate of occupancy for any tower containing designated outdoor open space, an acoustical engineer or equivalent shall confirm to the ADD that the noise attenuation identified in the acoustical analysis is in place and that it reduces exterior noise levels to below a level of significance. If it does not, additional noise attenuation measures shall be implemented to the satisfaction of the ADD to assure exterior noise levels are below 65 dB(A).

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5.7 BIOLOGICAL RESOURCES

Although no biological resources occur within the proposed project site, biological resources do occur along a portion of the offsite sewer construction associated with the project. In order to determine the nature of the resources and the potential impacts and mitigation requirements, Merkel & Associates (August 2006) prepared a Biological Resources Report addressing the offsite sewer line. A copy of the report is contained in its entirety in Appendix H of the technical appendices of this EIR.

The report evaluates the sewer project including three potential construction techniques for Segment 2 which is located between Genesee Avenue and the railroad tracks. The below grade (Option 2A) and the above ground retaining wall (Option 2B(1)) would be generally located within the limits of the existing SDG&E access road. The manufactured fill (Option 2B(2)) would extend beyond the limits of the access road into the adjacent riparian habitat because of the manufactured fill slopes.

5.7.1 EXISTING CONDITIONS

The potentially affected area is referred to in the Biological Report as the "Study Area." While the specific impact area is generally a 31-foot wide corridor centered on the proposed alignment, the entire study area was surveyed to provide a future basis for the evaluation of other potential impacts such as access and staging.

The southerly portion of the study area is located within Rose Canyon. The western and southern portion of the study area is located within a Multi-Habitat Planning Area (MHPA) of the City's Multiple Species Conservation Program (MSCP) Subarea Plan Area (City of San Diego 1997). Figure 5.7-1 depicts the offsite sewer improvement area in relation to the MHPA.

Vegetation

There are eleven vegetation communities (Figures 5.7-2A and B), that occur within the sewer line study area: southern cottonwood-willow riparian forest, southern willow scrub, native grassland, Diegan coastal sage scrub, coastal scrub, non-native grassland, eucalyptus woodland, non-native vegetation, disturbed habitat, disturbed habitat/culvert, and urban/developed.

A majority of habitat onsite is categorized as southern cottonwood-willow riparian forest, which is classified as a wetland habitat type. The dominant plant species include Fremont cottonwood and western sycamore. Other species present include narrow-leaved willow, white alder and arroyo willow. It occurs on 4.33 acres along the southern portion of the study area.

Southern willow scrub (classified as a wetland habitat type), occurs throughout the study area. This habitat is dominated by arroyo willow; also present are mule fat, western poison oak, white alder, coast live oak, and willow dock. Southern willow scrub covers approximately 2.13 acres within the study area.

A small amount of native grassland is located along the eastern portion of the study area. In this area, clay soils support typical native perennial grassland habitat consisting mostly of purple needlegrass mixed with some non-native grasses. Native grassland encompasses approximately 0.24 acre within the study area.

Diegan coastal sage scrub is a shrub-dominated community, characterized by drought deciduous plants. Small patches of the sage scrub are located at the southern tip of the study area and in the eastern edge of the central part of the study area. These patches consist primarily of broom baccharis, California sagebrush, and interior flat-top buckwheat. Approximately 2.27 acres of this community occurs within the study area. It should be noted that the Diegan coastal sage scrub located along the north and western borders of Rose Creek are part of a previous restoration project. In addition, the Diegan coastal sage scrub located at the southeastern corner of the study area is a restoration area.

Coastal scrub is located within the southern boundary of the study area, and is recognized as a native plant consisting of oak and sage scrub species such as coast live oak and California sagebrush. Approximately 0.54 acre is located within the study area.

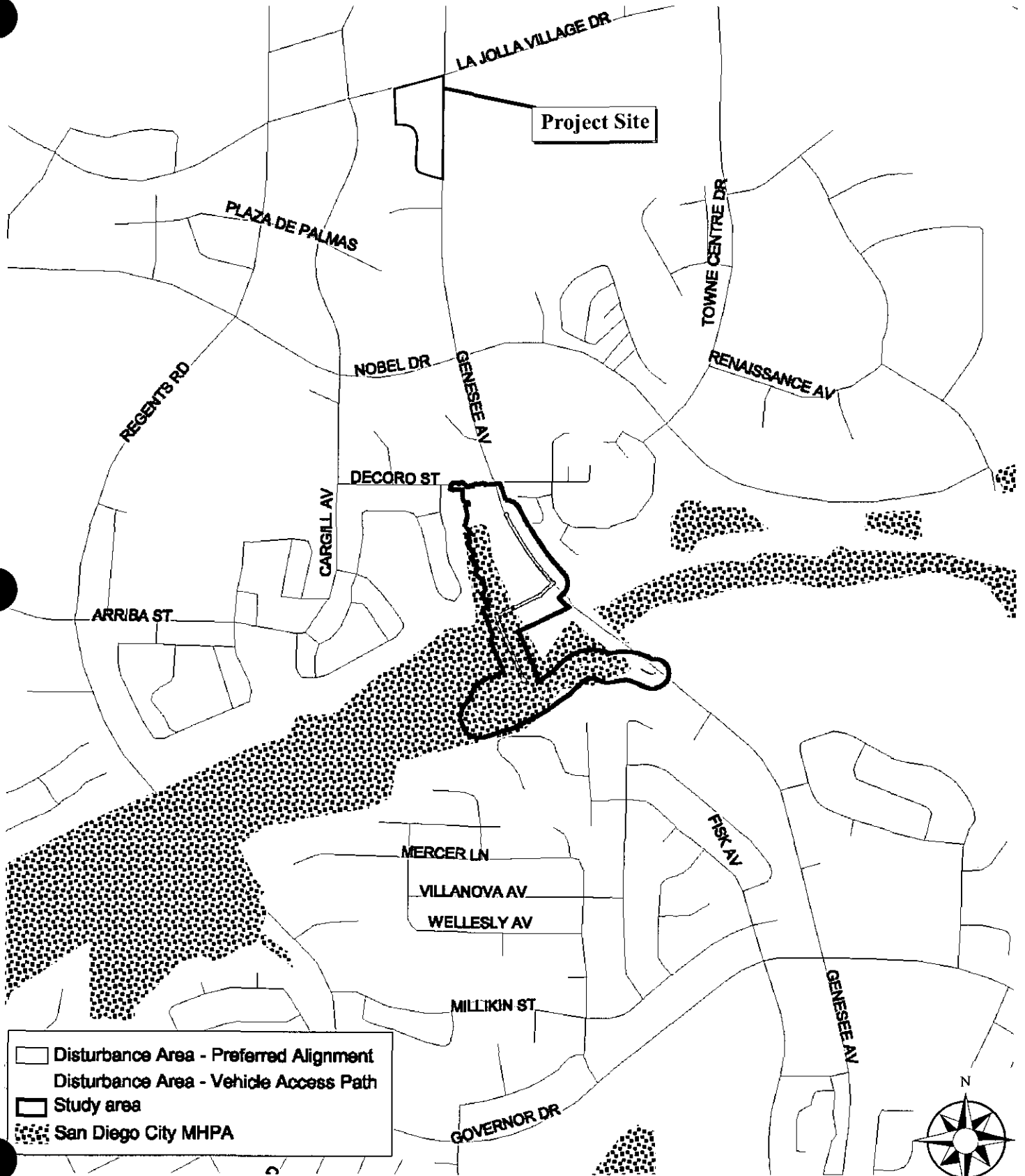
Non-native grassland is present in several areas of the study area. Weedy grass species include ripgut grass, purple falsebrome, red brome, and soft chess. Approximately 4.75 acres of non-native grassland occurs within the study area.

Eucalyptus woodland is located on the northern slope adjacent to Decoro Street as well as on the eastern side of Genesee Avenue. The dominant species within this vegetation community is eucalyptus. These non-native species release allelopathic chemicals from their stems and leaves, which precludes most understory growth. Eucalyptus woodland covers 0.58 acre within the study area.

Non-native vegetation is present in the northern portion of the study area, primarily located adjacent to urban development. This vegetation community consists of invasive species such as acacia, hottentot fig, and pampas grass. Approximately 3.27 acres of non-native vegetation is located within the study area.

Existing trails are considered disturbed habitat. These areas have less than 30 percent ground cover attributable to annual, non-native grasses. Disturbed habitat covers approximately 2.14 acres within the study area.

The disturbed habitat/culvert consists of an existing culvert, approximately 30 inches in diameter, located under the SDG&E service road as it crosses the drainage tributary to Rose Canyon. The culvert does not support hydrophytic vegetation; however, it does transport flowing water from adjacent wetland communities and, thus, is considered jurisdictional under state and federal regulations as a non-wetland waters of the U.S./streambed.

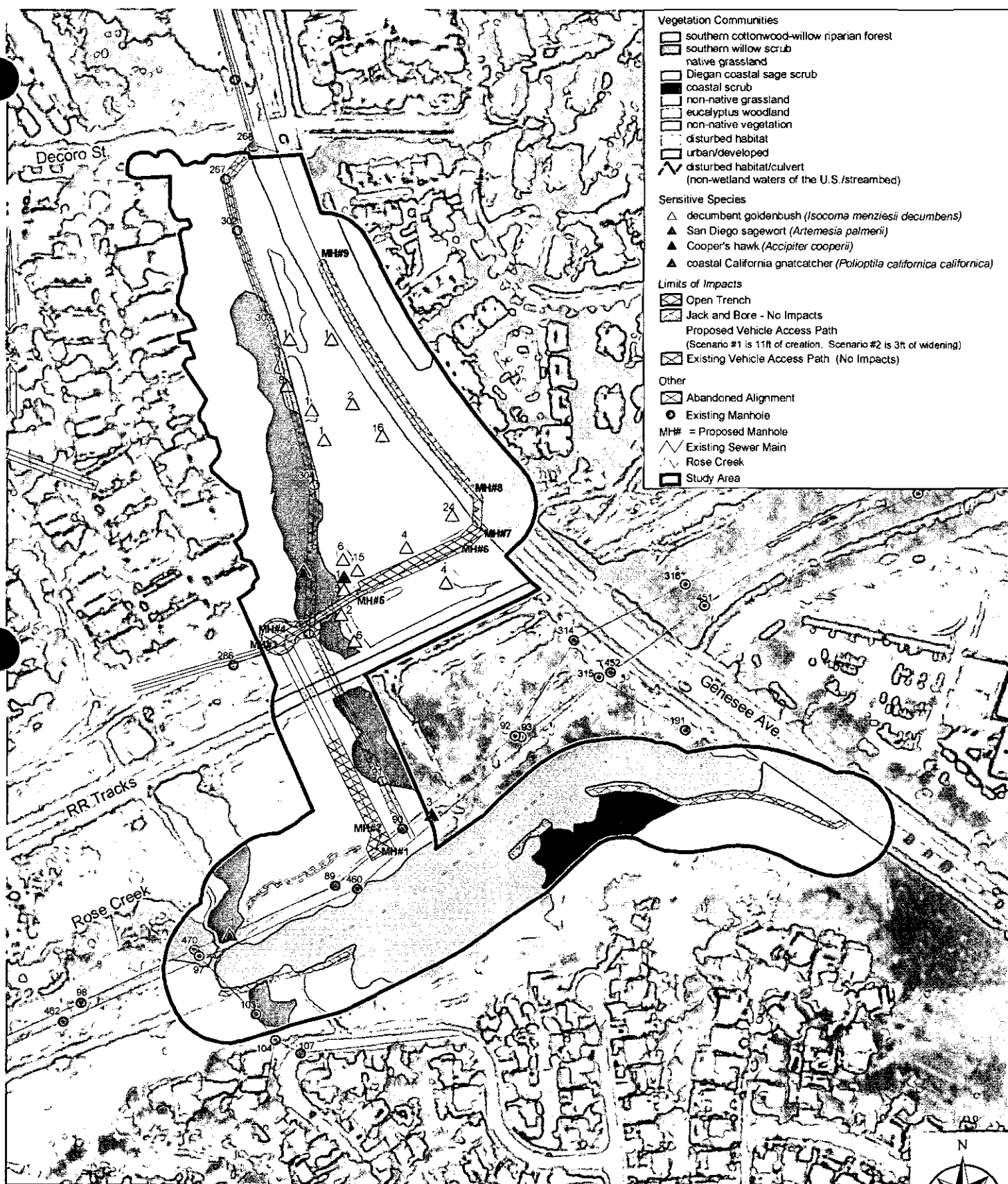


Source: Merkel & Associates Inc., 12/31/2004

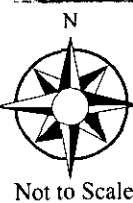
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MHPA Location _____ Figure 5.7-1

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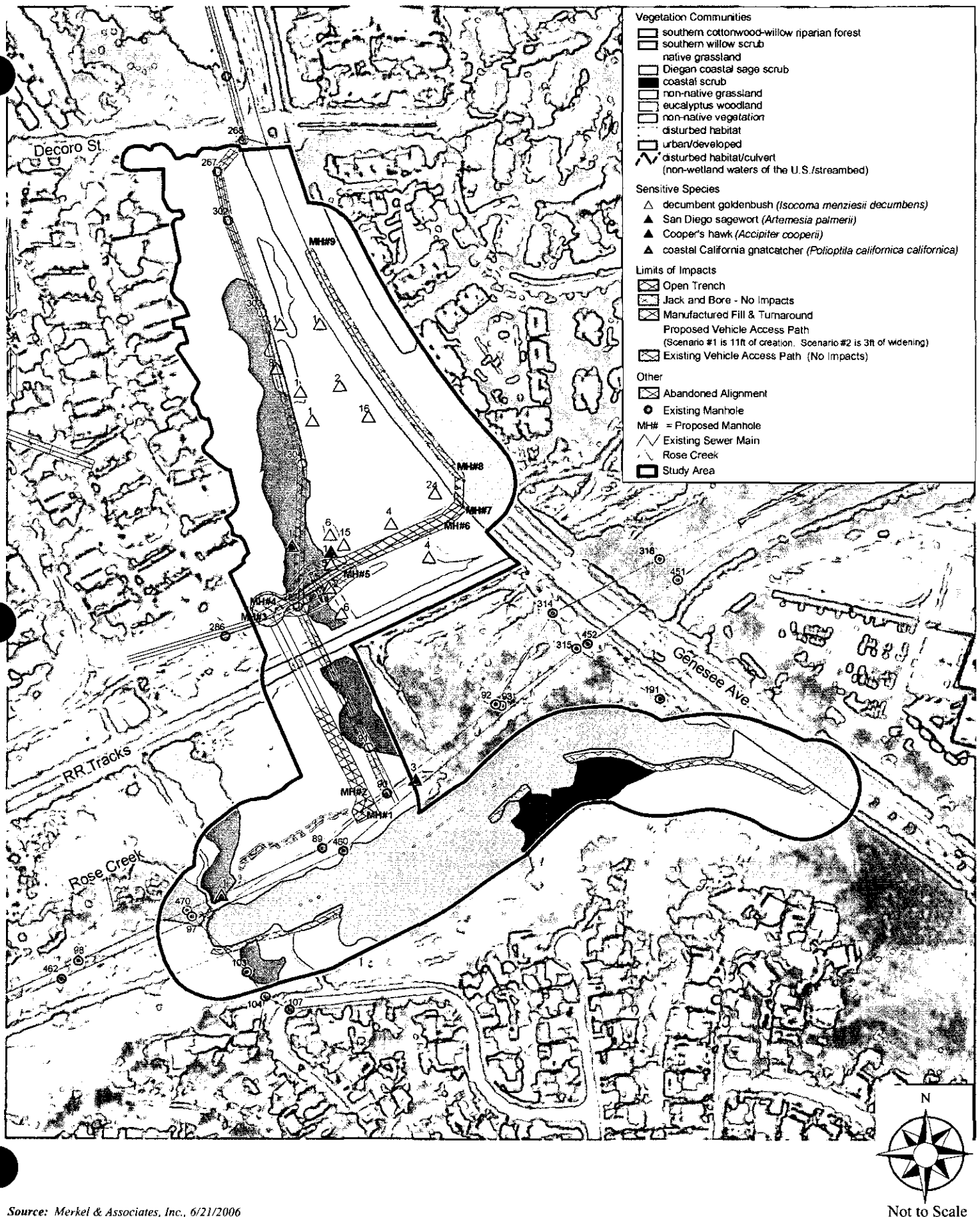


Source: Merkel & Associates, Inc., 6/21/2006



Biological Resources Segments 2A and 2B(1) _____ Figure 5.7-2A

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Source: Merkel & Associates, Inc., 6/21/2006

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Genesee Avenue and the railroad tracks that traverse the study area are classified as urban/developed, where no vegetation was observed. Approximately 3.66 acres of urban/developed land is located within the study area.

Wetlands and Waterways

Merkel and Associates biologists conducted wetland delineation work in August and October 2004. Delineations were performed using routine onsite determination methods noted in the 1987 Army Corps of Engineers' (ACOE) Wetland Delineation Manual. In addition, the delineation effort was expanded to identify non-wetland waters under federal jurisdiction and streambeds under the jurisdiction of the California Department of Fish and Game (CDFG). For the offsite sewer line, wetlands and jurisdictional waters fall under one, two, or all of the following jurisdictions: ACOE, CDFG, and the City of San Diego (Table 5.7-1 and Figures 5.7-3A and B).

TABLE 5.7-1
Summary of Jurisdictional Wetlands and Non-wetland
Waters/Streambed Onsite

WETLAND HABITAT TYPE	ACOE, CDFG, CITY JURISDICTION (ACRE)	CDFG, CITY JURISDICTION (ACRE)	TOTAL (ACRE)
Southern cottonwood-willow riparian forest	0.23	0.00	0.23
Southern willow scrub	1.70	0.04	1.74
Disturbed Habitat/Culvert	<0.01 ¹	0.00	<0.01 ¹
Total	1.93	0.04	1.97

¹ Due to the small area, it does not affect the total area.

Plant Species

During the survey, a total of 82 plant species were found on the subject property, of which 35 (43 percent) were non-native. A complete list of all the plant species observed during the surveys is provided in Appendix H of this EIR.

Wildlife Species

The desert cottontail was the only mammalian species detected onsite, likely due to the fact that most native mammal species are primarily nocturnal and not easily observed during diurnal surveys. Mammals expected to occur onsite include the California ground squirrel, Botta's pocket gopher, and Virginia opossum. Several rodent species are expected to occur within the study area including deer mouse and house mouse.

Fourteen species of birds were observed or detected onsite during the field surveys. Species present include the western scrub-jay, Anna's hummingbird, spotted towhee, California towhee,

Pacific-slope flycatcher, black-headed grosbeak, coastal California gnatcatcher, southwestern willow flycatcher and American goldfinch. Raptors observed onsite included red-shouldered hawk, and cooper's hawk.

No amphibians were observed or detected within the study area. However, species such as the Pacific treefrog, western spadefoot, and garden slender salamander have the potential to occur onsite due to the presence of suitable habitat.

One reptile, the western fence lizard, was observed onsite. This species is a regular inhabitant of the sage scrub. Other species detected within the region during previous Merkel and Associates investigations include side-blotched lizard, common kingsnake, and western rattlesnake. Additionally, the ring-necked snake, two-striped garter snake, night snake, long-nosed snake, and yellow-bellied racer were previously recorded in Rose Canyon.

The only butterfly species observed onsite were relatively common species such as marine blue, mourning cloak, red admiral, west coast lady, and common ringlet.

Wildlife Corridors

The southern portion of the study area is located within the easternmost portion of Rose Canyon, which is classified by the City as the "Rose Canyon Open Space Park" and is part of the City's MSCP MHPA. Rose Canyon stretches westward from military lands east of I-805 to I-5. Here, the Rose Canyon habitats bend southward to form a constrained connection to San Clemente Canyon (Marian Bear Memorial Park). According to SANDAG GIS data, the offsite sewer is part of a Core Resource Area. Rose Canyon functions as a wildlife corridor supporting movement of individuals from within Rose Canyon to open space eastward and into San Clemente Canyon and vice versa (Figure 5.7-4).

Sensitive Biological Resources

Plant Communities

Sensitive habitats are those that meet the criteria of the City of San Diego's Biology Guidelines for the Environmentally Sensitive Lands Regulations.

The following plant communities within the MHPA are considered sensitive:

- Southern cottonwood-willow riparian forest;
- Southern willow scrub;
- Diegan coastal sage scrub;
- Coastal scrub;
- Native grassland;
- Non-native grassland;
- Non-native vegetation;
- Disturbed habitat;
- Disturbed habitat/culvert: and

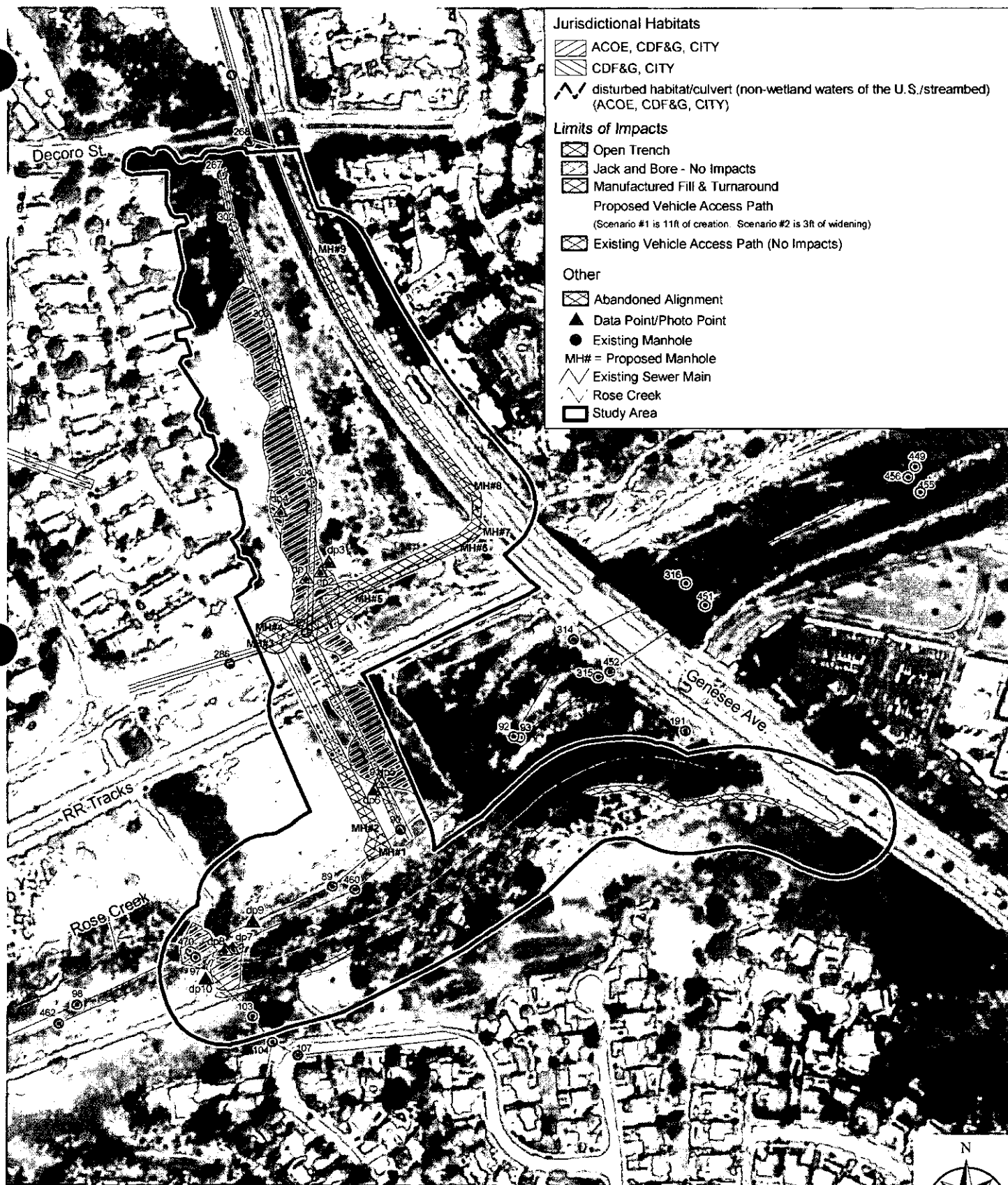


Source: Merkel & Associates, Inc., 6/21/2006



Wetland Delineation Map Segments 2A and 2B(1) _____ Figure 5.7-3A

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Source: Merkel & Associates, Inc., 6/21/2006



Wetland Delineation Map Segment 2B(2) _____ Figure 5.7-3B

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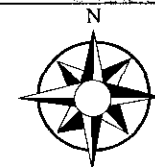
LEGEND



Wildlife Corridor



Study Area



Not to Scale

Source: Merkel & Associates, Inc., 7/2005

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- Urban/developed.

Although identified as Tier IV habitats, non-native vegetation, disturbed habitat/culvert, and disturbed habitat are located within MHPA lands and are therefore considered sensitive lands. In addition, the non-native vegetation and disturbed habitat communities support the sensitive flora species decumbent goldenbush. Urban/developed land is a non-classified habitat, however it is located within MHPA lands and thus is considered sensitive lands.

Plant Species

Sensitive plants include those listed by the United States Fish and Wildlife Service (USFWS), CDFG, and the California Native Plant Society (CNPS). They also include species covered by the MSCP and those considered narrow endemic species.

The California Natural Diversity Database (CNDDB) does not list any sensitive species occurrences with the study area. However, the following five sensitive plant species were noted during the survey: San Diego sagewort, (CNPS List 4) decumbent goldenbush, (CNPS List 1B) wart-stemmed ceanothus, (CNPS List 2, MSCP – covered) Nuttall's scrub oak, (CNPS List 1B) and Coulter's matilija poppy (CNPS List 4). The locations are shown on Figures 5.7-2A and B. Approximately three San Diego sagewort plants are located at the southern end of the study area within Diegan coastal sage scrub, and one San Diego sagewort plant is located at the western end of the study area within southern willow scrub. Decumbent goldenbush, approximately 91 plants, are located predominately on the eastern slope of the site within Diegan coastal sage scrub, however some specimens were also located within native and non-native grassland. The three other sensitive species were not mapped due to the fact that they were planted within a managed garden.

Wildlife Species

Sensitive species include those listed by the USFWS, and CDFG. They also include species covered by the MSCP and those considered narrow endemic species.

Cooper's hawk and the coastal California gnatcatcher (Federally Threatened) were the only sensitive wildlife species identified within the study area during the surveys. The locations are shown on Figures 5.7-2A and B. It is possible that the Cooper's hawk species could nest within southern cottonwood-willow riparian forest or southern willow scrub but no nests were observed onsite. The coastal California gnatcatcher was detected onsite during a field meeting. No focused protocol surveys were performed for the coastal California gnatcatcher, however previous surveys in the area identified two male/female pairs approximately 0.5 mile west of the study area in Rose Canyon therefore, the gnatcatcher detected onsite is suspected to be a dispersing juvenile. Focused protocol surveys were also conducted during previous surveys for the southwestern willow flycatcher and least Bell's vireo, however, neither was detected in or near Rose Canyon near the vicinity of the offsite sewer improvements. Although not detected onsite, sensitive species observed within the region during previous Merkel and Associates surveys include white-tailed kite, Nuttall's woodpecker, California thrasher, yellow warbler, and yellow-breasted chat.

5.7.2 IMPACT

Issue 1: Would the proposed project result in impacts to sensitive habitats or wildlife corridors?

According to the City's Significance Determination Thresholds, biology impacts may be significant if the project would:

- Cause a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region;
- Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects;
- Cause a conflict with any local policies or ordinances protecting biological resources;
- Cause an introduction of invasive species of plants into a natural open space area;
- Cause a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulation, or by the CDFG or USFWS;
- Cause a substantial adverse impact on more than 0.01 acre of wetlands (including, but not limited to marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means; and/or
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors; including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites.

The offsite sewer would result in both direct and indirect impacts, which are detailed below.

Direct Impacts

Impacts from the proposed sewer replacement would be associated with the construction access road as well as the sewer line installation. With the exception of permanent access roadways and retaining walls, the disturbed areas would be revegetated after construction. It should be noted that no impacts to vegetation are expected from the abandonment of the existing sewer line.

Originally, the disturbance area was to follow the existing sewer line, which would have resulted in significant impacts to southern willow scrub. The applicant has redesigned the offsite sewer improvements project to avoid wetland communities to the greatest extent feasible through abandoning the existing sewer line and proposing to create the new sewer line predominately within Genesee Avenue and disturbed habitat. Although the jack and bore method for Segment 2 between Manholes 4 and 5 would further avoid impacts to wetlands through the placement of the

proposed sewer line under the tributary, this method may be infeasible from a safety standpoint per the City. The City has a policy that discourages manhole depths that exceed 25 feet due to the safety risk posed to City workers servicing the sewer. Should final design of the sewer require manhole depths in excess of 25 feet, public safety may require the above ground method (open trench); thus, for purposes of this EIR and the Biological Resources Report (Appendix H), it is assumed that the open trench method, which results in impacts to wetlands would be utilized.

The majority of the sewer would be constructed using trenching or jack and boring. However, as indicated in Section 3.2.2 and below, Segment 2 could be constructed using above ground as well as below ground methods. Trenching would involve a 31-foot-wide open trench. Jack and boring would involve tunneling which would take place from two large pits constructed at either end of the tunnel section for the tunneling equipment. Installation of manholes was assumed to impact a radius of 15 feet from the manhole. The manholes associated with the Rose Canyon interceptor were analyzed based on a 20-foot impact radius.

Segment 2A (Below Ground) would represent the most likely sewer alignment (see Figure 3.2-16). In this option, the sewer would be placed underground either through the construction of a trench or jack and bore technology. Trenching would be the preferred choice of construction. Once the sewer pipe has been installed, the maintenance access road would be reconstructed to approximately the existing profile.

Segment 2B (1) (Above Ground: Retaining Walls) would be used in the event the appropriate manhole depth could not be achieved. Under this technique, parallel retaining walls would be constructed to contain fill within which the sewer pipe would be placed. The walls would be constructed over the existing maintenance access road 16 feet in width outside edge to outside edge. Once the sewer pipe was installed, the road would be reconstructed between the retaining walls. A 60-inch culvert would be installed within the drainage course to transport water and allow for wildlife movement through the wall structure.

Segment 2B (2) (Above Ground: Manufactured Fill) would be used in the event the appropriate manhole depth could not be achieved and the retaining wall structure is not considered aesthetically desirable. Under this technique, an elevated fill slope would be constructed to contain the sewer line and achieve the appropriate gradient. While the Manufactured Fill scenario would follow the horizontal alignment of the existing maintenance road, the 2:1 slopes associated with the fill would extend beyond the current roadway. A 60-inch culvert would be installed within the drainage course to transport water and allow for wildlife movement through the fill.

While jacking and boring the sewer line under the tributary drainage would avoid impacts to wetlands, this method may be infeasible from a safety standpoint. The City has a policy which discourages manholes which exceed a depth of 25 feet due to the safety risk posed to City workers servicing the sewer. Should final design of the sewer require manhole depths in excess of 25 feet, public safety may require the above ground method.

Equipment to be used onsite for the Monte Verde Offsite Sewer Improvement Project would include: CAT 330-345 track excavator (36 feet by 11 feet; 80-100,000 pounds), CAT 928-950 rubber tired loader and/or CAT 963 track loader (15 feet by 8 feet), rubber tired truck crane (30-40 feet by 8 feet), 10 wheel dumptruck (20 feet by 8 feet), trench shields (44 feet by 12 feet by 16 feet high), auger type boring equipment (fits inside shields), concrete transit mix truck (20 feet by 8 feet), crew pickup/flat rack (12-15 feet by 8 feet), and a 1500 gallon water truck (20 feet by 8 feet). The method of jack and bore would require casing pipe to be placed through an augured hole or shall be advanced by jacking as the soil is removed by the auger or by jacking directly through the soil. Removal of material from the bore/trench will be placed within the impact easement and trucked to an appropriate site determined by Costa Verde Hotel, LLC. It is expected that the trench will be excavated/laid and backfilled each day. Small amounts of water may be used as a lubricant in the boring or jacking operation.

Temporary construction access to the south side of the railroad tracks would utilize an existing dirt road which is used by City park rangers for access through the canyon. This road takes access from Genesee Avenue, south of the entrance to the high school, and runs westerly along the canyon floor, south of Rose Creek. Near the proposed creek crossing, access would leave the ranger road and head north across the creek. As discussed in the project description, the applicant intends to use a permanent access road across the creek that is being proposed by the City of San Diego to serve the Rose Canyon sewer interceptor. If this road is in place, the project applicant proposes to use it to bring necessary construction equipment to the site. If this road is not in place when the project applicant needs to replace the sewer, the applicant would widen an existing dirt path which currently crosses the creek to gain access for construction equipment. Consequently, two different impact scenarios were addressed within Appendix H. Access Path Scenario #1 assumes that the applicant would need to provide access, which would consist of creation of an 11-foot access path. Access Path Scenario #2 assumes the City would obtain resource agency approval and create an eight-foot wide permanent maintenance access road before the applicant constructs the offsite sewer improvement and the applicant would therefore use this road. However, even if the applicant uses the City's access road, the applicant would need to temporarily widen the roadway an extra three feet to create an 11-foot roadway rather than the 8-foot access road proposed by the City. As surrounding topography is relatively flat, no extensive grading would be required to provide sufficient access. All staging and/or storage areas would be located on the Monte Verde project site. All equipment would be relocated to the Monte Verde project site when not in operation. In both scenarios, the applicant would restore the remaining three feet of width with a plant seed mix reflecting nearby coastal sage scrub which would avoid a significant impact related to the additional three feet of widening.

The total habitat areas impacted by the sewer installation and construction access in accordance with these above and below ground options are summarized in Table 5.7-2. If the City has already constructed the Rose Creek crossing (Access Path Scenario #2), the impacts to wetlands would be reduced by 0.003 acres.

**TABLE 5.7-2
Biological Impacts within Study Area**

VEGETATION COMMUNITY	MSCP RATING	EXISTING ACRES	IMPACTED ACRES		PERCENT IMPACTED ONSITE	
			OPTIONS 2A AND 2B(1)	OPTION 2B(2)	OPTIONS 2A AND 2B(1)	OPTION 2B(2)
Native Grassland	Upland Tier I	0.24	0.01	0.01	4.17%	4.17%
Diegan Coastal Sage Scrub	Upland Tier II	2.27	0.11 (0.03) ¹	0.16 (0.03) ¹	4.85%	7.05%
Coastal Scrub	Upland Tier II	0.54	0.00	0.00	0.0%	0.0%
Non-native Grassland	Upland Tier IIIB	4.75	0.30	0.33	6.32%	6.95%
Eucalyptus Woodland	Upland Tier IV	0.58	0.00	0.00	0.00%	0.00%
Non-native Vegetation	Upland Tier IV	3.27	0.08	0.08	2.45%	2.45%
Disturbed Habitat	Upland Tier IV	2.14	0.23	0.23	10.75%	10.75%
Urban/Developed	No Classification	3.66	0.31	0.31	8.47%	8.47%
Upland Total		17.45	1.04	1.12	5.96%	6.42%
Southern Cottonwood-Willow Riparian Forest	Wetland	4.33	0.009 ²	0.009 ²	0.21%	0.21%
Southern Willow Scrub	Wetland	2.13	0.003	0.13	0.14%	6.10%
Disturbed Habitat/Culvert	Wetland	<0.01	<0.001 ³	<0.001 ³	100.00%	100.00%
Wetland Total		6.46	0.013	0.140	0.20%	2.17%

¹ 0.03 acres of the Diegan Sage Scrub amount occurs within previously restored areas.

² Impacts to Southern Cottonwood-Willow Riparian Scrub would be reduced by 0.003 acres if the City constructs the permanent access across Rose Creek before the sewer line is constructed (Access Path Scenario #2).

³ Impact acreage is less than 0.001 and does not affect the wetland total.

Under either Option 2A or 2B(1) assuming the applicant must create the construction access road from the south, the offsite sewer improvement would impact 0.11 acres (of which 0.03 acres occurs within a previously restored area) of Diegan coastal sage scrub, 0.01 acres of native grassland, and 0.30 acres of non-native grassland. According to the City's Significance Determination Guidelines, total sensitive upland impacts to Tiers I, II, IIIA and IIIB totaling 0.10 and greater are considered significant. As the combined area of upland impacts (0.42 acres) would be greater than 0.10 acres, the impact of the offsite sewer on the MHPA area is considered significant. If the City constructs the access road first, the impact would be reduced to 0.36 acres.

Direct impacts to non-native vegetation, disturbed habitat, and urban/developed land are not considered significant because these impacts would not adversely affect preservation goals of the MSCP. Impacts to these habitats would be short-term, and sewer improvement is an allowable use within the MHPA.

Under Option 2B(2), the offsite sewer improvement would impact 0.16 acres (of which 0.03 acres occurs within a previously restored area) of Diegan coastal sage scrub, 0.01 acres of native

grassland and 0.33 acres of non-native grassland. As the combined area of upland impacts would be 0.50 acres, the impact on the MHPA area is considered significant. Wetland impacts associated with Option 2B(2) would be significant as the 0.13 acres of impact would exceed the City's 0.01-acre threshold. If the City constructs the access road first, the impact would be reduced to 0.43 acres.

As wetland impacts from Options 2A and 2B(1) would result in greater than 0.01 acre, the impacts would be considered significant according to the City's significance guidelines and would require mitigation. In addition, according to state and federal regulations, any impacts to wetlands must achieve a "no-net loss" of wetland function and values. Therefore, permits/agreements, and wetland compensation, with state and federal regulatory agencies may still be required. See the draft Conceptual Wetland Revegetation and Monitoring Plan, included in Appendix H.

Installation of the sewer across the tributary drainage under Options 2B(1) or 2B(2) could affect wildlife movement to and from Rose Canyon. Both alternatives would interject a physical barrier across the drainage course. However, potential wildlife movement impacts would be reduced by placing a 60-inch culvert over the drainage course which would allow large as well as small mammals to cross under either of the above ground sewer options. Although the tributary leading into Rose Creek supports movement of individuals, from the tributary to Rose Canyon, the tributary is bound to the north by residential development and thus is not considered to be located within the main wildlife corridor.

Indirect Impacts

Offsite sewer construction could result in indirect impacts to biological resources. All construction would be conducted during daylight hours, with the exception of the connection to the existing Rose Canyon Trunk Sewer, which would be constructed at a non-peak time, typically between 7 p.m. and 4 a.m. It is expected that the connection to the existing Rose Canyon Trunk Sewer would take approximately three nights and require minimal lighting, focused within the construction corridor (Manhole 1, located within the MHPA). Bright lights could have a negative effect on wildlife, particularly nocturnal wildlife. Therefore, night lighting could result in a significant indirect impact. Lighting would be shielded, unidirectional, low-pressure sodium illumination (or similar) and directed away from the preserve areas.

Noise levels in excess of 60 dBA could also impact sensitive bird species (e.g. coastal California gnatcatcher and southwestern willow flycatcher), particularly within 300 feet of nesting birds during the breeding season. Noise could also cause temporary species relocations or cause mortality from fight or flight responses. Therefore, noise impacts during the breeding season would result in a significant indirect impact.

Disturbance and/or clearance of native vegetation could result in conditions suitable for non-native, weedy species intrusion and other detrimental edge effects such as water quality impacts to wetlands erosion or sedimentation.

5.7.3 SIGNIFICANCE OF IMPACT

Impacts to Tiers I, II and IIIB would exceed 0.10 acres under all sewer construction options, therefore, significant impacts would occur to Diegan coastal sage scrub, native grassland and non-native grassland. Consequently, mitigation would be required.

Impacts to wetlands would exceed 0.01 acres under all sewer construction options and, thus, would require mitigation in accordance with city, state and federal regulations.

Potentially significant indirect impacts from night lighting, noise levels and edge effects such as invasive species erosion, sedimentation and water quality impacts to wetlands could also occur. Therefore mitigation would be required.

5.7.4 MITIGATION, MONITORING, AND REPORTING

The following mitigation measures would reduce the impact of the offsite sewer improvement on sensitive habitats to below a level of significance.

Mitigation Measure 5.7-1: Prior to the issuance of the first grading permit for the offsite sewer improvement, the owner/permittee shall make a contribution to the City's Habitat Acquisition Fund to compensate for impacts to Tier I, II and IIIB upland habitat, based on the mitigation requirements specified in Tables 5.7-3A or 3B, as applicable. The contribution shall be based on a fee of \$25,000 per acre plus a 10 percent administrative fee.

Mitigation Measure 5.7-2: Prior to the issuance of the first grading permit for the offsite sewer improvement and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the ADD of LDR verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below (see 1 through 4):

1. Prior to the first pre-construction meeting, the applicant shall hire and submit for approval a letter verifying the qualifications of the biological professional to MMC and the ADD of LDR. This letter shall identify the Qualified Project Biologist (QPB) and Qualified Biological Monitor (QBM), where applicable, and the names of all other persons involved in the implementation of the revegetation/restoration plan and biological monitoring program, as they are defined in the City of San Diego Biological Review Process.
2. At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the ADD of LDR which includes the name and contact information of the Biologist and the names of all persons involved in the biological monitoring of the project.
3. At least thirty days prior to the pre-construction meeting, the qualified biologist shall verify that any special reports, maps, plans and time lines, such as but not limited to, revegetation plans, plant relocation requirements, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated.
4. The QBP shall attend the first preconstruction meeting.

TABLE 5.7-3A
Mitigation Ratios for Upland Vegetation Communities Assuming Applicant
Creates Construction Access from the South

VEGETATION COMMUNITY/ JURISDICTIONAL HABITAT	IMPACT ACREAGE		MITIGATION RATIO		TOTAL MITIGATION ACRES ¹
	INSIDE MHPA	OUTSIDE MHPA	INSIDE MHPA	OUTSIDE MHPA	
Option 2A					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.06	1:1	1.5:1	0.06/0.09
Diegan Coastal Sage Scrub	0.02	0.00	1:1	2:1	0.02/0.4
Diegan Coastal Sage Scrub	0.03	0.00	2:1		0.06
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.28	0.00	1:1	1.5:1	0.28/0.42
Option 2A Total	0.33	0.09			0.44/0.65 ²
Option 2B(1)					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.06	1:1	1.5:1	0.06/0.09
Diegan Coastal Sage Scrub	0.02	0.00	1:1	2:1	0.02/0.4
Diegan Coastal Sage Scrub	0.03	0.00	2:1		0.06
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.28	0.00	1:1	1.5:1	0.28/0.42
Option 2B(1) Total	0.33	0.09			0.46/0.65 ²
Option 2B(2)					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.09	1:1	1.5:1	0.09/0.14
Diegan Coastal Sage Scrub	0.04	0.00	1:1	2:1	0.04/0.08
Diegan Coastal Sage Scrub	0.03	0.00	2:1 ²		0.06
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.31	0.00	1:1	1.5:1	0.31/0.47
Option 2B(2) Total	0.38	0.12			0.52/0.79 ²

¹ First number represents mitigation requirement if all occurs inside the MHPA/Second number represents total if all mitigation occur outside the MHPA.

² Includes 0.06 acres required to compensate for impacts to 0.03 acres of Diegan coastal sage scrub which was previously restored. This mitigation is required to occur within the MHPA.

TABLE 5.7-3B
Mitigation Ratios for Upland Vegetation Communities Assuming City
Creates Construction Access from the South

VEGETATION COMMUNITY/ JURISDICTIONAL HABITAT	IMPACT ACREAGE		MITIGATION RATIO		TOTAL MITIGATION ACRES ¹
	INSIDE MHPA	OUTSIDE MHPA	INSIDE MHPA	OUTSIDE MHPA	
Options 2A					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.06	1:1	1.5:1	0.06/0.09
Diegan Coastal Sage Scrub	0.02	0.00	1:1	2:1	0.02/0.04
Diegan Coastal Sage Scrub	0.02	0.00	2:1 ²		0.04
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.23	0.00	1:1	1.5:1	0.23/0.35
Option 2A Total	0.27	0.09			0.37/0.58 ²
Option 2B(1)					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.06	1:1	1.5:1	0.06/0.09
Diegan Coastal Sage Scrub	0.02	0.00	1:1	2:1	0.02/0.04
Diegan Coastal Sage Scrub	0.02	0.00	2:1 ²		0.04
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.23	0.00	1:1	1.5:1	0.23/0.35
Option 2B(1) Total	0.27	0.09			0.37/0.58 ²
Option 2B(2)					
Native Grassland	0.00	0.01	1:1	2:1	0.01/0.02
Diegan Coastal Sage Scrub	0.00	0.09	1:1	1.5:1	0.09/0.14
Diegan Coastal Sage Scrub	0.04	0.00	1:1	2:1	0.04/0.08
Diegan Coastal Sage Scrub	0.02	0.00	2:1 ²		0.04
Non-native Grassland	0.00	0.02	0.5:1	1:1	0.01/0.02
Non-native Grassland	0.25	0.00	1:1	1.5:1	0.25/0.38
Option 2B(2)Total	0.31	0.12			0.44/0.70 ²

¹ First number represents mitigation requirement if all occurs inside the MHPA/Second number represents total if all mitigation occur outside the MHPA.

² Includes 0.06 acres required to compensate for impacts to 0.03 acres of Diegan coastal sage scrub which was previously restored. This mitigation is required to occur within the MHPA.

Mitigation Measure 5.7-3: Prior to issuance of the first grading permit for the offsite sewer improvement, all wetland areas within or adjacent to the construction areas, as illustrated on Figures 5.7-2A and B of the EIR, shall be enclosed with orange construction fencing to protect them from construction activities. A qualified biologist shall inspect all construction fencing prior to the issuance of the first grading permit and shall monitor construction activities to avoid unauthorized impacts.

Mitigation Measure 5.7-4: Prior to issuance of a grading permit for the offsite sewer, a final wetland revegetation plan shall be approved to the satisfaction of the ADD of LDR in consultation with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Game, based on the Draft Conceptual Wetland Revegetation and Monitoring Plan, included in Appendix H. Wetland compensation shall be accomplished within the Rose Canyon. Wetland compensation shall be accomplished at an overall ratio of 3:1 for southern cottonwood-willow riparian forest and 2:1 for southern willow scrub. The ratios may be achieved through a combination of creation and enhancement. However, at least 1:1 shall consist of creation. Creation shall consist of planting species which reflect the impacted wetland type. Enhancement shall consist of removal of exotics from existing wetlands. Replacement of the existing culvert over the drainage is expected to adequately compensate for the impact to the disturbed habitat/culvert jurisdictional habitat type.

The final approved wetland revegetation plan shall include: plant palette selection, mitigation bonding, planting guidelines, post-installation maintenance, success criteria and monitoring requirements.

Mitigation Measure 5.7-5: Prior to the issuance of the first grading permit for the offsite sewer improvement, all disturbed areas within or adjacent to construction areas (upland and wetland), shall require construction documents to be submitted for verification and review of the revegetation effort in accordance with the approved biological report to the satisfaction of the ADD of EAS, Park and Recreation Department, and MSCP staff.

Mitigation Measure 5.7-6: Prior to initiation of any construction-related grading, the biologist shall discuss the sensitive nature of the adjacent habitat with the crew and subcontractor. The limits of grading shall be clearly delineated by a survey crew prior to brushing, clearing or grading. The limits of grading shall be defined with silt fencing and checked by the biological monitor before initiation of construction grading. The project biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the final construction plans (Exhibit A).

Mitigation Measure 5.7-7: Prior to the issuance of any authorization to proceed for the offsite improvement, the ADD of LDR shall ensure that the following measures are included as notes on the construction plans:

1. A qualified project biologist shall inspect all construction fencing prior to issuance of the first grading permit and shall monitor construction activities to avoid unauthorized impacts.

2. All staging and storage areas for the offsite sewer improvement shall be located within the Monte Verde project site, which does not contain sensitive biological resources.
3. All construction area limits shall be clearly delineated prior to the issuance of the first grading permit activity with orange construction fencing or silt fencing to ensure that construction activity remains within the defined construction limits.
4. The biologist shall provide direction to construction personnel regarding the need to avoid impacts to adjacent sensitive areas.
5. Any plants or seeds used as erosion control or revegetation shall be approved by the City Park and Recreation Department. Plants and seeds shall only contain native species and shall only be applied under the supervision of the biologist or a landscape architect.
6. Sewer pipeline construction within 300 feet of any sensitive bio-habitat for endangered or threatened species shall avoid nesting/breeding seasons, or shall install solid barriers to fully screen the direct line of sight between the construction equipment and the habitat.
7. All work would be performed during normal daylight working hours with the exception of the connection to the existing Rose Canyon Trunk Sewer, which would be completed at a non-peak time, typically between 7pm and 4am. It is expected that the connection to the existing Rose Canyon Trunk Sewer would take approximately 3 nights and require minimal lighting, focused within the connection area (Manhole #1, located within the MHPA), that would be shielded, unidirectional, low-pressure sodium illumination (or similar) and directed away from the preserve areas using appropriate placement as shields.
8. No water used during construction related work shall be allowed to be diverted or drained off-site into the MHPA during and after construction activity. The biologist shall ensure that the appropriate measures and control devices are used as needed during construction to deter any drainage toward sensitive habitat.
9. All construction/grading plans shall be made available to crews in the field showing these conditions.
10. No exotic or invasive plant species shall be utilized in or adjacent to the MHPA.
11. Compliance with all City stormwater and drainage standards shall be met to the satisfaction of the City Engineer and the ADD of LDR.
12. Fencing shall not interfere with wildlife movement through significant MSCP identified corridors.

Issue 2: Would the proposed project result in a reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?

According to the City's Significance Determination Thresholds, biology impacts may be significant if the project would:

- Cause a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS).

Sensitive Plants

A small population of decumbent goldenbush is located within the construction easement of Alignment #3, near Manhole #5. Decumbent goldenbush is typically found on clay soils within sage scrub habitat intermixed with grassland. ~~The status of this plant species in San Diego is poorly understood and additional taxonomic work is necessary to adequately assess the different varieties or subspecies of goldenbushes.~~ Decumbent goldenbush does not have a federal or state listing; however, it has a CNPS rating of List 1B, which is classified as rare or endangered in California and elsewhere. However, decumbent goldenbush is ~~too~~ common in San Diego County (primarily within mid and south county) ~~to warrant a CNPS listing status, and should be deleted (Reiser 2001). In addition this variety is not addressed within the Jepson Manual (Hickman 1993).~~ Furthermore, less than 10% of the onsite population would be impacted and the developer has agreed to transplant the seven impacted plants. Therefore, the loss of a small population consisting of seven plants is not expected to be a significant loss.

Sensitive Wildlife

Impacts could occur to the coastal California gnatcatcher through the direct loss of habitat or elevated noise levels associated with any construction activities. Impacts to gnatcatchers would be significant under the City's Significance Determination Guidelines.

It is possible for the onsite southern cottonwood-willow riparian forest and southern willow scrub to provide nesting habitat for several raptor species. As previously mentioned, a Cooper's hawk was observed onsite within southern willow scrub, however no nests were observed. Direct impacts to nesting raptors would be precluded by compliance with the Migratory Bird Treaty Act. Noise associated with any construction activities would have a significant impact on raptors by precluding the bird from nesting, and mitigation would be required.

It is possible for the onsite riparian communities to provide nesting habitat for the southwestern willow flycatcher and least Bell's vireo. Impacts to either of these species, through the direct loss of habitat or elevated noise levels associated with any construction activities, would be significant under the City's Significance Determination Guidelines.

5.7.5 SIGNIFICANCE OF IMPACT

Although decumbent goldenbush is a sensitive species, the loss of only seven plants would not be considered a significant loss. Cooper's hawk and coastal California gnatcatcher were sensitive animal detected onsite. In addition, the southwestern willow flycatcher and least Bells vireo could occur onsite. Impacts to these species would be significant.

5.7.6 MITIGATION, MONITORING, AND REPORTING

The following mitigation measures would reduce the direct impact of the offsite sewer improvement on sensitive species to below a level of significance.

Mitigation Measure 5.7-8: Prior to the issuance the first grading permit for the offsite sewer improvement, the City Manager (or appointed designee) shall verify that the Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:

1. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) recovery permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 dB(A) hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If gnatcatchers are present, then the following conditions must be met:
 - A. Between March 1 and August 15, no clearing, grubbing, or grading of occupied gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and
 - B. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ADD of LDR at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or
 - C. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by

the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).

- * Construction noise shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the ADD of LDR, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level, if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.
- 2. If coastal California gnatcatchers are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:
 - A. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition 1 shall be adhered to as specified above.
 - B. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

Mitigation Measure 5.7-9: Prior to the issuance of the first grading permit for the offsite sewer improvement, the ADD of LDR (or appointed designee) shall verify that the following project requirements regarding the southwestern willow flycatcher are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between May 1 and September 1, the breeding season of the southwestern willow flycatcher, until the following requirements have been met to the satisfaction of the ADD of LDR:

1. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) recovery permit) shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the southwestern willow flycatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within

the breeding season prior to the commencement of any construction. If the southwestern willow flycatcher is present, then the following conditions must be met:

- A. Between May 1 and September 1, no clearing, grubbing, or grading of occupied southwestern willow flycatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and
- B. Between May 1 and September 1, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied southwestern willow flycatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ADD of LDR at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or
- C. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the southwestern willow flycatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 1).

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

2. If southwestern willow flycatcher are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ADD of LDR and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between May 1 and September 1 as follows:
 - A. If this evidence indicates the potential is high for southwestern willow flycatcher to be present based on historical records or site conditions, then condition 1 shall be adhered to as specified above.
 - B. If this evidence concludes that no impacts to this species are anticipated, no further mitigation measures are necessary.

Mitigation Measure 5.7-10: Prior to the issuance of the first grading permit for the offsite sewer improvement, the ADD OF LDR (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the least Bell's vireo, until the following requirements have been met to the satisfaction of the ADD of LDR.

1. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) recovery permit) shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the least Bell's vireo. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If the least Bell's vireo is present, then the following conditions must be met:
 - A. Between March 15 and September 15, no clearing, grubbing, or grading of occupied least Bell's vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and
 - B. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied least Bell's vireo habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ADD of LDR at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or

- C. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the least Bell's vireo. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 15).
- * Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the ADD of LDR, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.
2. If least Bell's vireo are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ADD of LDR and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15, as follows:
- A. If this evidence indicates the potential is high for least Bell's vireo to be present based on historical records or site conditions, then condition 1 shall be adhered to as specified above.
 - B. If this evidence concludes that no impacts to this species are anticipated, no further mitigation measures are necessary.

Mitigation Measure 5.7-11: If construction for the offsite sewer improvement occurs during the raptor breeding season (February 1 through September 15), a preconstruction survey shall be conducted and no construction shall occur within 300 feet of any identified nest(s) until the young fledged. Should the biologist determine that raptors are nesting, an appropriate noise buffer area shall be established in coordination with EAS staff.

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5.8 HISTORICAL RESOURCES

Gallegos & Associates (July 2006) prepared a historical resources study to determine what, if any, impacts would be associated with the offsite sewer improvements associated with the project. Background research on the history of Rose Canyon, a record search and literature review, and an intensive cultural resources field survey were conducted. The project site is a graded, paved lot, and there are no cultural resources onsite, therefore no analysis of the project site was prepared. The Cultural Resources Report focuses only on the offsite sewer improvement. The following discussion summarizes the results of this investigation, which is included in Appendix I.1 and I.2.

As described in Sections 3.2.8 and 5.7, the off-site sewer improvement consists of abandoning an existing 10-inch line and replacing it with an 18-inch sewer line. The majority of the upsized sewer replacement would be placed within a 20-foot wide trench with a depth of 10 to 20 feet covering approximately 22,500 square feet.

The alignment would begin at the Monte Verde project site located on the southwest corner of La Jolla Village Drive and Genesee Avenue then extending southward within the right-of-way of Genesee Avenue just north of the railroad tracks for approximately 3,450 feet. The alignment would then head west within open space for 450 feet (the alignment would utilize portions of an existing dirt road), then be routed southward for 450 feet, completing the connection to the existing Rose Canyon sewer line. As shown in Figure 3.2-13, a portion of the existing sewer line would be replaced, while other portions would be abandoned. Construction access would occur along an existing path from Genesee Avenue, south of the bridge, to Manhole 1. The existing approximately 6-foot path would be widened to 11 feet to accommodate construction equipment.

In addition, due to the work on the sewer line the project would impact wetlands and be required to provide wetland revegetation within Rose Canyon.

All staging and/or storage areas would be located on the Monte Verde project site. All equipment would be removed to the Monte Verde project site when not in operation.

5.8.1 EXISTING CONDITIONS

5.8.1.1 History of Rose Canyon

Native American populations of southern California occupied the Rose Canyon region from about 10,000 years ago until the 19th Century. Governor Gaspar de Portolá and Friar Francisco Junípero Serra were the first European explorers of Rose Canyon and, in 1769, noted that there was a large Native American population in the area. The Portolá expedition camped at the south end of Rose Canyon, and the expedition route was named "El Camino Real" ("The Royal Road" or "The King's Highway"). During the early 1800s, El Camino Real became a major road used throughout the Spanish occupation of Alta California. Stagecoaches used the road in the late 1800s, until construction of the railroad in 1883.

In 1852, Louis Rose, one of San Diego's original pioneers, acquired 740 acres that included the mouth of San Clemente Canyon. By 1856, Rose's ranch grew to 1,920 acres, and included a tannery and a brickyard. After the settlement of the canyon ranch, Rose promoted land sales in the area. Rose's importance in the development of San Diego included land sales, maritime and railroad services, and the establishment of San Diego's first Jewish congregation, benevolent organization and Jewish cemetery.

Within the project area, the importance of Rose Canyon includes the centuries of Native American occupation of the area, the continuation of historic ranching activities into the 1940s, and the development of the railroad system through the canyon in 1883.

A record search for the entire sewer alignment was conducted at the South Coastal Information Center at San Diego State University. Twenty-seven previous cultural resources investigations (Alter and Robbins-Wade 1992; Bissell 1994a, 1994b; Carrico 1977, 1978; Carrico et al. 1992; Cook 1978; Duke 2002; ERCE 1989; Gallegos et al. 1989; Guerrero and Gallegos 2004; Hanna 1980; Huffman 2000; Kyle 2002a, 2002b, 2002c; Kyle and Gallegos 1994; Loughlin 1974; Pignoli 1989; Rhodes 1978; Robbins-Wade 1988; Smith 1990, 1991, 1994; Smith et al. 1992; Thesken and Carrico 1981; and Wade et al. 1990) have been conducted within a one half-mile radius of the project alignment between 1974 and the present. These investigations identified four prehistoric archaeological sites (CA-SDI-4956, CA-SDI-8087, CA-SDI-10,437, and CA-SDI-12,556) and seven isolates (P-37-013715, P-37-013716, P-37-013717, P-37-013718, P-37-013719, P-37-013720, and P-37-013721).

CA-SDI-4956

Site CA-SDI-4956 was originally recorded by Carrico (1977) as a quarry and lithic manufacturing site. Artifacts noted at the site consisted of debitage and lithic tools. This site appears to have been destroyed by the development of University City High School.

CA-SDI-8087

Site CA-SDI-8087 was originally recorded by Easland (1979) as a sparse lithic scatter consisting of heavily patinated debitage and cores. This site appears to have been destroyed by urban development.

CA-SDI-10437

Site CA-SDI-10437 was first recorded by Hildebrand (1986) as a lithic scatter consisting of debitage and lithic tools. This site was later updated by Bissell (1996a) for the Rose Canyon Trunk Sewer Pretrenching project (Bissell 1994a). Bissell (1996a) stated that the installation of the Rose Canyon Trunk Sewer caused only minimal damage to the peripheral area of the site. A dense deposit of lithic tools and debitage was exposed by the bulldozer cuts along the stream bank. Brian F. Smith & Associates tested site CA-SDI-10437 as part of the Rose Canyon Trunk Sewer (Smith et al 1992). Testing consisted of 38 STPs and 10 test units, which produced 547 artifacts (lithic tools, debitage, manos, metates, and pottery). The site was identified as a campsite and significant under CEQA. In 1994, site CA SDI-10437 was resurveyed for the

Regents Road Bridge project (Kyle and Gallegos 1994). Additional artifacts were identified north of the railroad tracks, extending the site boundary approximately 200 feet north. Kyle and Gallegos (1995) recommended avoidance and capping, or mitigation through the completion of a data recovery program for those areas that will be impacted as a result of construction.

P-37-013715

Isolate P-37-013715 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as a single pottery sherd.

P-37-013716

Isolate P-37-013716 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as a single quartzite debitage.

P-37-013717

Isolate P-37-013717 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as a single quartzite debitage.

P-37-013718

Isolate P-37-013718 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as two pieces of metavolcanic debitage.

P-37-013719

Isolate P-37-013719 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as two pieces of metavolcanic debitage.

P-37-013720

Isolate P-37-013720 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as two pieces of metavolcanic debitage.

P-37-013721

Isolate P-37-013721 was identified during cultural resource monitoring for the installation of the Rose Canyon Trunk Sewer. This isolate is identified as a single piece of metavolcanic debitage.

Historic maps from 1872 to 1953 were also reviewed for early historic resources. One historic resource, the Atchison, Topeka and Santa Fe (AT&SF) Railroad, appears on the 1872 and 1890 County of San Diego maps, as well as later maps.

Based on the record search, one previously recorded prehistoric archaeological site (CA-SDI-12556) and a portion of the historic railroad tracks are recorded within the offsite sewer replacement alignment.

CA-SDI-12556

Originally recorded in 1992 for the Rose Canyon Trunk Sewer project (Smith et al. 1992), this site was described as a small seasonal camp consisting of widely scattered artifacts with a possible buried midden deposit. A test program was conducted, resulting in the recovery of 1,753 artifacts (including debitage, cores, stone tools, manos, metates, and pottery). Three radiocarbon dates on materials recovered from the site dated prehistoric occupation of the site from approximately 3,000 B.C. to 1100 A.D. A Research Design and Data Recovery Program was implemented for this site. Bissel (1994a) later expanded the size of the site considerably for the Rose Canyon Trunk Sewer Pretrenching project. During construction monitoring, installation of the Rose Canyon Trunk Sewer was described as causing only minimal damage to the periphery of the site (Bissell 1994b). However, the trenching exposed numerous manos, stone tools, cores, debitage, pottery, and marine shell. In March 2004, Gallegos & Associates revisited CA-SDI-12556 (Guerrero and Gallegos 2004), further expanding the site boundaries and describing the site as undeveloped and undisturbed.

On the basis of the previous testing programs, CA-SDI-12556 is considered significant pursuant to Section 15064.5(a) of the CEQA Guidelines. In accordance with Section 15064.5(a)(1), the site is considered significant because it is eligible for nomination to the National Register and, therefore eligible for listing on the California Register of Historical Resources. This site is also considered an important archaeological resource pursuant to the City's Historical Resources Regulations, as discussed in Section 5.1. Additionally, as stated in Section 15064.5(c)(2) of the CEQA Guidelines, if a Lead Agency determines that an archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply. Therefore, it is unnecessary to provide additional analysis to determine "uniqueness" of the resource pursuant to Section 21083.2(g) of the CEQA Statutes.

AT&SF Railroad

The AT&SF Railroad was part of the original California Southern Railroad. Begun in 1881 in National City, the railroad was constructed northward up the coast. The railroad turned inland at Rancho Santa Margarita, then east up the Santa Margarita River Valley through Temecula Canyon, through Colton to San Bernardino, where it connected with the Atlantic and Pacific Railroad, and continued west across Arizona. Depots were built in various years in National City (1881), San Diego (1915), Del Mar (1910), Encinitas (1905), Carlsbad (1887), Oceanside (1946), Vista (1913), San Marcos, Escondido (1887), and Fallbrook. In Rose Canyon, a small railroad installation called the "Elvira Station" (CA-SDI-11,783H) was constructed between 1926 and 1927. It was demolished in 1959, during the transfer from steam to diesel locomotives. The Elvira Station was located downstream and west of the offsite sewer replacement alignment.

5.8.2 IMPACT

Issue 1: Would the proposed project result in the alteration or destruction of a historical resource?

According to the City's Significance Determination Thresholds, historical resource impacts may be significant if the project would affect any of the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Resources Code, § 5024.1.);
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resources as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1) including the following:
 - (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in our past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public

Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1;

- Resources that are associated with events that have made a significant contribution to the broad patterns of our history;
- Resources that area associated with the lives of persons significant in our past;
- Resources that embody the distinctive characteristics of a type, period or method of values or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or
- Resources that have yielded, or may be likely to yield information important in prehistory or history.

The cultural resources study conducted for the project identified two historical resources located within the offsite sewer replacement alignment: prehistoric archaeological site CA-SDI-12556 and the historic railroad tracks.

Archaeological site CA-SDI-12556 remains largely undisturbed. Portions of the site, however, were previously destroyed by construction of the railroad and the existing sewer main through the site, as well as the Rose Canyon Trunk Sewer. Nevertheless, excavation through a portion of the archaeological site could result in additional direct impacts to the site. No other aspects of construction such as storage or stockpiling would impact the site.

As indicated earlier, CA-SDI-12556 is considered a significant historical resource under the CEQA Guidelines. In order to minimize disturbance to the resource, the sewer line would be installed by jacking and boring beneath the railroad line and site CA-SDI-12556. The jacking and boring would be beneath the depth of the site indicated by the previous testing (15 feet or more), therefore, impacts would be minimized. Even with jacking and boring, CA-SDI-12556 would be directly impacted. Based on the likely disturbance area, the direct impact area of the site are estimated to be 182 square meters. The final determination as to the impact of the relocation of the sewer on this archaeology site cannot be determined until final design. In the absence of precise information relating to the effect of jacking and boring on CA-SDI-12556, it is assumed the impact would be significant given the fact the site is considered significant under the CEQA Guidelines. In addition, the project would involve revegetation of a portion of Rose Creek to compensate for wetland impacts, as discussed in the Conceptual Wetland Revegetation and Monitoring Plan included within Appendix H. The revegetation would involve minimal grading, however, impacts to CA-SDI-12556 could occur.

As previously discussed, the existing sewer line within Genesee Avenue would be replaced from the project site to Decoro Street. The upsized sewer line would be placed within the previously disturbed area for the existing sewer line, therefore no significant impacts would occur. From just south of Decoro Street to just north of the railroad tracks, the existing sewer line leaves

Genesee and travels within Rose Canyon. The offsite sewer improvement would replace the sewer within Genesee Avenue, therefore, all grading and earthmoving activities within this portion of the alignment may disturb previously unknown historic resources. Therefore, it is assumed for CEQA purposes that the impact would be significant.

The historic AT&SF Railroad is located along the north side of Rose Canyon, and crosses the offsite sewer replacement alignment. While the route of the AT&SF Railroad is significant because of its association with events of recognized significance in California history, the track itself is still currently in use, and has been maintained, repaired and rail line replaced over the years. Construction of the sewer replacement would be required to tunnel under the existing railroad tracks. Therefore, the project would not have a direct impact on the AT&SF Railroad, nor would it adversely affect the setting of the railroad and thereby degrade its historical significance.

5.8.3 SIGNIFICANCE OF IMPACT

The portion of the offsite sewer replacement in Rose Canyon would result in significant direct impacts to CA-SDI-12556 as a result of construction activities and wetland revegetation. All grading and earthmoving activities within the Genesee Avenue portion of the alignment from just south of Decoro Street to just north of the railroad tracks may disturb presently unknown historic resources. The project, however, would not result in any significant impacts to the AT&SF Railroad.

5.8.4 MITIGATION, MONITORING, AND REPORTING

The following measures shall be implemented for construction of the offsite sewer replacement and wetland revegetation and would reduce historic impacts to less than significant.

Mitigation Measure 5.8-1: As a condition of project approval, the applicant is required to conduct an Archaeological Research Design and Data Recovery Program (ARDDRP) for archaeological site (CA-SDI-12556). Based on the LDR-approved research design a phased data recovery program shall be implemented. The data recovery program shall include up to 15 percent of the area to be impacted. The area in which data recovery occurs shall be based on the final sewer improvement plans. A qualified archaeologist shall review the final construction plan and determine the area of potential impact. **The Archaeological Data Recovery Program (ADRP) shall be subject to approval by the ADD Environmental Designee prior to issuance of a grading permit for the offsite sewer improvement and subsequent wetland revegetation.**

An archaeologist shall monitor all grading and earthmoving activities during construction for the offsite sewer improvement and during wetland revegetation activities within the vicinity of CA-SDI-12556 and within Genesee Avenue. Should burials/cremations or features be located, grading and/or earthmoving activities shall be halted for a period of time sufficient to allow for excavation and removal. Analysis of artifacts and ecofacts recovered during monitoring will also be included in the final report.

1. Prior to Preconstruction (Precon) Meeting

a. Land Development Review (LDR) Plan Check

- (1) Prior to the preconstruction meeting, or issuance of a Notice to Proceed (NTP) or any permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits for the offsite sewer improvement, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the requirements for the **ARCHAEOLOGICAL DATA RECOVERY PROGRAM (ADRP) have been noted on the appropriate construction documents.**

b. Letters of Qualification have been submitted to ADD

- (1) Prior to the preconstruction meeting, recordation of the first final map, NTP, and/or any permits, including but not limited to, issuance of a Grading Permit, Demolition Permit or Building Permit for the offsite sewer improvement, the applicant shall provide a letter of verification to the ADD Environmental Designee stating that a qualified Archaeologist, as defined in the City's Historical Resources Guidelines (HRG), has been retained to implement the ADRP. **If applicable, individuals involved in the archaeological program must have completed the 40-hour HAZWOPER training with certification documentation. ALL PERSONS INVOLVED IN THE ADRP AND MONITORING OF THIS PROJECT SHALL BE APPROVED BY THE ADD ENVIRONMENTAL DESIGNEE PRIOR TO THE START OF THE PROJECT.**
- (2) A Native American Monitor, if applicable, shall be present during initial excavation/grading of undisturbed ground in the event that cultural features or human remains are found and the procedures set forth in Section 2.e shall be implemented.

2. Precon Meeting

a. Qualified Archaeologist Shall Attend Precon Meetings

- (1) Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the Archaeologist, Construction Manager and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and Mitigation Monitoring Coordination (MMC). The qualified Archaeologist shall attend any grading related Precon Meetings to make comments and/or suggestions concerning the ADRP with the Construction Manager and/or Grading Contractor.
- (2) If the Monitor is not able to attend the Precon Meeting, the RE or BI, if appropriate, will schedule a focused Precon Meeting for MMC, EAS staff, as appropriate, Monitors, the Construction Manager, and appropriate Contractor's representatives to meet and review the job onsite, prior to start of any work that requires monitoring.

b. Identify Areas involved in ADRP

- (1) At the Precon Meeting, the Archaeologist shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies areas involved in the ADRP, as well as areas that may require delineation of grading limits.
- (2) Prior to the issuance of grading permits or NTP, the area involved in the ADRP shall be surveyed, staked and flagged by the qualified archaeologist, as defined above.

c. When ADRP Will Occur

- (1) Prior to the start of work, the Archaeologist shall also submit a construction schedule to MMC through the RE or BI, as appropriate, indicating when and where the ADRP is to begin and shall notify MMC of the start date for work.
- d. ADRP Implementation
 - (1) Prior to the issuance of grading permits or NTP, the owner/permittee shall implement the approved ADRP, satisfactory to the ADD Environmental Designee. The ADRP shall include a three-phased excavation program in which the sample size to be excavated will be determined in consultation with City staff and will vary with the nature and size of the archaeological site.
 - (2) Following the data recovery excavations, the areas to be impacted shall be mechanically excavated under the direction of the qualified archaeologist to recover any additional cultural features and/or artifact concentrations using standard archaeological procedures.
- e. Human Remains
 - (1) If human remains are discovered, work shall be halted in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) will be taken:
 - (2) Notification
 - (a) The Archaeological Monitor shall notify the RE or BI as appropriate, MMC and the Principal Investigator (PI), if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
 - (b) The PI shall notify the Medical Examiner, after consultation with the RE, either in person or via telephone.
 - (3) Isolate discovery site
 - (a) Work will be redirected away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner, in consultation with the PI, *concerning the provenience of the remains.*
 - (b) The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.
 - (c) If a field examination is not warranted, the Medical Examiner shall determine, with input from the PI, if the remains are or are most likely to be of Native American origin.
 - (4) If Human Remains are determined to be Native American
 - (a) The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, **ONLY** the Medical Examiner can make this call.
 - (b) The NAHC will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination.
 - (c) The NAHC will identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
 - (d) The PI will coordinate with the MLD for additional coordination.
 - (e) Disposition of Native American human remains will be determined between the MLD and the PI, IF:

- i. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR
 - ii. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner or their authorized representative shall re-inter the human remains and all associated grave goods with appropriate dignity, on the property in a location not subject to subsurface disturbance. Information on this process will be provided to the NAHC.
- (5) If Human Remains are NOT Native American
- (a) The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 - (b) The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
 - (c) If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for reinterment of the human remains shall be made in consultation with MMC, EAS, the landowner, and the Museum of Man.
- f. Notification of Completion of ADRP
- (1) The Archaeologist shall notify MMC and the RE or BI, as appropriate, in writing of the end date of the ADRP.

3. Post Construction

- a. Handling and Curation of Artifacts and Letter of Acceptance
 - (1) The Archaeologist shall be responsible for ensuring that all cultural remains collected are cleaned, catalogued and permanently curated with an appropriate institution; that a letter of acceptance from the curation institution has been submitted to MMC; that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
 - (2) Curation of artifacts associated with the survey, testing and/or data recovery for this project shall be completed in consultation with LDR and the Native American representative, as applicable.
- b. Final Results Reports (Monitoring and Research Design And Data Recovery Program)
 - (1) Prior to the release of the grading bond, two copies of the Final Results Report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis and conclusions of the ADRP (with appropriate graphics) shall be submitted to MMC for approval by the ADD Environmental Designee.
 - (2) MMC shall notify the RE or BI, as appropriate, of receipt of the Final Results Report.
- c. Recording Sites with State of California Department of Park and Recreation
 - (1) The Archaeologist shall be responsible for updating the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B associated with the ADRP in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Results Report.

- d. Handling and curation of artifacts and Letter of Acceptance
 - (1) The archaeologist shall be responsible for ensuring that all cultural materials and associated records collected during the initial archaeological survey and evaluation phase, implementation of the ADRP, or as a result of construction related excavation are cleaned, catalogued and permanently curated with an appropriate institution; that a letter of acceptance from the curation institution is submitted to MMC; that all artifacts are analyzed to identify function and chronology, as they relate to the history of the area, and to allow a comparison with previous nearby studies; that faunal material is identified as to species; and that specialty studies are completed, as appropriate, including obsidian hydration and sourcing analysis, protein residue studies and radiocarbon dating.
 - (2) Curation of artifacts associated with this program shall be completed in consultation with LDR and the Native American representative, as appropriate.
- e. On completion of the ADRP and prior to issuance of grading permits, the qualified archaeologist shall attend a second preconstruction meeting to make comments and/or suggestions concerning the proposed grading process.

Mitigation Measure 5.8-2: The following Mitigation Monitoring and Reporting Program for archaeological resources shall also be implemented for the offsite sewer replacement and wetland revegetation.

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

- 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

- 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
- 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.
- 3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.**

2. The monitor shall document field activity via the Consultant Site Visit Record (CSVr). The CSVr's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.
- B. Discovery Notification Process
1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
- C. Determination of Significance
1. The PI and Native American representative, if applicable, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.
- D. Pipeline Discovery
1. If the resources is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval of the program from MMC, CM and RE. ADRP and any mitigation must be approved by MMC, RE and/or CM before ground disturbing activities in the area of discovery will be allowed to resume.
 - a. Note: For pipeline trenching projects only, the PI shall implement the Discovery Process for Pipeline Trenching projects identified below under "D".

2. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.
 - a. Note: For Pipeline Trenching Projects Only. If the deposit is limited in size, both in length and depth; the information value is limited and is not associated with any other resource; and there are no unique features/artifacts associated with the deposit, the discovery should be considered not significant.
 - b. Note, for Pipeline Trenching Projects Only: If significance can not be determined, the Final Monitoring "Report and Site Record (DPR Form 523A/B) shall identify the discovery as Potentially Significant.

IV. **Discovery of Human Remains**

If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.
2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.
3. If a field examination is not warranted, the Medical Examiner shall determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, **ONLY** the Medical Examiner can make this call.
2. The NAHC shall contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination.
3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
4. The PI shall coordinate with the MLD for additional consultation.
5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR;

- b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.
- D. If Human Remains are **NOT** Native American
 - 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 - 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
 - 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man.

V. Night Work

- A. If night work is included in the contract
 - 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 - 2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVr and submit to MMC via fax by 9am the following morning, if possible.
 - b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV - Discovery of Human Remains.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

- A. Submittal of Draft Monitoring Report
 - 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,

- a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation
The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

5.8.5 IMPACT

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

According to the City's Significance Determination Thresholds, CEQA and the City's Historical Resources Guidelines, impacts to cultural resources may be significant if the project would:

- Substantially alter a site associated with existing religious or sacred uses.

One important archaeological site, CA-SDI-12556, is located within the sewer replacement alignment area of potential effect. This site was previously tested for CEQA significance in 1992 for the Rose Canyon Trunk Sewer project. Although the site was found to be a historical resource under CEQA and eligible for nomination to the National Register, it was not identified as a significant existing religious or sacred use area by the Native American community. Previous studies and Native American contacts made for the Rose Canyon Trunk Sewer project found no impact to existing religious or sacred uses. Additionally, letters were sent to Native American contacts for this project, and it was confirmed that no impact to existing religious or sacred uses would occur. Therefore, the project would have no impact on existing religious or sacred uses.

5.8.6 SIGNIFICANCE OF IMPACT

There would be no significant impact to identified religious or sacred uses by the Native American community associated with implementation of the project.

5.8.7 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

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5.9 AIR QUALITY

5.9.1 EXISTING CONDITIONS

The following discussion summarizes the Air Quality Impact Analysis for the proposed project prepared by Giroux & Associates in December 2004. The complete report is contained in Appendix J of the technical appendices.

Meteorological Setting

The climate around San Diego is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes, and little temperature change throughout the year. Those same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse air pollution. Limited rainfall occurs in winter while summers are often completely dry. An average of ten inches of rain falls each year from November to early April. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes.

High smog levels in coastline communities occasionally occur when polluted air from the South Coast (Los Angeles) Air Basin (SCAB) drifts seaward and southward at night, and then blows onshore the next day. Such interbasin transport will cause occasional unhealthy air over much of the county despite its best air pollution control efforts.

Weather within the project vicinity conforms well to the regional pattern of strong onshore winds by day, especially in summer, and weak offshore winds at night, especially during the winter. These local wind patterns are driven by the temperature difference between the normally cool ocean and the warm interior. In summer, moderate breezes of 8-12 miles per hour (mph) blow onshore by day, and may continue all night as a light onshore breeze because the land remains warmer than the ocean. In winter, the onshore flow is weaker, and reverses in the evening, as the land becomes cooler than the ocean.

Air Quality Setting

Ambient Air Quality Standards (AAQS) are levels of air quality considered safe with an adequate margin of safety to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. These categories of the population are called "sensitive receptors" relative to air quality impacts.

National AAQS were established in 1971 for six pollutants. States have the option to add other pollutants, require more stringent compliance, or to include different exposure periods. Because California had established State AAQS before the federal action, and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. The State standards are generally more stringent. Those standards currently in effect in California as well as the national standards are shown on Table 5.9-1.

Baseline Air Quality

Project area air quality can best be characterized from ambient measurements made by the San Diego County Air Pollution Control District (SDAPCD), the agency responsible for air quality planning, monitoring and enforcement in the San Diego Air Basin (SDAB). The pollution monitoring station located at the County Operations Center on Overland Avenue in Kearny Mesa is presumed most representative of air pollution exposure in the project vicinity. Table 5.9-2 summarizes the last six years of monitoring data from the Kearny Mesa station. Healthful air quality has been observed in almost every pollution category. The only national standard that was exceeded within the last six years (one violation per year is allowed under federal guidelines) was ozone, with two violations of the hourly ozone standard and six violations in six years of the 8-hour ozone standard. The more stringent State standards for ozone and the State standards for respirable particulates (PM-10) were also occasionally exceeded. At this time San Diego is designated "Non-Attainment" for ozone and PM-10.

Ozone and, to some extent, particulates are pollutants whose precursors are generated elsewhere and then carried into the local area by prevailing wind patterns. Levels of carbon monoxide or nitrogen oxides, which are more indicative of local source/receptor relationships, are very low in the project area.

With only two violations of the federal 1-hour ozone standard in 4 years from 1999 to 2002 in the region, the SDAPCD has initiated a request for redesignation of the basin as "attainment" for the 1-hour standard. The 8-hour standard is exceeded more frequently, therefore if the basin is designated as "non-attainment" for the 8-hour federal standard, no major change in the attainment planning process is anticipated. The attainment plan will continue to contain emissions reduction programs to achieve the 8-hour standard now that the 1-hour standard has been met.

Sources of Pollution

Nitrogen oxides (NO_x) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 63 percent of the 239 tons per day of ROG emitted came from mobile (cars, ships, planes, heavy equipment, etc.) sources. For NO_x, 91 percent of the 234 tons emitted daily were from mobile sources. Computer modeling of smog formation has shown that attainment of the federal ozone standard is possible at these emission levels on days when there is no substantial transport of pollution from the South Coast Air Basin or other airshed. The federal one-hour ozone standard has been met at all basin-wide air monitoring stations since 1999.

TABLE 5.9-1
State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³)	Same as Primary Standard	Ethylene Chemiluminescence
	8 Hour	---		0.08 ppm (157 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Size Selective Inlet Sampler ARB Method P (8/22/85)	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	---		50 µg/m ³		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 µg/m ³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		40 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		---		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	---	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m ³)		---		
Lead	30 days average	1.5 µg/m ³	AHL Method 54 (14/74) Atomic Absorption	---	---	High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/m ³	Same as Primary Standard	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	---	Florescence	0.030 ppm (80 µg/m ³)	---	Pararosaniline
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	---	
	3 Hour	---		---	0.5 ppm (1300 µg/m ³)	
	1 Hour	0.25 ppm (655 µg/m ³)		---	---	
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.232 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18/89).		No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Turbidmetric Barium Sulfate-AHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Cadmium Hydroxide Stractan			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

TABLE 5.9-2**Air Quality Monitoring Summary**

(Number of days standards were exceeded and maxima for periods indicated)
 (Entries shown as ratio of samples exceeding standard/samples taken)

Pollutant/Standard	1998	1999	2000	2001	2002	2003
Ozone:						
1-Hour > .09 ppm ^a	4	3	5	9	3	2
1-Hour > 0.12 ppm ^b	1	0	0	1	0	0
8-Hour > 0.08 ppm ^b	1	0	2	1	1	0
Max 1-Hour Concentration (ppm)	0.12	0.10	0.12	0.14	0.11	0.11
Carbon Monoxide:						
1-Hour > 20. ppm ^a	0	0	0	--	--	--
8-Hour > 9. ppm ^{a,b}	0	0	0	--	--	--
Max. 1-Hour Concentration (ppm)	6.0	3.0	5.0	--	--	--
Max. 8-Hour Concentration (ppm)	3.8	1.6	3.2	--	--	--
Nitrogen Dioxide:						
1-Hour > 0.25 ppm ^a	0	0	0	0	0	0
Max. 1-Hour Concentration (ppm)	0.08	0.10	0.10	0.10	0.08	0.08
Respirable Particulates (PM-10):						
24-Hour > 50 (µg/m ³) ^a	0/56	2/64	3/59	0/61	1/-	2/-
24-Hour > 150 (µg/m ³) ^b	0/56	0/64	0/59	0/61	0/-	1/-
Max. 24-Hour Concentration (µg/m ³)	36	56	55	40	80	280 ^c
Ultra-Fine Particulates (PM-2.5):						
24-Hour > 65 (µg/m ³) ^b	--	0/85	0/101	0/113	0/-	1/-
Max. 24-Hour Concentration (µg/m ³)	--	43.4	48.5	37.9	36.5	170.2 ^c

^a State AAQS

^b National AAQS

^c During 2003 Wildfires

-- No data available

Source: San Diego Air Pollution Control District, San Diego-Kearny Mesa Monitoring Station on Overland Avenue.

Air Quality Management Planning

The continued violations of national AAQS in the SDAB, particularly those for ozone in the inland foothill areas, requires that a plan be developed outlining the pollution controls that would be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in a regional air quality management plan developed jointly by APCD and SANDAG. Several plans had been adopted in the late 1970s and early 1980s under the title Regional Air Quality Strategies (RAQS). More recent planning efforts have been modifications, improvements, and updates of the earlier RAQS efforts.

The California Clean Air Act (AB-2595) required that a state clean air plan be developed to address meeting state standards as well as the often less stringent federal criteria. A basin plan was developed and adopted in 1991 that predicted attainment of all national standards by the end of 1997 from pollution sources within the air basin, but little can be done about the interbasin transport issue.

A plan to meet the federal 1-hour standard for ozone was developed in 1994 through an update of the 1991 State Plan. This local plan was combined with the plans of all other California non-attainment areas with serious ozone problems to create the California State Implementation Plan (SIP). The SIP was adopted by the Air Resources Board (ARB) in 1994, and forwarded to the U.S. Environmental Protection Agency (EPA) for their approval. The EPA approved the California SIP in mid-1996.

5.9.2 IMPACT

Issue 1: Would the proposed project exceed 100 pounds per day of Particulate Matter 10 (dust)?

According to the City's Significance Determination Thresholds, air quality impacts related to particulates may be significant if the project would:

- Exceed 100 pounds per day of PM-10.

Dust impacts would not be a concern in the long-term because the site would be covered by either structures or landscaping. However, dust would be a concern during grading and construction. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive" emissions. The City of San Diego Air Quality Guidelines anticipate a total of 26.4 pounds of PM-10 emissions per day for every graded acre of land in the absence of dust control measures. Typical dust control measures are estimated to reduce the generation to less than 10 pounds per acre per day. Such measures commonly include the following actions

- Water all active construction areas at least twice daily;
- Cover all haul trucks or maintain at least two feet of freeboard;
- Pave or apply water four times daily to all unpaved parking or staging areas;
- Sweep or wash any site access points within 30 minutes of any visible dust deposition on any public roadway.
- Cover or water twice daily any onsite stockpiles of debris, dirt or other dusty material;
- Suspend all operations on any unpaved surface if winds exceed 25 mph; and
- Hydroseed or otherwise stabilize any cleared area which is to remain inactive for more than 96 hours after cleaning.

To determine the project's PM-10 emissions, the air analysis assumed no more than an acre would be graded at any one time due to the expectation that the grading for four towers would occur one at a time over the 4.77-acre site. In addition, the analysis assumed that dust control measures would be implemented pursuant to the requirements of the City's Grading Ordinance. Normally, construction is expected to generate no more than 26.4 pounds of PM-10 per day (1 acre x 26.4 pounds per day/acre). With dust control, this amount would be reduced to

approximately 10 pounds per day. However, due to the anticipated depth of grading, a more detailed estimate of PM-10 generation was completed below.

Approximately 2,000 cy would be graded per day for a period of up to three months for each phase. As discussed previously, the depth of cut is expected to be 80-100 feet. Dirt handling PM-10 emissions for excavation activities were calculated for truck load and truck dumping activities as follows:

Excavate and Load:	0.02205 pounds per ton
Dump and Spread:	0.09075 pounds per ton
Total Activity:	0.031125 pounds per ton

For 2,600 tons per day (2,000 cy x 1.3 tons per yard), an additional 80.9 pounds of PM-10 would be generated. On-road truck hauling emissions were calculated for 111 round trips per day of dump trucks each hauling 18 cy of dirt. As discussed in Section 3.2.5, an export location has not been determined yet but will likely be a construction site in need of fill material that will be identified prior to the start of project grading, therefore an estimated 20 miles per round trip was assumed for analysis purposes. Exhaust emissions from 2,200 daily haul truck miles were calculated using the California EMFAC2002 computer emissions data model and determined that 2.0 pounds per day of PM-10 would result. Heavy equipment operation onsite is expected to emit up to 3.7 pounds of PM-10 per day. Combined grading emissions of 10 pounds per day, plus excavation activities of 80.9 pounds per day, onsite heavy equipment of 3.7 pounds per day and 2.0 pounds per day for on-road truck hauling would equal 96.6 pounds per day of PM-10, which would not exceed the PM-10 significance threshold of 100 pounds per day. Construction of the offsite sewer improvement would create another 1.0 pound of PM-10 per day. Equipment for the offsite sewer improvement would generate another 0.3 pounds per day of PM-10. Thus, the construction of the offsite sewer is expected to generate a total of 1.3 pounds per day.

5.9.3 SIGNIFICANCE OF IMPACT

PM-10 generated during project construction would not exceed the City's significance threshold. The maximum anticipated total daily generation of PM-10 would not exceed 97.9 pounds per day. Excavation would result in 80.9 pounds of PM-10 per day, onsite heavy equipment would result in 3.7 pounds per day and on-road truck hauling would result in 2.0 PM-10 pounds per day, for a total of 96.6 pounds per day of PM-10 for a period of up to three months per phase. These amounts would be below the threshold of 100 pounds per day. When added to the offsite sewer improvement construction, assuming it were to occur simultaneously with onsite grading, up to 97.9 pounds per day of PM-10 are anticipated to be generated, which would still not exceed the threshold of 100 pounds of PM-10 per day.

5.9.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.5 IMPACT

Issue 2: Would the proposed project result in air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

According to the City's Significance Determination Thresholds, air quality impacts may be significant if the project would:

- Cause emissions in excess of emission levels identified in (Table 5.9-3);

TABLE 5.9-3
City of San Diego Emissions Thresholds

	Potentially Significant Emissions (lb/day)				
	CO	ROG	NO _x	SO _x	PM-10
City of San Diego Screening Guidelines	550	55	250	250	100

- Expose sensitive receptors to substantial pollutant concentrations including air toxics; and/or
- Result in a substantial increase in airborne pollutant emissions from construction equipment, project-generated traffic or other project-related activity which would: 1) cause or contribute to any new violation of any standard in the area, 2) interfere with provisions in the application of the SIP for maintenance or attainment of air quality standards, 3) increase the frequency or severity of any existing violation of any standard, or 4) delay timely attainment of any standard, any interim emission reduction, or other milestones included in the SIP for air quality.

Air emissions associated with the proposed project fall into two categories: short- and long-term. Short-term impacts are related to construction equipment emissions while long-term impacts are related to mobile and stationary source emissions.

Short-term Emissions

Construction emissions would be derived from two primary activities, grading and building finishing. Equipment exhaust would be released during project construction from mobile sources during site preparation. Grading involves the use of internal combustion engines to power on-road trucks and off-road mobile, semi-mobile and semi-stationary equipment, which release exhaust. As discussed above, grading, excavation, and hauling activities would result in 97.9 PM-10 pounds per day for a period of up to three months for each phase.

As discussed previously, on-road truck hauling emissions were calculated for 111 round trips per day of dump trucks each hauling 18 cy of dirt at an assumed 20 miles per round trip. Exhaust

emissions from 2,200 daily haul truck miles as calculated using the EMFAC2002 computer emissions data model are shown in Table 5.9-4.

As shown in Table 5.9-4, daily on-road exhaust emissions would not exceed thresholds for air quality impacts.

TABLE 5.9-4
Daily On-Road Exhaust Emissions from Construction

POLLUTANT	EMFAC (lbs/mile)	EMISSIONS (lbs/day)	THRESHOLD (lbs/day)
CO	0.020984	46.6	550
NOx	0.028142	62.5	250
ROG	0.002955	6.6	55
SOx	0.000246	0.5	250
PM-10	0.000923	2.0	100

Onsite diesel-powered construction equipment would create gaseous and particulate tailpipe emissions that are not regulated by smog control rules such as for on-road sources. Recent new rules for off-road equipment have been adopted, but they apply to future new equipment purchases and not to the historical off-road equipment likely to be used during site grading for the proposed project. The ARB's URBEMIS2002 computer model was used to estimate daily emissions during grading/site preparation for each building, shown in Table 5.9-5.

TABLE 5.9-5
Daily Construction Onsite Emissions

Activity	ROG (lbs/Day)	NO _x (lbs/Day)	CO (lbs/Day)	PM-10 (lbs/Day)	SO ₂ (lbs/Day)
Grading/Site Preparation	10.0	76.4	77.5	97.9 ¹	0.00
Building Finishing	692.7 ²	0.8	20.1	0.3	0.00
TOTAL	702.7	77.2	97.6	98.2	0.00
City of San Diego Significance Thresholds	55.0	250.0	550.0	100.0	250.0
Percent of Threshold	1,277	31	15	98	N/A

¹ Including 80.9 lbs/day from excavation.

² Due to application of paints and coatings.

Emissions from onsite heavy equipment operations would not exceed the daily emissions activity significance thresholds.

Construction-related emissions would also be generated during excavation and placement of the offsite sewer improvement. Much of the sewer line would be within the existing Genesee Avenue,

therefore the disturbance area is very small. A construction corridor width of 20 feet along a 300 foot open section (100 feet excavate, 100 feet pipe-laying, 100 feet backfill and pave) would create less than 1.0 pound of fugitive dust. Equipment exhaust from an estimated 1,000 horse-power hours of equipment operations are shown in Table 5.9-6.

TABLE 5.9-6
Offsite Sewer Improvement Equipment Exhaust Emissions
(pounds per day)

POLLUTANT	POUNDS PER DAY
CO	1.9
NO _x	8.6
ROG	0.6
SO _x	0.6
PM-10	0.3

Combined construction of the project site and offsite sewer improvement would result in daily emissions shown in Table 5.9-7.

TABLE 5.9-7
Combined Daily Emissions during Construction of Project Site
and Offsite Sewer Improvement

SOURCE	ROG	NO _x	CO	PM-10	SO ₂
Onsite fugitive dust	---	---	---	10.0	---
Excess dirt handling	---	---	---	80.9	---
On-road haul trucks	6.6	62.5	46.6	2.0	0.5
Onsite heavy equipment	10.0	76.4	77.5	3.7	0.0
Sewer construction dust	---	---	---	1.0	---
Sewer construction equipment	0.6	8.6	1.9	0.3	0.6
TOTAL	17.2	147.5	126.0	97.9	1.1
Significance Threshold	55	250	550	100	250

PM-10 emissions would approach, but not exceed the thresholds. Because of the non-attainment status of the air basin for PM-10 and the proximity of various sensitive uses to construction activities and associated dust emissions, BMPs for dust control must be implemented, even if the PM-10 threshold is marginally not exceeded.

In addition to construction equipment, finishing the buildings which include application of paint and outdoor architectural coatings would release volatile emissions known as ROG into the atmosphere.

The amount of emissions from these finishing activities is identified in Table 5.9-5. These calculations assume compliance with the VOC coating limitations required by the SDAPCD Rule 67. Rule 67 primarily addresses the manufacture of architectural coatings such as paint, adhesives and lacquers. The project would comply with Rule 67 by only using products that adhere to Rule 67 requirements. Although ROG emissions are shown to exceed the daily threshold, adherence to Rule 67 would reduce emissions to less than the threshold.

Long-term Emissions

In the long-term, air emissions associated with the proposed project would be primarily related to mobile-source emissions related to project automobile trips. While power generation required to serve the project would also contribute a proportionate share of emissions, this contribution would be minor in comparison with automobile emissions. Automobile trips would represent the mobile source emissions. Mobile source emissions are related to a variety of emissions including CO, NO_x, PM-10, ROG and SO₂.

Mobile source emissions were calculated using the URBEMIS2002 computer model. Buildout of the entire project is assumed to occur in 2020. As can be seen in Table 5.9-8, at buildout, the operational emissions of the project are well below the impact significance thresholds.

**TABLE 5.9-8
Project-Related Long-Term Emissions at Buildout**

Scenario/Year 2020	ROG	NO _x	CO	PM-10	SO ₂
Mobile Sources	28.5	27.2	298.9	82.4	0.9
City of San Diego Significance Thresholds	55	250	550	100	250
Percent of Threshold	52	11	54	82	<1.0

Source: URBEMIS2002 Computer Model; Output in Appendix.

In order to determine whether increases in CO emissions would have a locally significant impact, CO "hot spot" modeling was conducted. The California roadway dispersion model CALINE4 takes into account CO field studies calculated by Caltrans. The results of this analysis concluded that CO levels on all nearby roadway intersections would be below state and federal standards because traffic volumes would not be high enough.

Several features of the project would reduce mobile-source emissions. They include the shuttle, the improved pedestrian access through the site, and the location of the project in a mixed-use area, allowing people an opportunity to live, work, and shop within walking distance.

5.9.6 SIGNIFICANCE OF IMPACT

As previously discussed, although ROG emissions are shown to exceed the daily threshold, adherence to Rule 67 would reduce emissions to less than the threshold. In the long-term (year

2020), operational emissions of the project would not exceed significance thresholds, therefore no impact would occur.

5.9.7 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.9.8 IMPACT

Issue 3: Would the proposed project affect the ability of the Regional Air Quality Strategy (RAQS) to meet the federal and state clean air standards? Would the proposed project conflict with implementation of other regional air quality plans?

According to the City's Significant Determination Thresholds, Air quality impacts may be significant if the project would:

- Substantially change the type and/or intensity of development from that assumed by the SIP or RAQS.

As the proposed project would change the land use designation from hotel to residential, implementation of the proposed project would change the land use which would have been assumed by the SIP and RAQS. However, the effect of the land use change on the ability of these plans to resolve regional air quality issues would not be significantly impacted. This conclusion is based on the fact that the change in land use would not increase the traffic generated by the project site which would have been assumed in regional air quality planning. As discussed earlier, the project is a part of the Costa Verde Specific Plan. The number of automobile trips generated by buildout of the Specific Plan is included in the overall University Community Plan upon which regional air quality planning would have been based. As discussed earlier, the change from hotel to residential use would not increase the number of automobile trips over that which would have otherwise occurred with implementation of the adopted Costa Verde Specific Plan. In fact, the trip generation anticipated with the proposed project would actually be 1,732 trips less than under the approved Specific Plan.

5.9.9 SIGNIFICANCE OF IMPACT

The increase in intensity from hotel to multi-family residential would not result in a greater number of trips generated. Therefore, the proposed project would not impact the SIP or RAQS.

5.9.10 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

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5.10 HYDROLOGY

The hydrology information contained in this section is summarized from the Tentative Map Drainage Study (Appendix K) prepared by Hunsaker and Associates in November 2005.

5.10.1 EXISTING CONDITIONS

From a regional perspective, the project is located within the Peñasquitos Hydrologic Unit, as defined by the Water Quality Control Plan for the San Diego Basin (Basin Plan) prepared by the California Regional Water Quality Control Board (RWQCB, 1994). The Peñasquitos Hydrologic Unit (HU) covers a total watershed area of 170 square miles, extending from Poway on the east to La Jolla on the west.

More specifically, the subject property lies in the Miramar Hydrologic Area (HA) of the Peñasquitos HU. The major drainages in the Miramar HA include Rose Canyon and San Clemente Canyon. After flowing through a series of storm drains in the University Towne Centre area (discussed below), runoff from the site eventually discharges to Rose Canyon Creek. Runoff in Rose Canyon flows in a southwesterly direction downstream of the site. After converging with runoff from San Clemente Canyon, Rose Canyon Creek continues to flow south alongside I-5 until discharging to the upper end of Mission Bay. One potable water reservoir, the Miramar Reservoir, is located within the hydrologic unit; however, the reservoir lies upstream from the project.

The site currently drains to an inlet southeast of the intersection of La Jolla Village Drive and Costa Verde Boulevard. This inlet conveys runoff to an existing storm drain system. An existing 42-inch storm drain conveys runoff through the site between Genesee Avenue and Private Drive A (the storm drain transitions from 30-inch to 42-inch at Genesee Avenue). This storm drain extends along the alignment of Private Drive A to the intersection with Costa Verde Boulevard. At that location, the storm drain flows in a northern direction along Costa Verde Boulevard to La Jolla Village Drive.

Inflows to the 42-inch storm drain (as taken from City of San Diego Drawings Nos. 22969-10 and 22969-11) within the site area include:

- Transition from 30-inch storm drain to 42-inch storm drain at Genesee Avenue (design flow listed as 81 cubic feet per second [cfs]);
- 18-inch storm drain from Trophy's (restaurant to the south of site) development (design flow listed as 2.2 cfs);
- 18-inch storm drain from existing residential development west of Private Drive A (design flow listed as 6.1 cfs);
- 18-inch storm drain from inlet at Costa Verde-Private Drive A intersection (design flow listed as 0.9 cfs); and

- 18-inch storm drain from the project site to intersection of Costa Verde Boulevard and La Jolla Village Drive (design flow listed as 8.9 cfs).

After inflow from the Trophy's restaurant site, the plans show the 42-inch storm drain to have a flow of 83.2 cfs. The flow increases to 89.3 cfs after inflow from the adjacent residential development. After all inflows from Costa Verde Boulevard and the project site, the plans show the 42-inch storm drain to have a total flow of 106.5 cfs.

5.10.2 IMPACT

Issue 1: Would the proposed project result in an increase in impervious surfaces or a substantial alteration of onsite and offsite drainage patterns affecting the rate and volume of surface runoff?

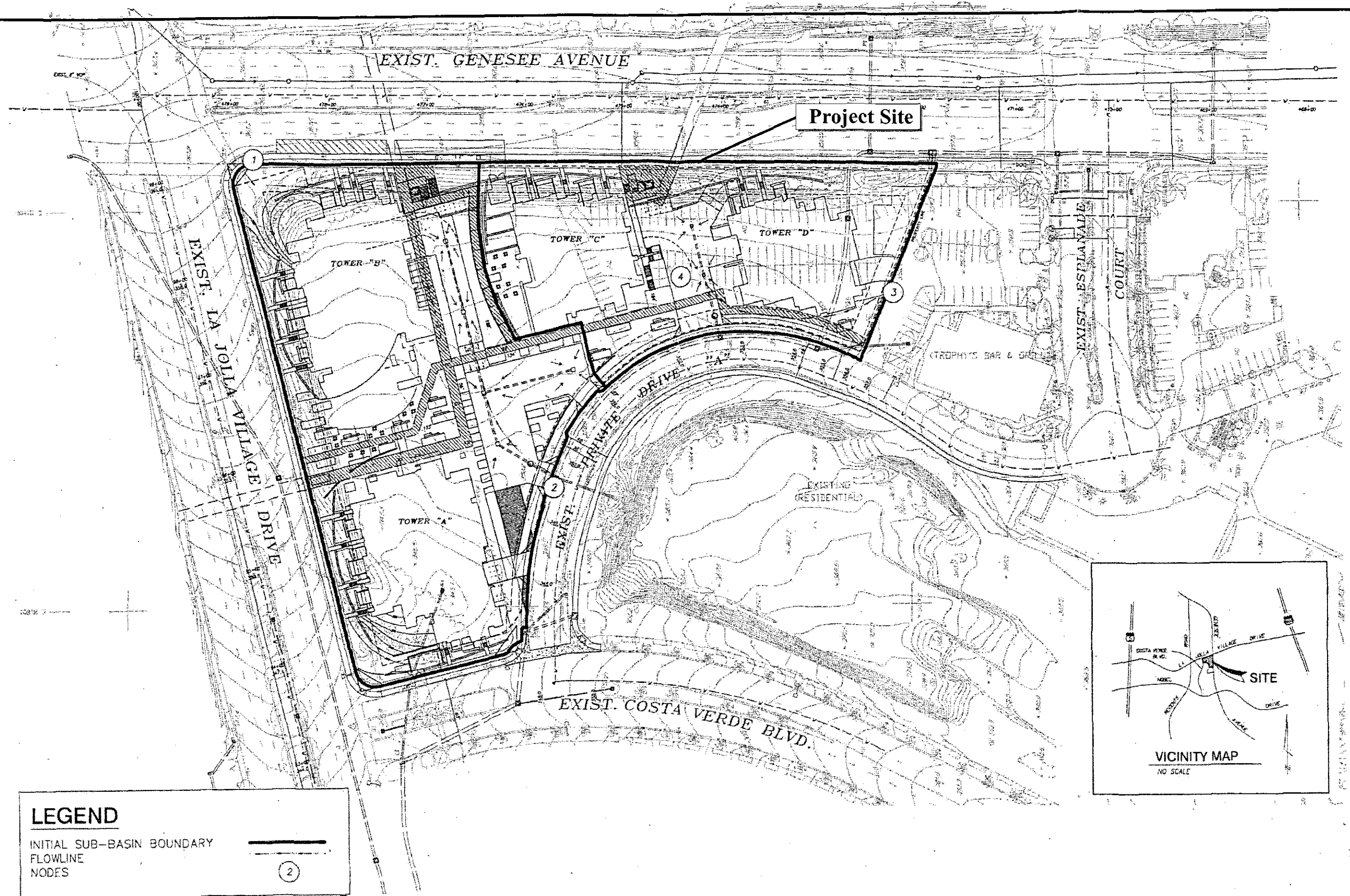
According to the City's Significance Determination Thresholds, hydrology impacts may be significant if the project would:

- Substantially alter a natural watercourse or divert existing surface flows and site runoff patterns;
- Substantially increase runoff velocities at discharge points resulting in localized and downstream erosion and sedimentation and/or
- Result in increased flooding on or offsite.

As the majority of the site is already paved, the project would result in a minimal (0.22 acre) increase to the impervious surface area. The drainage patterns from the site would remain unaltered, all runoff would be conveyed into the same storm drain system as the existing condition.

Figure 5.10-1 shows the post-development hydrology onsite. The existing 30 and 42-inch storm drain between Genesee Avenue and Private Drive A would be relocated as part of this project. The storm drain would be replaced with dual 30-inch pipes to a 42-inch pipe and moved to the south so that it would convey runoff between Towers D and the existing Trophy's restaurant site. These dual 30-inch pipes would then converge with the existing 42-inch storm drain within Private Drive A. This change would also require the revision of the existing storm drain system along Genesee Avenue north of the new storm drain alignment. Runoff from the site would discharge to the 42-inch storm drain along Private Drive A. The 18-inch storm drain currently conveying runoff from the site would be removed. Although onsite storm drains would be relocated, development of the project would not divert runoff into new drainage basins. Runoff from Towers C and D would discharge to the realigned section of the 42-inch storm drain between Genesee Avenue and Private Drive A. Runoff from the remainder of the site would discharge to the 42-inch storm drain along Private Drive A between Towers A and C.

The 18-inch storm drain currently conveying runoff from the site would be removed. Development of the site would not cause any diversion of surface runoff to or from the existing Rose Canyon watershed.



Source: Hunsaker & Associates, 11/2005

The combined 100-year runoff from the project site was determined to be 18.6 cfs (6.0 cfs through the relocated storm drain and 12.6 cfs through the Private Drive A storm drain). The existing storm drain plans indicate a design flow of 8.9 cfs through the project site; therefore development of the site would increase the peak runoff rate by roughly 9.7 cfs. Preliminary storm drain calculations show the existing storm drain system capable of conveying the additional flow without flooding.

5.10.3 SIGNIFICANCE OF IMPACT

Although the impervious surface of the site would increase by 0.22 acre, the increase is so small that no significant impact would occur. Development of the site would not cause any diversion of surface runoff to or from the existing Rose Canyon watershed. In addition, the existing storm drain system is capable of conveying the additional flow from the project. Therefore, no impacts to hydrology would occur.

5.10.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

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5.11 WATER QUALITY

This section contains water quality information from the Water Quality Technical Report (Appendix L) prepared by Hunsaker and Associates in November 2005.

5.11.1 EXISTING CONDITIONS

The project lies within the Miramar Hydrographic Area (HA). It is anticipated that water quality in this HA is relatively stable, with possible exceptions during heavy rains when increased erosion and sedimentation occurs. Surface water quality in the Miramar HA is considered to be poor due to urban runoff related to automobile discharge of hydrocarbons (oil and grease) as well as antifreeze, tire rubber and heavy metals from brake linings. However, the surface water is not considered seriously degraded.

The Miramar HA ultimately drains into Mission Bay. Mission Bay is listed on the EPA's 303(d) list of impaired waterways. Per the San Diego Region's 303(d) list, the entire Mission Bay shoreline was listed for bacterial indicators. In addition, the mouth of Rose Canyon was listed for eutrophic and lead indicators.

Regulations

A number of local and state regulations govern water quality associated with the project. A brief description of these regulations is provided below.

Federal

The basis for the state and local controls is Section 402(p) of the federal Clean Water Act (CWA). The CWA establishes a framework for regulating storm water discharges from *municipal, industrial, and construction activities under the National Pollutant Discharge Elimination System (NPDES)*. Under the CWA, municipalities across the nation are issued Municipal NPDES permits. In California, the State Water Resources Control Board (SWRCB) administers the NPDES program.

State

In October 2002, the RWQCB approved Order 2001-01 (NPDES No. CAS0108758) which specifies requirements for 20 co-permittees in San Diego County (including the City of San Diego) to ensure water quality within their respective jurisdictions. Order No. 2001-01 requires the co-permittees to comply with a number of provisions.

Co-permittees are required to prohibit discharges into storm drains which would:

- Cause or threaten to cause pollution, contamination or nuisance;
- Cause or contribute to exceedances of receiving water quality objectives; and

- Result in discharges which have not been reduced to the maximum extent possible.

The Order prohibits all types of non-storm water discharges into a storm drain system.

Each co-permittee is required to develop and implement its own plan for water quality management referred to as a Jurisdiction Urban Runoff Management Plan (JURMP). The plan is required to have the following components:

- Land Use Planning for New Development and Redevelopment;
- Construction;
- Existing Development;
- Education;
- Illicit Discharge Detection and Elimination;
- Public Participation;
- Assessment of JURMP Effectiveness; and
- Fiscal Analysis.

The Basin Plan sets forth water quality objectives for constituents which could potentially cause an adverse effect or impact on the beneficial uses of water. The Basin Plan identifies the following beneficial uses for surface waters within the Miramar HA:

- Industrial Service Supply (potential use);
- Contact Water Recreation;
- Non-contact Water Recreation;
- Cold and Warm Freshwater Habitat; and
- Wildlife Habitat.

The only potential beneficial use for ground water in the vicinity of the project is industrial service supply.

In addition to the beneficial uses for surface water within the project area, the ultimate destination of surface runoff from the project, Mission Bay, has a number of beneficial uses including an emphasis on recreation and wildlife resources including marine life.

Local

The City of San Diego regulates water quality through a variety of ordinances and guidelines. Construction pollutant sources are regulated by the Municipal Code. Sections 62.0401 through 62.0423 of the Code require the City to review and approve grading plans. Grading plans are

required to include procedures to control erosion and minimize sediment runoff draining from land undergoing development.

Sections 43.0301 through 43.0311 of the Code require future development to adhere to the various state and federal regulations which govern water quality and in particular, Order No. 2001-01 of the San Diego Regional Water Quality Control Board. These sections of the Code reinforce the need for development to implement appropriate best management practices (BMPs) to limit contributions of pollutants. Section 43.0308 outlines requirements related to business activities such as preparation of a Stormwater Pollution Prevention Plan and a Hazardous Materials Release Response and Inventory Plan, as required under Chapter 6.95 of the California Health and Safety Code. Section 43.0308 of the Municipal Code also requires project compliance with NPDES permitting for storm water discharges and general construction activities; regular cleaning or sweeping of parking lots and impervious areas; and compliance with storm water BMPs.

In accordance with the provisions of Order 2001-01, the City of San Diego adopted the Land Development Manual including Storm Water Standards as the City's local Standard Urban Storm Water Mitigation Plan (SUSMP). The Storm Water Standards identify mitigation strategies required to protect storm water quality for development and new development within the City of San Diego.

The City's Storm Water Standards establishes a series of standard permanent BMPs which are to be implemented by new development. In addition, additional requirements are identified for specific types of development projects, referred to as priority projects. Priority projects include residential, commercial (less than 100,000 square feet), automotive repair, restaurants, parking lots and streets.

Permanent BMPs are intended to be implemented in the following progression:

- Site Design;
- Source Control; and
- Treatment Control.

Site design BMPs are intended to maintain or reduce post-project runoff to pre-development conditions. Design techniques include minimizing impervious areas; conserving natural areas; and landscaping.

Source control BMPs include proper storage of hazardous materials; trash controls; Integrated Pest Management; efficient landscape and irrigation design; and education such as storm drain stenciling and signage. Priority projects are required to implement appropriate source controls including equipping streets and parking areas with inlet filters or natural swales; permeable paving; and covering activities associated with potential pollutants (e.g. loading docks and vehicle maintenance areas).

Treatment control BMPs are intended to be applied only after site design and source control BMPs have been incorporated into proposed development. Priority projects are required to design a single or combination of treatment control BMPs to infiltrate, filter and/or otherwise treat project runoff. The treatment must be designed to meet numeric sizing treatment standards which require treatment of runoff resulting from an 85th percentile storm event which represents approximately the first 0.6 inch of rain. Treatment control measures may include biofilters, detention basins, infiltration basins, ponds, drainage inserts, filtration and hydrodynamic separator systems.

Standards are also established for short-term construction BMPs to control water quality including:

- Perimeter protection BMPs;
- Sediment control and sediment control tracking BMPs;
- Standby BMP materials;
- "Weather Triggered" action plan (40 percent chance of rain);
- Physical or vegetation erosion control BMPs as soon as grading/excavation is completed;
- Limiting area being cleared or graded to amount that can be adequately protected;
- Washout area;
- Storage areas for materials and wastes;
- Remnant trash and debris shall be removed or stored daily;
- Storage, service, cleaning and maintenance area for vehicles identified and protected;
- Onsite materials for spill control/containment;
- Non-storm water discharge must be eliminated or controlled;
- Erosion control BMPs must be upgraded for storms within rainy season;
- Physical or vegetation erosion control BMPs must be installed prior to rainy season and maintained throughout season;
- Vegetation erosion control must be established prior to rainy season to be considered a BMP;
- Limiting area of exposed soil to amount that can be adequately protected; and
- Disturbed area not completed and not being actively graded must be fully protected if left for seven or more calendar days.

Erosion control BMPs include physical stabilization (e.g., geotextiles, mats, and mulch) and vegetation stabilization (e.g. retaining existing vegetation and establishing interim vegetation). Silt control BMPs include silt fencing, gravel bags, fiber rolls, de-silting basins, and energy dissipaters. Materials management BMPs relate to proper materials and equipment storage.

Hazardous material storage is regulated by the City of San Diego Fire Code (City of San Diego Municipal Code Sections 55.0101 through 55.11201). The San Diego Fire Code has adopted provisions of the Uniform Fire Code (UFC) with respect to storage requirements for hazardous materials. In accordance with Section 8003 of the UFC (1994), secondary containment is required for the storage of solid and liquid hazardous materials.

The project is considered a "priority project" per the City of San Diego Storm Water Standards because it would be an attached residential development of ten or more units.

5.11.2 IMPACT

Issue 1: Would the proposed project result in an increase in pollutant discharge, including downstream sedimentation, to receiving waters during or following construction? Would the proposal discharge pollutants to an already impaired water body?

Issue 2: What short-term and long-term effects would the project have on local and regional water quality? What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the project to minimize impacts to local and regional water?

According to the City's Significance Determination Thresholds, compliance with the State and City Water Quality Standards is assured through permit conditions provided by the City's Land Development Review Engineering Section.

Runoff from the project site would flow through a series of storm drain systems and eventually discharge to Rose Creek. After confluencing with runoff from San Clemente Canyon, Rose Creek continues to flow south until discharging to Mission Bay. As previously discussed, Mission Bay is considered an impaired waterbody.

Short-term

Erosion and sedimentation during grading and subsequent construction represents one of the major water quality concerns related to construction. Uncontrolled drainage on exposed ground would result in erosion generating sediment which would be transported offsite in storm water runoff if not properly controlled. Improper storage of building materials such as stucco, paints, insulation and cleaners could have an impact on water quality if rainfall or runoff were to come into contact with such materials. Improper storage and servicing of construction equipment may also degrade water quality by allowing fuel, oil and grease to enter surface runoff. Hydrocarbon products (e.g. fuel, oil, and grease) reduce oxygen levels in surface waters and increase eutrophication (growth of aquatic plant life resulting in the depletion of dissolved oxygen). These hazardous materials could adversely affect the health of humans, plants and animals in downstream areas. Similarly, improper storage of construction materials could also result in pollutants being carried in surface runoff.

The project is considered a “priority project” per the City of San Diego Storm Water Standards because it would be an attached residential development of ten or more units. As previously discussed, the City’s Municipal code requires project compliance with NPDES permitting for storm water discharges and general construction activities; regular cleaning or sweeping of parking lots and impervious areas; and compliance with storm water BMPs.

Implementation of erosion control measures required by City ordinances and regulations would preclude impacts. Significant short-term impacts would be precluded by adherence to the erosion control standards established by the City’s Grading Ordinance and through implementation of BMPs required by the Storm Water Pollution Prevention Plan required to be implemented during construction. Implementation of control measures contained in the Water Quality Technical Report proposed for the project (Appendix L) would preclude water quality impacts related to construction. Construction BMPs include but are not limited to:

- Silt fences/fiber rolls;
- Stabilized construction entrance;
- Gravel bags; and
- Designated vehicle, materials and waste storage areas.

Construction of the offsite sewer improvement could also lead to erosion, sedimentation, and temporary water quality effects due to a sewer line break. Significant short-term impacts would be precluded by adherence to the erosion control standards established by the City’s Grading Ordinance and through implementation of BMPs required by the Storm Water Pollution Prevention Plan required to be implemented during construction.

Long-term

Long-term use of the property would generate potential water pollutants related to the use of pesticides and herbicides on landscaped areas, trash and automobile by-products such as oil, grease, brake linings and fuel. These materials would be picked up in runoff and discharged into downstream areas and, ultimately Mission Bay, where they would contribute to existing water pollutant levels which adversely affect humans, plants, and animals associated with the bay.

Fertilizers and pesticides used on landscaping could lead to increased nutrients in project runoff. Excessive discharge of nutrients to Rose Creek and Mission Bay could cause excessive aquatic algae and plant growth.

Trash and debris generated after development of the property including paper, plastic, leaves, and food wastes could also impact water quality. Excess organic matter could create a high biochemical oxygen demand in a Rose Creek and thereby lower its water quality.

The surface parking and onsite driveways would collect oil and grease which would be picked up during the first flush of rainfall. Elevated oil and grease content decrease the water quality of Mission Bay and adversely affect the wildlife which depends on the habitat within Mission Bay.

Significant long-term water quality impacts would be precluded through adherence to State and City water quality standards and implementation of the controls identified in the project's Water Quality Technical Report (Appendix L). As described in the report, the project would implement three forms of controls: site design, source control and treatment control. Site design measures include reducing the impervious area to the greatest extent possible, landscaping, storm water treatment units constructed with the storm drain system, and discharging storm water collected in the underground parking areas directly into the sewer rather than into the storm drain or area drain system. Source control would be achieved by employing landscape maintenance which avoids excessive use and proper storage of pesticides and herbicides. An education program would be conducted to make residents aware of the importance of proper use and disposal of household products and automobile by products. Lastly, the project would utilize two Continuous Deflective Separation (CDS) storm water pollution control device or an approved, equivalent flow based treatment unit to serve as a last line of defense to control water pollutants. The CDS system would utilize a non-blocking, non-screening process to remove pollutants from storm water flow before project runoff is discharged into the regional storm drain system.

As discussed above, surface water occurring within the underground parking structures would be collected in floor drains and discharged into the sewer system. Thus, automobile by-products accumulating from parked cars would not enter the local drainage system. As surface parking areas are very limited, these areas would not generate substantial levels of urban runoff.

5.11.3 SIGNIFICANCE OF IMPACT

Implementation of the site design, source control and treatment control measures proposed as part of the project as well as adherence to BMPs mandated by the City's ordinances, as discussed earlier mandating would preclude direct short- and long-term water quality impacts associated with the project.

5.11.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.11.5 IMPACT

Issue 3: Would the proposed project increase the potential for erosion of soils on or offsite?

According to the City's Significance Determination Thresholds, compliance with the State and City Water Quality Standards is assured through permit conditions provided by the City's Land Development Review Engineering Section.

The project could result in short-term and long-term increases in soil erosion. During the short-term, construction-related activities have the potential to accelerate soil erosion and cause soil to move offsite by wind or through the storm drain system. As discussed earlier, City ordinances are in place to minimize soil erosion as a result of construction activities. These ordinances

require the implementation of BMPs in order to control dust generation, minimize soil movement, and prevent soil from entering storm drains.

Over the long-term, no significant impacts are anticipated because the majority of the project site would be covered with impervious materials. Because impervious materials act to cap the soil and prevent its exposure to water and wind, the amount of soil erosion onsite would be minor. In addition, landscaped areas would be designed to hold the soil in place and keep it from washing away. The potential for soil erosion to increase as a result of the project is also minimal since the total surface area of impervious materials would be similar to existing conditions. Finally, project-related activities would be confined to the project site and would not affect the potential for soil erosion to increase in other areas.

5.11.6 SIGNIFICANCE OF IMPACT

The project would not significantly increase short-term or long-term soil erosion. Over the short term, potentially significant effects resulting from construction activities would be avoided through the implementation of City ordinances. Though designed to protect water quality, they directly address soil loss and movement to prevent increased sedimentation in watercourses. They would also minimize short-term soil erosion resulting from construction.

Over the long-term, no impacts are anticipated because the majority of the project site would be covered with impervious materials. Landscaped areas would be planted and irrigated in such a way as to hold the soil in place. Therefore, the potential for soil erosion to increase over the long-term as a result of the project would not be significant.

5.11.7 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.12 GEOLOGIC CONDITIONS

The following discussion summarizes the geotechnical investigation for the project prepared by Geocon, Inc. in December 2004 and May 2005. The complete reports are contained in Appendix M.1 and M.2 of the technical appendices.

5.12.1 EXISTING CONDITIONS

Soil and Geologic Conditions

The project site is underlain by the Quaternary-aged sedimentary deposits of the Lindavista Formation and Tertiary-aged sedimentary deposits of the Scripps Formation. In addition, surficial deposits comprised of undocumented fill soil occupy portions of the property due to past construction on and around the proposed site (Figure 5.12-1). The offsite sewer improvement area is underlain by previously placed fill material, alluvium, and formational materials of the Lindavista and Scripps Formations (Figure 5.12-2).

Geologic Units

Lindavista Formation

The Lindavista Formation is characterized as sedimentary material that is very dense, damp to moist, and reddish brown in color. It consists of silty, fine to coarse sand to sandy silt.

Scripps Formation

The Scripps Formation is characterized as sedimentary material that is very dense, damp to moist, and light brown to reddish brown in color. It consists of silty, fine to silty sandstone, sandy siltstone, and gray, clayey siltstone to silty claystone. There is no evidence to suggest that the Scripps Formation in the project site contains faults or folds. Beds strike generally north-south, east-west, and northeast and are generally inclined from three to five degrees in random directions. Clay seams are rare within the Scripps Formation, but are noteworthy because they represent planes of weakness in bedrock. Clay seams are not known to exist on the site.

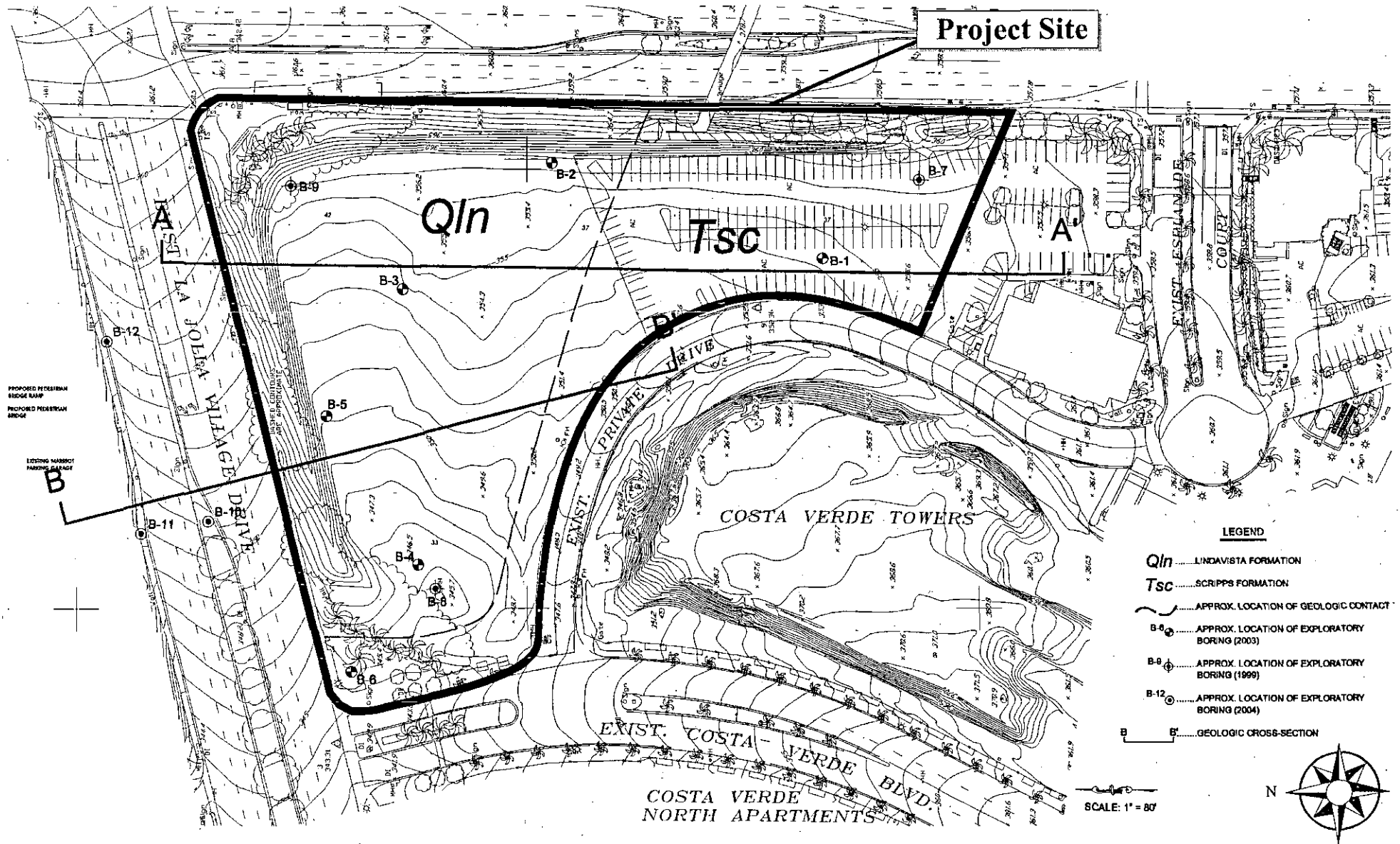
Alluvium

The alluvium likely consists of soft, sandy to silty clay and loose to medium dense, silty to clayey sand.

Fill Materials

Undocumented Fill Soil

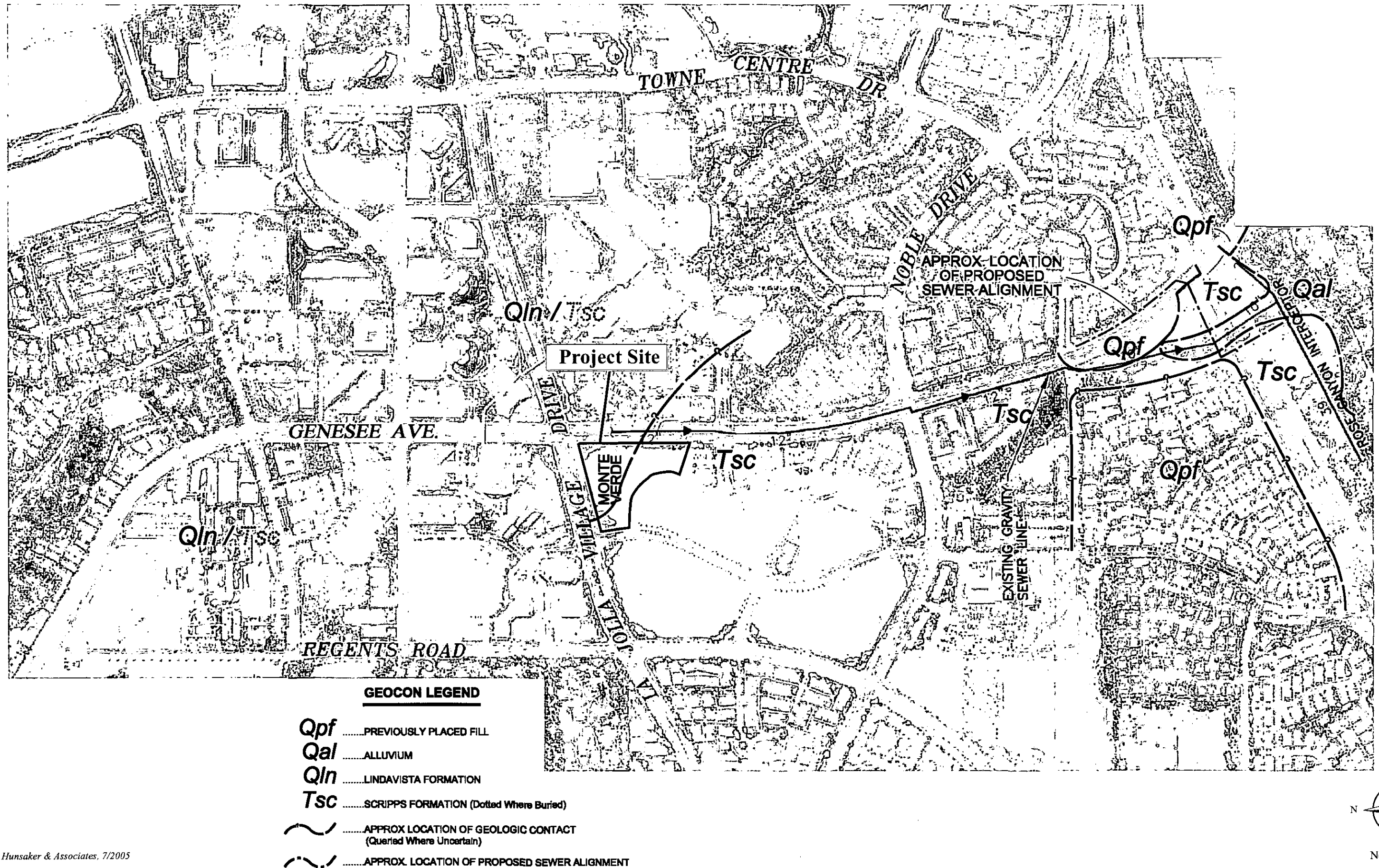
A small section of fill has been placed in the southern boundary of the project site. In addition, a small area of undocumented fill remained after the mass grading on the northwestern portion of the project site. Subsequent to mass grading, soil was stockpiled and end dumped throughout the



Source: GEOCON Inc., 12/2005

Geologic Map

Figure 5.12-1



Offsite Sewer Improvement Geologic Map

Figure 5.12-2

site. The soil consists of clayey sand to silty sand, and ranged in depth from one foot to nine feet at the time of the geotechnical investigation.

Previously Placed Fill Soil

Fill material can be associated with the grading for Genesee Avenue including the construction of the Genesee Avenue bridge. The fill was likely derived from cuts within the Scripps Formation and likely consists of light grayish to yellowish brown, silty sand to sandy silt.

Geologic Hazards

The majority of the project site is located in geologic hazard category 51 as shown on the City of San Diego's Seismic Safety Study maps. Category 51 is characterized as level mesas, underlain by terrace deposits and bedrock. Nominal risk to public safety is associated with this hazard category. A portion of the project site is located in geologic hazard category 52, which encompasses other level areas, gently sloping to steep terrain, and favorable geologic structure. Category 52 areas are low risk. Although the relative risk of geologic hazards at the project site are indicated to be nominal or low, the scope and location of the project warrant an evaluation as contained in this section.

The offsite sewer improvement area is located in geologic hazard categories 32, 51, 52, and 54. Category 32 is characterized as having a low potential for ground failure due to liquefaction. Category 54 is characterized as steeply sloping terrain, unfavorable or fault controlled geologic structure. Category 54 areas are moderate risk.

Soil Suitability

Undocumented fill soil is composed of compressible materials and would pose a significant risk to future development because it is unsuitable to support building foundations. The Lindavista Formation and Scripps Formation are anticipated to provide adequate support characteristics in its natural state for the project.

Faulting and Seismicity

The project site and offsite sewer area are considered to be in a seismically-active area, as is most of southern California, and is likely to be subjected to moderate to strong seismic shaking during the life of the project. No active, potentially-active or inactive faults are known to exist on the site or in the immediate vicinity, and none were observed during the field investigation.

Located approximately three miles west of the site and 2.5 miles from the offsite sewer improvement, the Rose Canyon Fault is the closest known active fault. Within a search radius of 50 miles from the site, seven known active faults were identified. The three closest other active faults include the Coronado Bank (15 miles from the site), Newport-Inglewood (23 miles from the site), and Elsinore-Julian (35 miles from the site). The results of the seismicity analysis indicate that Rose Canyon Fault Zone is the dominant source of potential ground motion at the site. The Rose Canyon Fault has a maximum credible (upper bound) Magnitude of 7.2 and is

considered to be representative of the potential for seismic ground shaking within the property. The estimated maximum credible peak ground accelerations was calculated to be 0.56g.

Liquefaction

Liquefaction is a phenomenon in which loose saturated and relatively cohesionless soil deposits located beneath the groundwater table lose strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground accelerations, characteristics of the subsurface soil, in situ stress conditions, and depth to groundwater. The potential for liquefaction on the project site is considered very low.

The potential for liquefaction and seismically-induced settlement exists for the southern portion of the offsite sewer area within the alluvium.

Groundwater

Groundwater was not encountered at the project site during the geotechnical investigation to a depth of 100 feet and is not anticipated to significantly impact project development. However, it is not uncommon for groundwater or seepage conditions to develop in fills and formational units where none previously existed, especially in irrigated areas or after seasonal rainfall.

Groundwater is estimated to be encountered within ten feet below the existing grade within the alluvium area at the southern portion of the offsite sewer area.

5.12.2 IMPACT

Issue 1: Would the proposed project expose people or property to geologic hazards such as earthquakes, landslides, liquefaction, ground failure, or similar hazards?

Per the City's significance thresholds, geologic impacts may potentially be significant if the project would:

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

Soil Suitability

The proposed grading would result in cuts of approximately 60 to 70 feet below existing grade to establish building subgrade. The existing soil consist of very dense formational materials and up to nine feet of undocumented fill. Implementation of recommendations in the Geotechnical

Study and the shoring design would result in lateral soil movement of less than one- inch during installation of temporary shoring for the proposed building.

The Lindavista and Scripps formational materials are considered suitable for the support of the sewer improvement. Clay seams and/or bedding plane shears, which represent planes of weakness in bedrock can be present within the Scripps Formation. All sewer excavations would be examined by an engineering geologist to verify that planes of weakness or other hazards that could promote local instability are not present. If planes of weakness or other hazards are discovered, the sewer line could include the installation of flexible expansion joints at the location.

Slope Stability

Based on the proposed grading and lack of landslide-prone geologic units, the potential for significant large-scale slope instability at the site is considered very low. Permanent cut and fill slopes constructed at inclinations of 2:1 or flatter and at a maximum height of 15 feet would be stable with respect to deep-seated and surficial failure.

Faulting and Seismicity

The project site and offsite sewer are located within Seismic Zone 4 according to the UBC. The project could be subject to a seismic event with an earthquake magnitude of 7.2 on the Rose Canyon Fault zone. This would have a deterministic maximum credible site acceleration of 0.56g. Earthquake design in accordance with the currently adopted Uniform Building Code would safeguard the project against major structural failures and loss of life.

Neither the project site nor the offsite sewer area are located within an Alquist-Priolo Earthquake Fault Zone. Ground surface rupture, lurching or cracking of the ground surface as a result of nearby or distant seismic events is considered unlikely.

Liquefaction

The risk of liquefaction is very low on the proposed project site due to the very dense nature of the underlying soil and the lack of permanent near-surface groundwater. Liquefaction could occur in alluvium located along the southern portion of the offsite sewer line. However, City standards for sewer design include the use of PVC pipe in lengths that ensure flexibility, along with the use of flexible expansion joints would reduce this risk, and no significant impact would occur.

Tsunamis and Seiches

There is no potential for tsunamis due to the site elevation (approximately 345 feet above MSL) and the distance from the Pacific Ocean (2.5 miles). Similarly, there is no potential for seiches or earthquake-induced flooding because the project and offsite sewer are not located near any body of water large enough to generate these phenomena.

Groundwater

As stated above, groundwater was not encountered onsite during the geotechnical investigation and is not anticipated to significantly impact project development.

As discussed above, groundwater is estimated to be encountered within ten feet below the existing grade of a portion of the offsite sewer area. Depending upon seasonal conditions at the time of grading, specialized equipment to excavate the surficial soils and drying or mixing with other onsite materials to reduce the moisture content prior to placement as compacted fill may be required.

Erosion

As indicated in Section 5.11.2, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of BMPs required by the Storm Water Pollution Prevention Plan.

5.12.3 SIGNIFICANCE OF IMPACT

Proper engineering design and utilization of standard construction practices would ensure that the potential for impacts would be less than significant.

5.12.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

5.13 LIGHT, GLARE AND SHADING

5.13.1 EXISTING CONDITIONS

Light

Existing Conditions

The project is in a highly urbanized area where night lighting is a common feature. Light sources in the area include street lights, building lighting, illuminated signs, security lighting, sidewalk lighting, and parking lot lighting in the UTC shopping center. The site currently has outdoor lighting on the trailers and over the parking lot. Surrounding roadways as well as other buildings within the Specific Plan area are also lighted.

Lighting Regulations

Lighting within the City of San Diego is controlled by the City of San Diego's Outdoor Lighting Regulations (Section 142.0740 of the Municipal Code).

The City's Outdoor Lighting Regulations are intended to protect surrounding land uses as well as astronomical activities at the Palomar and Mt. Laguna observatories from excessive light generated by new development. The Outdoor Lighting Regulations require that outdoor light fixtures associated with new commercial, industrial or multi-family development comply with the following:

- Outdoor lighting fixtures that are used to illuminate a *premises* or an architectural feature on private property shall be directed or shaded so that light does not fall onto surrounding properties or create glare hazards within *public rights-of-way*.
- Outdoor lighting on commercial and industrial properties shall be equipped with automatic timing devices.
- Outdoor lighting fixtures that are existing and were legally installed before October 28, 1985, shall be exempt from Sections 141.0740(a) and (b), unless work is proposed over any period of time to replace 50 percent or more of the existing outdoor light fixtures or to increase the number of outdoor light fixtures by 50 percent or more on the *premises*.
- All outdoor lighting, including search lights, shall be turned off between 11:00 p.m. and 6:00 a.m. except:
 - Outdoor lighting in conjunction with industrial uses that continue to be fully operational after 11:00 p.m. such as sales, assembly, and repair may remain lighted after 11:00 p.m., provided that all lights are shaded, equipped with automatic timing devices, and utilize only the minimum amount of light necessary to conduct such uses;

- Outdoor lighting used for security purposes or to illuminate walkways, roadways, equipment yards, and parking lots may remain lighted after 11:00 p.m. only when low-pressure sodium outdoor lighting fixtures are used;
 - Outdoor lighting used to illuminate recreational activities that are not in a residential zone may continue after 11:00 p.m. only when equipped with automatic timing devices and shaded to minimize light pollution; and
 - Illuminated on-premises *signs* for businesses that are open to the public after 11:00 p.m. may remain lighted during business operating hours only. Illuminated off-premises *advertising display signs* shall not be lighted after 11:00 p.m. Signs located both on-and off-premises shall be equipped with automatic timing devices.
- On properties which are adjacent to or contain *sensitive biological resources*, any exterior lighting shall be limited to low-level lights and shields to minimize the amount of light entering any identified *sensitive biological resource* areas.

Shading

Existing Conditions

The subject property is periodically shaded by surrounding high-rise structures to the south and north. As the tallest structures on the subject property are the construction trailers, structures on the subject property do not cast substantial shadows on adjacent property.

Shading Regulations

No City regulations apply to shading.

Glare

Existing Conditions

The subject property is surrounded by several high-rise structures which contain a mix of materials, including glass. The glass appears to have low reflectivity, and there is no glare danger in the project area.

Glare Regulations

Glare within the City of San Diego is controlled by the City of San Diego's Municipal Code 142.0730.

The City's Glare Regulations include the following:

- A maximum of 50 percent of the exterior of a building may be comprised of reflective material that has a light reflectivity factor greater than 30 percent; and

- Reflective building materials shall not be permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space.

5.13.2 IMPACT

Issue 1: Would the project create substantial light, glare, or shading?

According to the City's Significance Determination Thresholds, light, glare and shading impacts may be significant if the project would:

- Be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area;
- Shed substantial light onto adjacent property or would emit a substantial amount of ambient light into the nighttime sky;
- Conflict with the street lighting standards according to the City of San Diego Street Design Manual; and/or
- Cast a shadow that would substantially interfere with adjacent usable outdoor spaces associated with residential, recreational, institutional (i.e. schools or convalescent homes) or commercial uses (i.e., outdoor eating areas).

Light

The project would not involve exterior lighting except minimal lighting for roadways and security purposes. Lighting within the parking structures would not be noticeable because the majority of parking would be subterranean, and surface parking lot lighting would be minimal and comply with the City of San Diego Street Design Manual.

In addition, the project would be required to conform to the City's light regulations which would avoid impacts to astronomical operations.

Glare

The project would incorporate blue green tinted glass into the façade of each building. Although greater than 50 percent of the building elevations may consist of glass, the visible reflectance of the exterior glazing layer would be approximately seven percent, much less than the threshold of 30 percent reflectance. Heavier and rougher materials would be used at the base of the buildings, which would be in the line of site of motorists. As the project proposes to utilize a low percentage visible reflective glass on the buildings, the reflection of natural or artificial light off of the structural façade would not represent a safety impact to motorists on surrounding roadways.

Shading

Within urban settings, buildings commonly cast shadows on adjacent and nearby properties. Shading can have both positive consequences, such as cooling effects during warm weather, and negative consequences, such as the loss of natural light for solar energy purposes or loss of warming influences during cool weather.

Shading from structures is a function of the location and dimensions of structures, the presentation of the ground surface to the sun relative to the earth's axis, and the sun's position in the sky relative to the ground. The sun's position in the sky changes as the seasons progress from summer to winter in both the northern and southern hemisphere. These factors influence the length and position of shadows. During any season, the sun is in its most nearly vertical position, relative to the ground surface, at approximately 12 o'clock noon. This is when shadows are the shortest. On June 21 (summer solstice), the sun is the highest in the sky and shadows are the shortest. As winter approaches, the sun's angle relative to the earth's horizon changes and shadow lengths become longer. On December 21 (winter solstice), the sun is lowest in the sky, and shadows are greatest. During the spring and fall equinox, the sun rises exactly in the east and the sun is directly above the equator.

A shadow analysis was conducted in order to assess the shadow effect of the project on adjacent areas. The focus of this analysis was determining the effects of shadows cast at different times of the year by the project on offsite land uses. The results of this analysis are summarized below.

Although shading within the project would not constitute an impact, a description has been provided below for informational purposes.

Summer Solstice (June 21-22)

As shadows are shortest on this day, the impact would be the most minimal of any day of the year. Figure 5.13-1 shows predicted shadow lengths at 9:00 a.m., 12:00 p.m. and 3:00 p.m. At 9:00 a.m., the shadows would extend westerly and Tower A would shade a portion of the North Village multi-family residential development. Tower B would shade the southern portion of the proposed pedestrian bridge over La Jolla Village Drive, as well as a portion of eastbound La Jolla Village Drive. In addition, Towers C and D would each shade a portion of the Towers at Costa Verde multi-family residential development. After 9:00 a.m., the shadows would begin to move northerly, and because the buildings are tall and narrow, shading of any single area would not likely exceed one hour. At 12:00 p.m., the shadows from the project would be confined to the subject property. At 3:00 p.m. the shadows would extend easterly across Genesee Avenue. Tower B would shade a portion of landscaped area on the outskirts of the UTC shopping center. Towers C and D would also shade small portions of the UTC shopping center parking lot. It should be noted that although the shaded area currently consists of a parking lot, the UTC shopping center has proposed expansion (see Section 6.0). Therefore, if the parking lot is ever developed, the project would shade the new development. At this time, however, it is too speculative to determine what, if any, potential use may be developed in place of the parking lot. After 3:00 p.m., the shadows would continue to move southwesterly away from the UTC shopping center. No structure would be permanently shaded during this period.

With regards to onsite shading, at 9:00 a.m. Tower B would shade the pool and sundeck area. Tower C would shade the main arrival court area. At 12:00 p.m. Tower B would continue to shade a portion of the pool and sundeck area. Towers C and D would shade landscaped areas. At 3:00 p.m. Tower A would shade the pool and sundeck area.

Spring and Fall Equinox (March 20-21 and September 22-23)

During the spring and fall equinox, shadow lengths are mid-way between summer and winter solstice. The spring and fall equinox have shadows of equal length during all times of the day, therefore, only one set of figures are shown to reflect both the spring and fall equinox predicted shadow lengths at 9:00 a.m., 12:00 p.m. and 3:00 p.m. (Figure 5.13-2). On this day at 9:00 a.m. the shadows would extend northwesterly. Tower B would shade La Jolla Village Drive, the proposed pedestrian bridge over La Jolla Village Drive, and a portion of the Marriott Hotel. Tower A would also shade La Jolla Village Drive and a portion of the Regents Park office building. Tower D would shade a portion of the Towers at Costa Verde multi-family residential development. After 9:00 a.m., Tower B would shade a portion of the Marriott Hotel pool for no more than one hour. At 12:00 p.m., Tower B and Tower A would shade La Jolla Village Drive. Tower A would shade the proposed pedestrian bridge over La Jolla Village Drive. After 12:00 p.m., the project shadows would continue easterly over a portion of the parking for the UTC shopping center. At 3:00, the project shadows would be cast easterly. Tower B would shade portions of La Jolla Village Drive and landscaping of the UTC shopping center. Tower C would cast a shadow over Genesee Avenue and some commercial uses on the outskirts of the UTC shopping center. Tower D would shade Genesee Avenue and the existing pedestrian bridge, and the parking lot. After 3:00 the shadows would continue in a southeasterly direction.

The only shadow-sensitive uses that would be shaded by the project during the spring and fall equinox is the pool associated with the Marriott Hotel. Because the pool would be shaded for no more than one hour and would not be shaded after mid morning when the peak use of the pool would take place, no significant shading impact would occur. No structure would be permanently shaded during this period.

Onsite shading at 9:00 would consist of Tower B shading the pool and sundeck area, and Towers C and D shading landscaped areas. At 12:00 p.m., Tower C would shade landscaping, and Tower D would shade the pocket park and other landscaping. At 3:00 Tower A would shade the pool and sundeck area.

Winter Solstice (December 21-22)

The sun's angle is at its lowest angle during winter solstice, therefore the shadows are longest, and shadow impacts are greatest. Figure 5.13-3 shows predicted shadow lengths at 9:00 a.m., 12:00 p.m. and 3:00 p.m. At 9:00 a.m., the project would cast shadows in a northwesterly direction. Tower B would shade La Jolla Village Drive, the proposed pedestrian bridge, and a portion of the Marriott Hotel including the entire pool as well as the pool associated with Regents Park Place residential development. Tower A would shade a portion of the Regents Park office building. At 12:00 p.m., Tower B would shade La Jolla Village Drive and a portion of the City National Bank building. Tower A would shade La Jolla Village Drive and the proposed

pedestrian bridge, and a portion of the Marriott Hotel building. At 3:00 p.m., the project would cast shadows in a northeasterly direction. The Tower B would shade La Jolla Village Drive and a portion of the Grossmont Bank building, the Smith Barney building, and the Wells Fargo building. Tower A would shade La Jolla Village Drive and the remaining portion of the Grossmont Bank building. Tower C would shade Genesee Avenue and La Jolla Village Drive, and some landscaping and commercial uses on the outskirts of the UTC shopping center along with Donovan's restaurant. Tower D would shade Genesee Avenue and the existing pedestrian bridge, as well as the parking lot and commercial uses on the outskirts of the UCT shopping center.

The shadow-sensitive uses that would be shaded by the project on the winter solstice are the Regents Park Place residential development pool and the Marriott Hotel pool. Because neither pool would be shaded after mid-morning no significant shading impact would occur. No structure would be permanently shaded during this period.

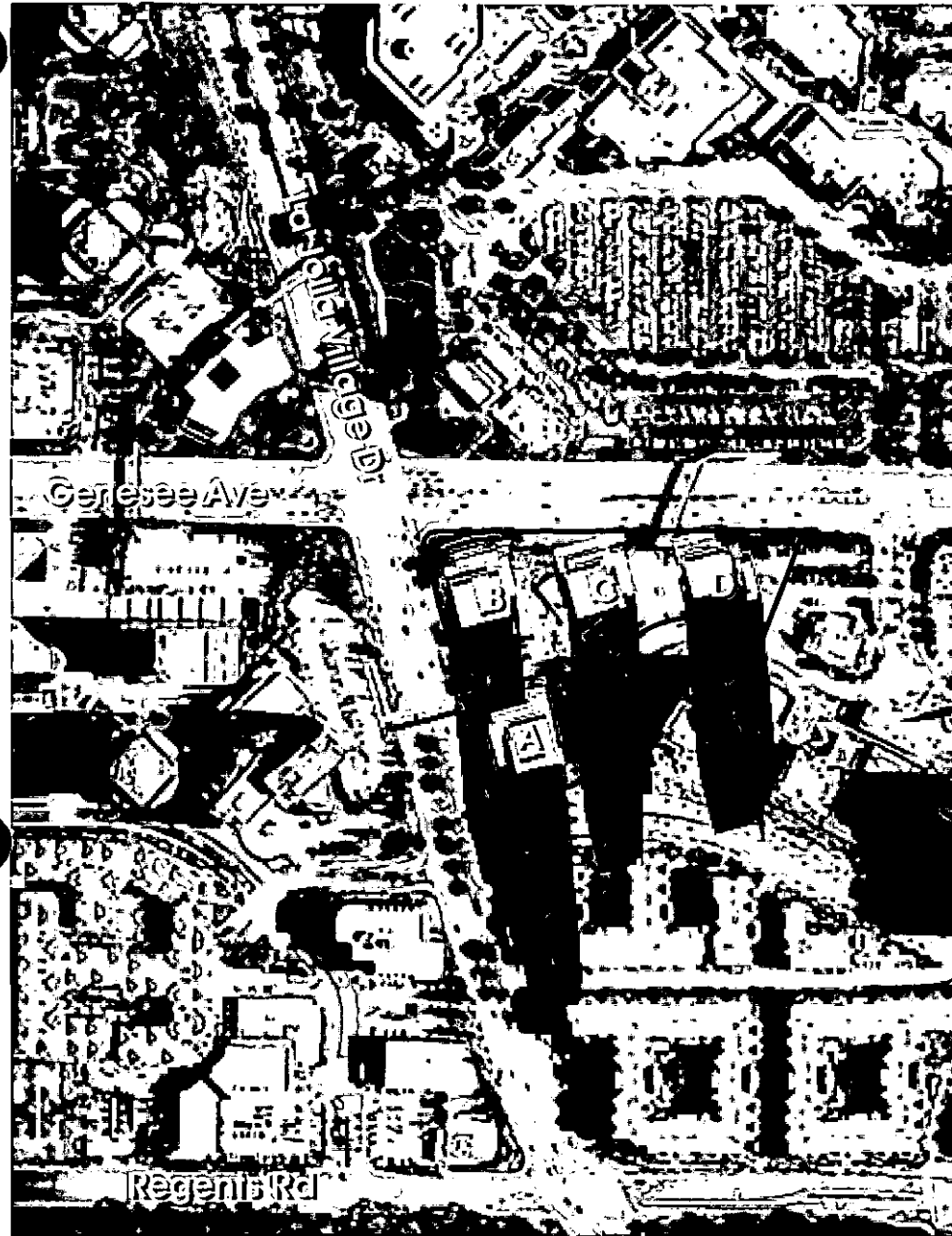
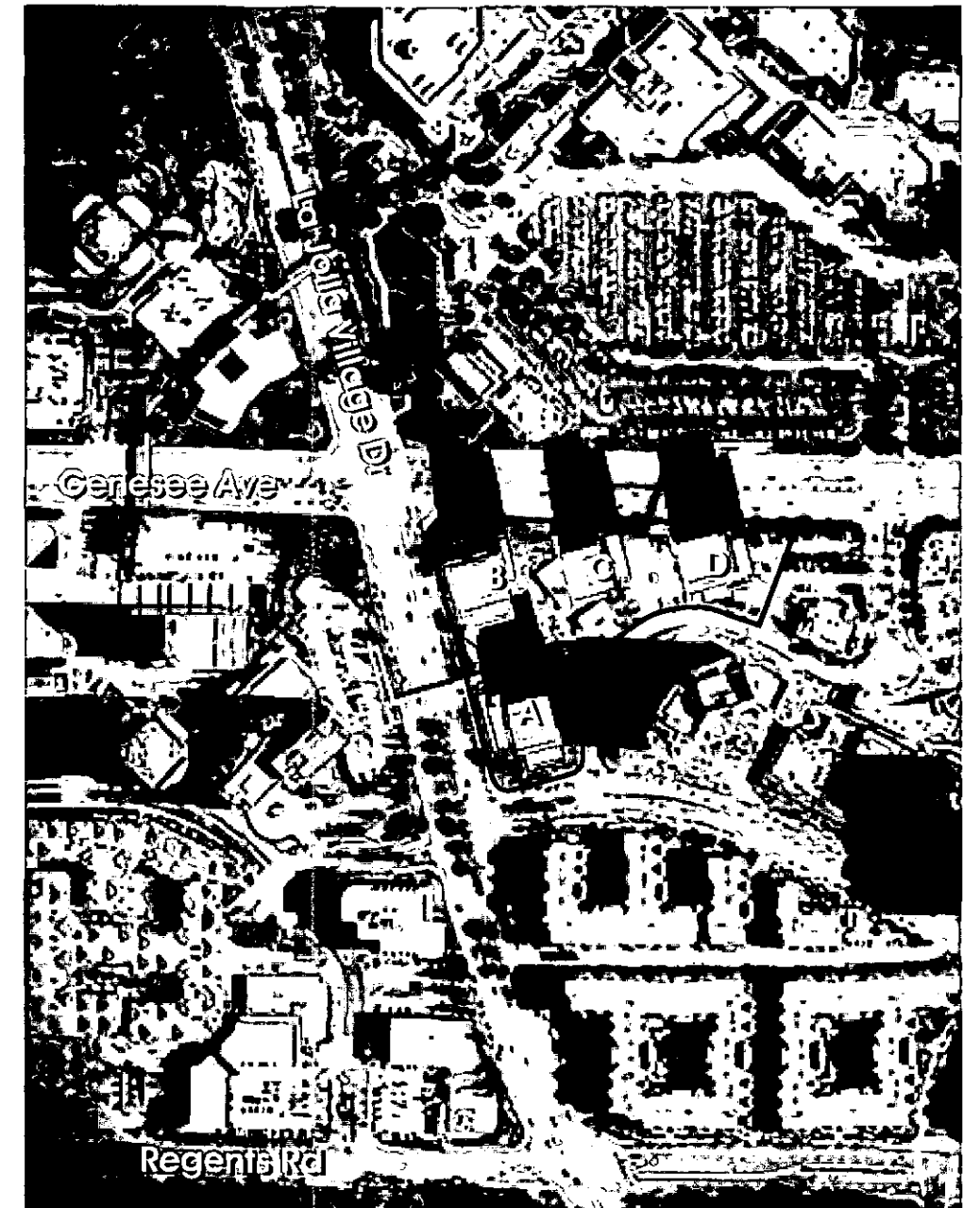
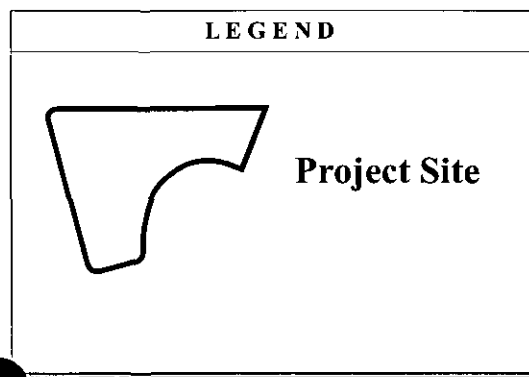
With regards to onsite shading, at 9:00 a.m. nearly the entire site would be shaded by Towers C and D. At 12:00 p.m. Tower C would shade landscaped areas, and Tower D would shade the pocket park and landscaped areas. At 3:00 Tower A would shade a portion of the pool and sundeck area.

Solar Equipment

As the project would shade existing development, the project could potentially affect solar energy devices which have been installed in the affected area or could be installed in the future. Solar energy devices are typically located on building rooftops to collect sunlight for use to supplement the energy used within the building.

In order to estimate the potential consequence of shading, the effect on an average size solar panel (15 square feet) was considered. Such a panel would produce approximately 24.5 kilowatt hours per month based on an average of six hours of sunlight per day. Assuming that the panel could be shaded by up to one hour a day, the amount of energy lost would amount to approximately 16 percent (4 kilowatt hours per month). This is considered a conservative estimate because some reduction would naturally occur as a result of overcast conditions.

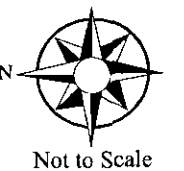
In addition to the low potential for energy loss, a visual inspection of the potentially-shaded areas determined that no solar energy devices are presently being used in the project area. According to the San Diego Regional Energy Office, solar energy devices are typically located on single-family homes, or on commercial buildings with single tenants. It is not typical to install solar energy devices on multi-family buildings or on commercial/office buildings with multiple tenants because it would be difficult to determine who would receive the benefits, and the division of such benefits would not be as great as if there were a single owner. Thus, no future solar energy devices are anticipated on future buildings surrounding the project.



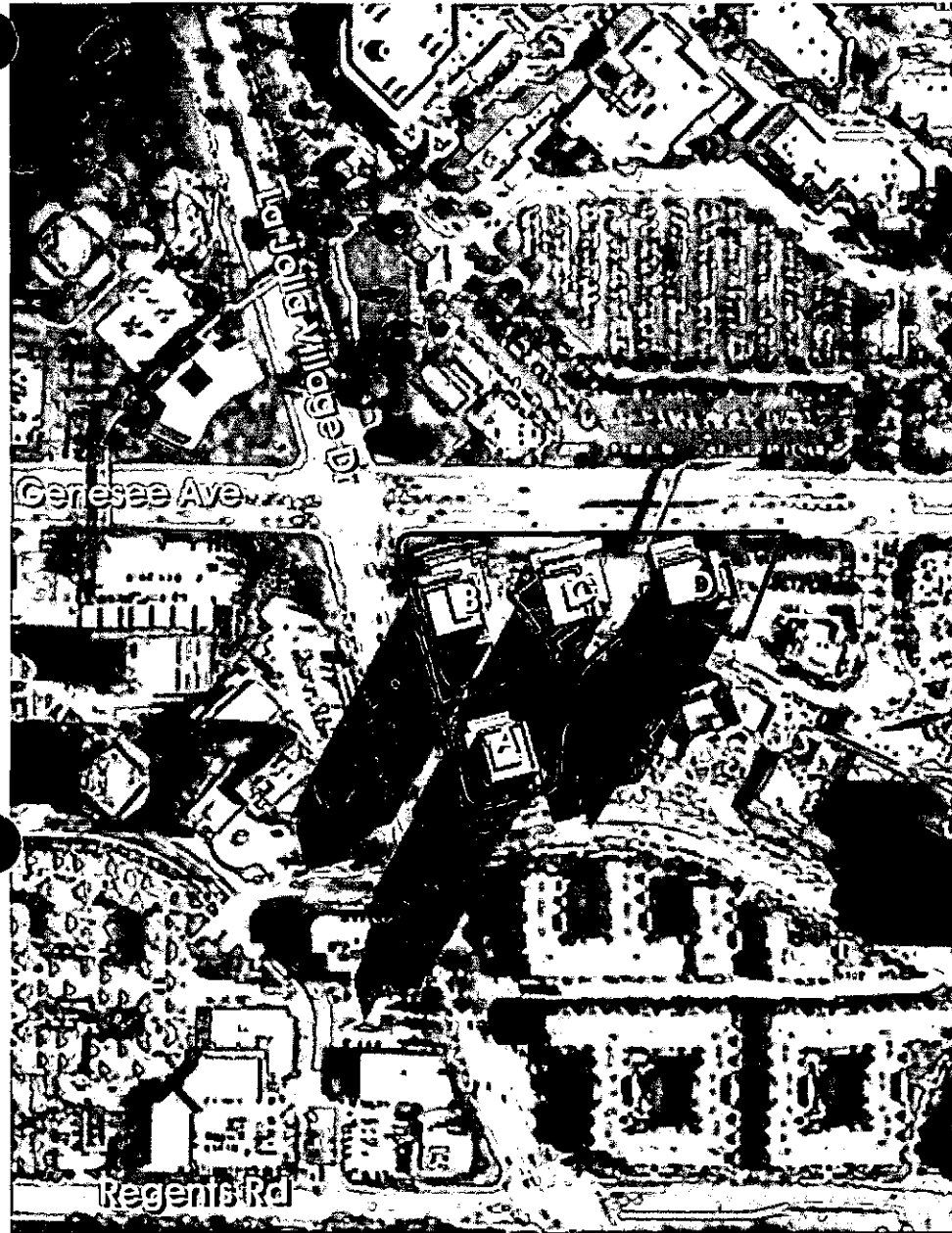
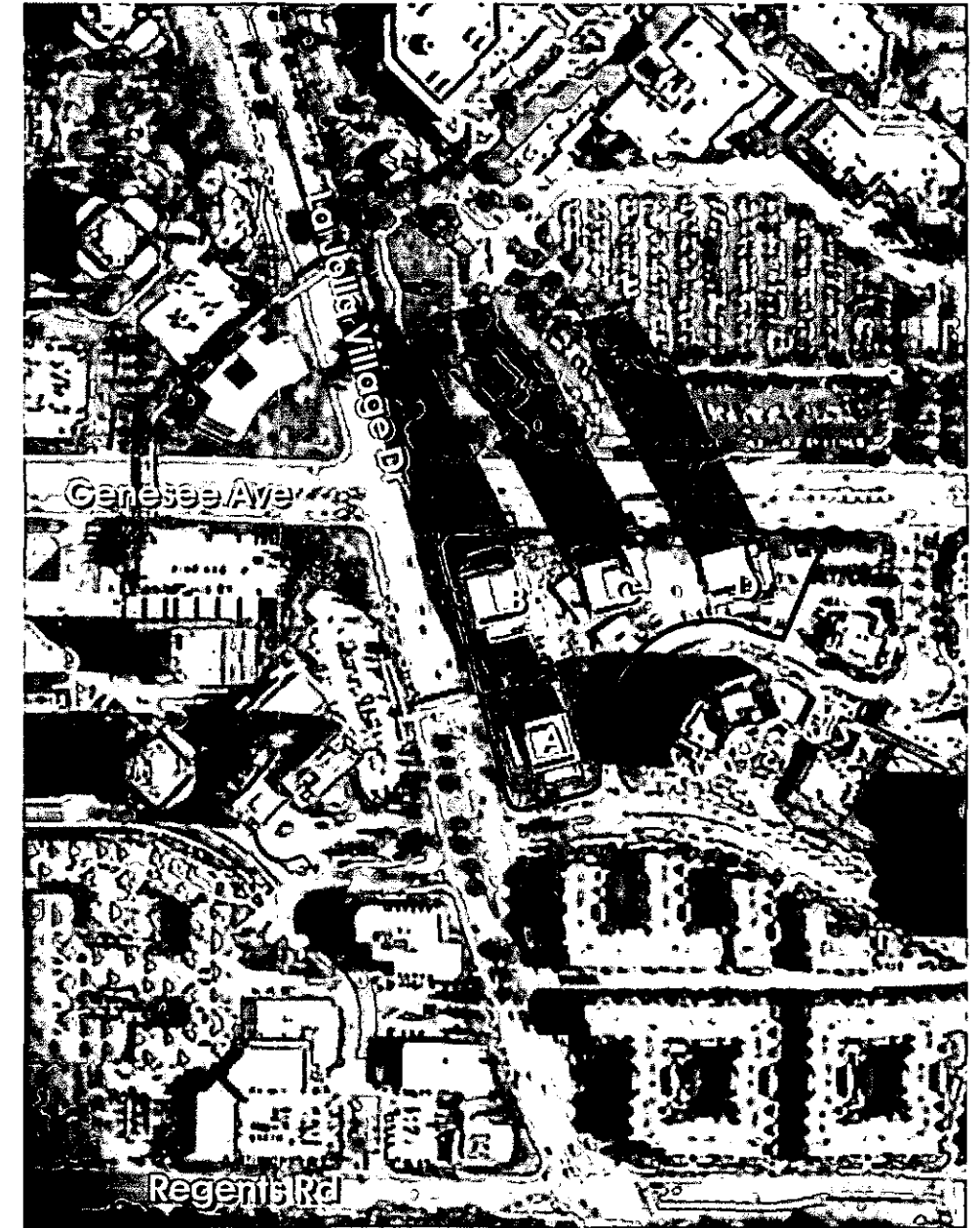
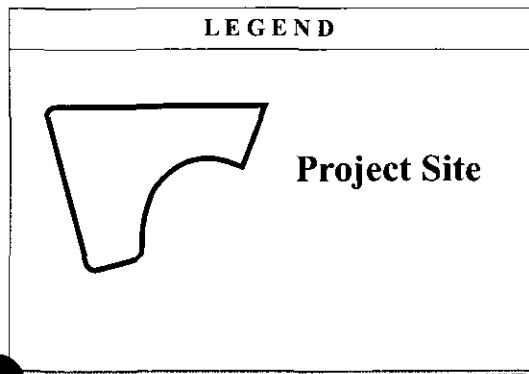
Summer Solstice at 9 am

Summer Solstice at 12 pm

Summer Solstice at 3 pm



Source: Design Lead LLP, 7/2005

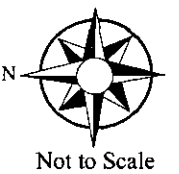


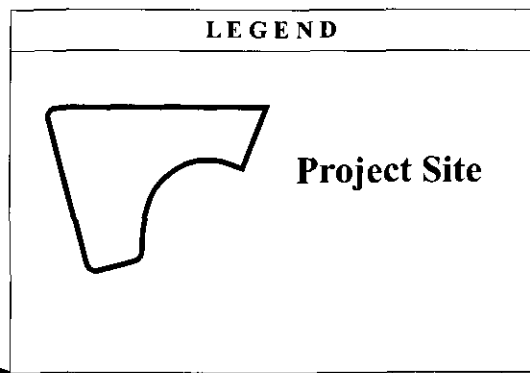
Spring and
Fall Equinox at 9 am

Spring and
Fall Equinox at 12 pm

Spring and
Fall Equinox at 3 pm

Source: Design Lead LLP, 7/2005



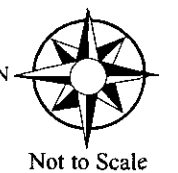


Winter Solstice at 9 am

Winter Solstice at 12 pm

Winter Solstice at 3 pm

Source: Design Lead LLP, 7/2005



As a result of the factors discussed above, the project would not result in any significant shading impacts.

5.13.3 SIGNIFICANCE OF IMPACT

No significant light or glare impacts would result from the project. Outdoor lighting would be in keeping with the urbanized area which surrounds the site. Glass materials used in the façades would incorporate features to reduce reflectivity and glare. In addition, the site would be required to comply with the City's Outdoor Lighting Regulations.

The impact of the shadow cast by the project on the adjacent pool areas associated with residential development as well as the pool associated with a nearby hotel would not be considered significant because they would not be shaded for more than two hours during the primary swim period (after 10:00 a.m.). Because the buildings of the project are tall and narrow, shading of any single area would not likely exceed one hour. No impacts would occur to any residential, or commercial uses because they are not considered shade-sensitive uses. As solar energy devices are not located in the shaded area, nor anticipated, no significant impacts would occur with respect to solar energy production in the surrounding area.

5.13.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

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5.14 ENERGY CONSERVATION

5.14.1 EXISTING CONDITIONS

Electricity and natural gas service in the City of San Diego are provided by San Diego Gas and Electric (SDG&E). The project applicant has received a letter from SDG&E (Appendix N) stating that they will serve the project.

Forecasting future energy consumption demand is performed on a continual basis by SDG&E, primarily from installation of transmission and distribution lines. In situations where projects with large power loads are planned, this is considered together with other loads in the project vicinity, and electrical substations are upgraded. Direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated as impacts under CEQA. Nonetheless, an energy analysis is provided below.

Electricity

The distribution lines in the project area are located both above ground and underground. Each year, SDG&E allocates capital funds for the purpose of converting overhead electric distribution lines. Under the provisions of Rule 20A established by the California Public Utilities Commission, the City may designate major streets for undergrounding the overhead lines. In general, all new commercial, industrial and residential developments are required to accept underground service.

SDG&E has the capacity to meet the present demand for electrical service, and there are no service deficiencies in the existing distribution system. In addition, a variety of energy conservation programs are provided by SDG&E to City residents and businesses. These programs include:

- Conducting surveys to determine energy use and recommending energy efficiency measures to reduce energy use;
- Providing discounts for retrofitting lighting, refrigeration and mechanical equipment with energy efficient technologies; and
- Incentives for using energy during non-peak hours to reduce the peak-hours demand.

Title 24 of the California Administrative Code sets efficiency standards for new construction, regulating energy consumed for heating, cooling, ventilations, water heating, and lighting. These building efficiency standards are enforced through the building permit process.

The City of San Diego Council Policy 900-14 encourages private sector developers to voluntarily participate in a program to conserve energy. Projects which meet the criteria of the Community Energy Partnership Program such as compliance with the EPA "Energy Star for

Buildings" Program, and to exceed Title 24 requirements for residential buildings by at least 30 percent, would have ministerial plan checks for such projects expedited as an incentive. Title 24 has mandatory measures for insulation, exterior doors, infiltration and moisture control, space conditioning, water heating and plumbing, and lighting.

Natural Gas

SDG&E receives its natural gas from many different sources. Through the existing interstate pipeline system, SDG&E receives natural gas from the San Juan Basin (New Mexico), Permian Basin (West Texas), Rocky Mountains and Western Canada in addition to some small amounts from California producers.

According to SDG&E, the current natural gas distribution system is in good operating condition and is adequate to meet the current demand. No improvements are planned at this time.

5.14.2 IMPACT

Issue 1: Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power? Would the proposed project result in the use of excessive amounts of fuel or other forms of energy (e.g. natural gas, oil)?

Impacts to energy may be significant if the project would:

- Generate a demand for energy (electricity or natural gas) that would exceed the planned capacity of the energy suppliers.

Energy

Electricity would be required for operation of the project, natural gas use is not proposed. Electrical utilities would be placed underground. No adverse effects to non-renewable energy resources are anticipated with development of the site, and the project would not result in the use of excessive amounts of fuel or energy. SDG&E estimates that the average home has a daily consumption of 16.7-kilowatt hours (kWh) of electricity. Therefore, the project would consume approximately 13,360 kWh of electricity as each day. SDG&E has indicated that the current energy system would be sufficient to service the project.

Energy usage would not be excessive and would be minimized by several energy-efficient components which would be included in the building design. Energy-efficient components include the use of timers to control exterior security and accent lighting to minimize unnecessary electricity use. Also, the UBC and Title 24 requirements for building materials and insulation would be followed for the project in order to reduce the unnecessary loss of energy.

Although the project would also meet the requirements of Title 24, the project applicant is not proposing to do more than is required by Title 24 requirements as encouraged by Council Policy 900-14.

This project would not result in the need to develop additional sources of energy. Thus, the project would not cause a significant impact to energy.

5.14.3 SIGNIFICANCE OF IMPACT

The project would increase demand for electricity in the project area. However, no adverse effects on non-renewable resources are anticipated because the project would follow Title 24 and UBC requirements for energy efficiency.

5.14.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

Issue 2: To what extent would the shading of other properties impede the current of future effectiveness of energy conservation devices, such as solar panels, on the affected properties?

As indicated in Section 5.13, solar energy devices are not located in the shaded area of the proposed buildings, nor are any such facilities expected in the future. Thus, no significant shading impacts would occur to energy production in the project area. See Section 5.13 for a detailed discussion of shading.

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CHAPTER 6.0

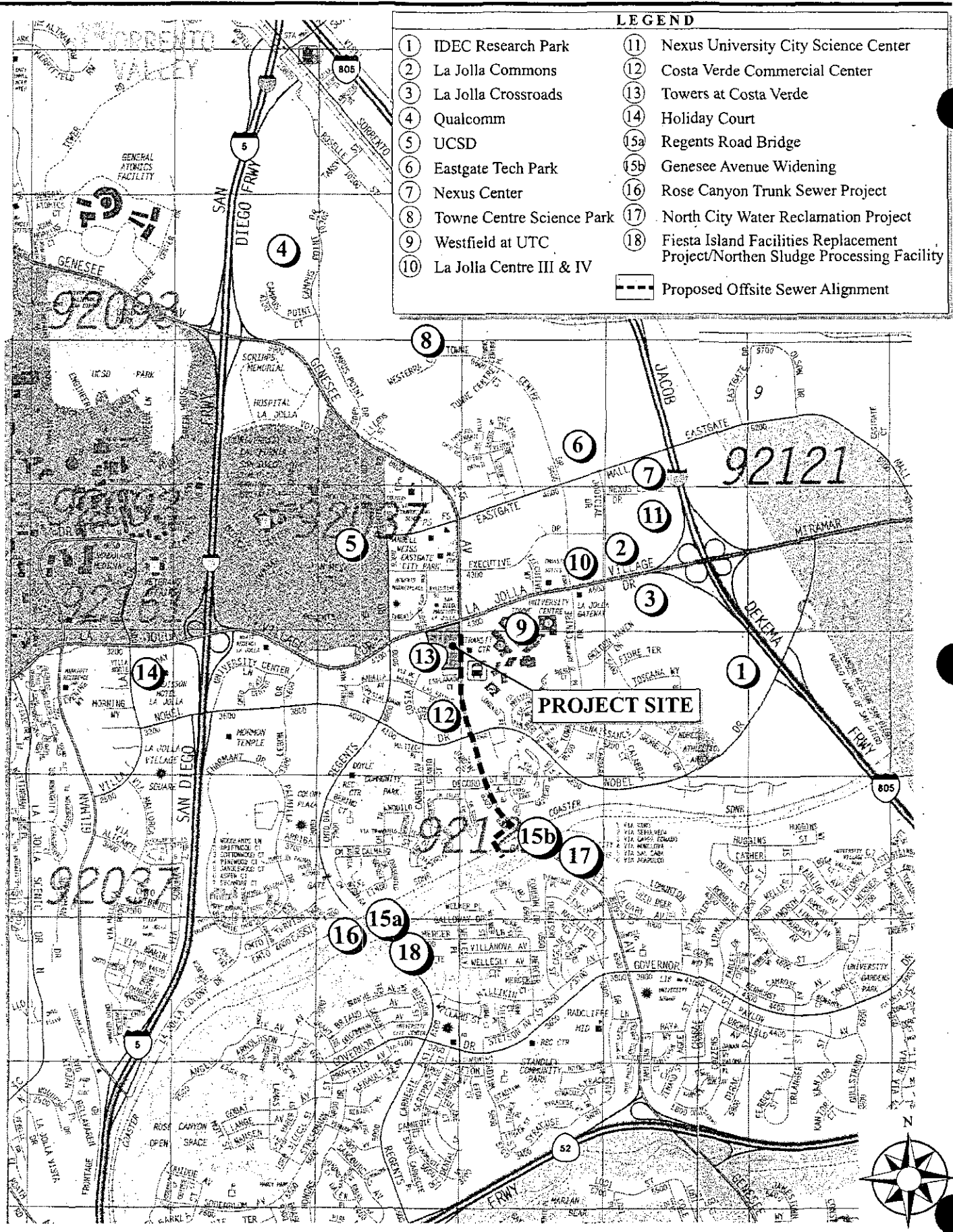
CUMULATIVE IMPACTS

Section 15130 of CEQA requires that an EIR address cumulative impacts of a project when the project's incremental effect would be cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project would be considerable when viewed in connection with the effects of past, current or probable projects.

According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects "... need not provide as great a detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." The evaluation of cumulative impacts is required by Section 15130 to be based on either: "(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency."

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts which are localized (e.g., traffic and public services), a list of past, approved and pending projects was identified. The location of these projects is illustrated in Figure 6-1. A brief description of these projects is presented below; the numbers correspond to the locations shown on Figure 6-1.

1. *IDEC Research Park*: 766,800 square feet of corporate headquarters/single tenant office use. (Project in review with City)



Source: Project Design Consultants, 7/2006
Base Map Source: Thomas Bros Maps, 2005

General Location of Cumulative Projects _____ Figure 6-1

2. *La Jolla Commons (MAKAR)*: 400-room hotel, 115 residential units, 37,000 square feet of scientific research, and 650,000 square feet of commercial office use. Community Plan Amendment required. (Project approved by City and under construction)¹
3. *La Jolla Crossroads*: 1,500 apartment units and 162,000 square feet of scientific research. Community Plan Amendment required. (Project approved by City and under construction)
4. *Qualcomm*: 330,000 square feet of scientific research and office use. Community Plan Amendment required. (Project in review with City)
5. *UCSD*: 500,000 square feet of scientific research. (Project in review with City)
6. *Eastgate Technology Park*: 226,000 square feet of industrial park. (Project in review with City)
7. *Nexus Center*: 67,000 square feet of scientific research and office use. (Project in review with City)
8. *Towne Centre Science Park*: 190,000 square feet of scientific research and office use. (Project approved by City)
9. *Westfield at UTC*: 750,000 square feet of retail, entertainment, and commercial office use, and 250 multi-family dwellings. Community Plan Amendment required. (Project in review with City)
10. *La Jolla Centre III/IV*: 547,200 square feet of office use. Community Plan Amendment required. (Project in review with City)
11. *Nexus University City Science Center*: 187,460 square feet of industrial park. (Project Approved)
12. *Costa Verde Commercial Center*: 75,000 square feet of additional neighborhood/community commercial. Community Plan Amendment required. (Project in review with City)
13. *Towers at Costa Verde*: Two towers with 592 residential units. (Approved by City and constructed)
14. *Holiday Court*: Demolish existing buildings and construct 107 residential units, and 6,400 square feet of commercial. Community Plan Amendment required. (Project in review with City)

In addition, the cumulative effect of the offsite sewer improvement on biological and historic resources with Rose Canyon is evaluated with the following projects:

¹ Subsequent to City approval for the project, the applicant for the La Jolla Commons project has initiated an amendment to revise their project as follows: 268 residential units, 200 hotel rooms, 200,000 square feet of commercial office, and 37,000 square feet of scientific research. This change in the project would likely reduce total ADTs, however the cumulative analysis remains based on the original description to provide a worst-case scenario.

15. *University City North/South Transportation Corridor Study (UCN/STC)*: Project may include construction of the Regents Road bridge over Rose Canyon (15a) and/or Widening of Genesee Avenue (15b). (EIR released for public review)
16. *Rose Canyon Trunk Sewer Project*: 72-inch diameter pipeline extending approximately five miles from the existing University City Tunnel to the proposed Morena Boulevard interceptor, traveling through portions of Rose Canyon. (Project constructed)
17. *North City Water Reclamation Project*: 45 mgd water reclamation plant, pump station, and associated conveyance pipelines traveling through a portion of Rose Canyon. (Project constructed)
18. *Fiesta Island Facilities Replacement Project/Northern Sludge Processing Facility*: The Point Loma Digested Sludge Line corridor travels northwest along Genesee Avenue to the dirt road just north of the AT&SF railroad. The pipeline then travels eastward through Rose Canyon along the existing sewer easement. (Project constructed)

6.1 CUMULATIVE EFFECTS FOUND TO BE SIGNIFICANT

6.1.1 TRAFFIC AND CIRCULATION

The basis and geographic area selected for the analysis of cumulative impacts is defined by I-5 to the west, the I-5/I-805 merge to the north, I-805 to the east and SR-52 to the south. As discussed in Section 5.2.2, Background Traffic, the Traffic Impact Analysis did not include all of the cumulative projects above. However, the above list of cumulative projects is 5,804 average daily trips less than assumed by the traffic study. Thus, the results of the traffic study remain applicable because it would over-estimate the anticipated traffic resulting in a worst-case condition (see Section 5.2.2 for details). The addition of project traffic to the traffic volumes anticipated by the year 2020 in combination with other future projects would considerably contribute to significant cumulative impacts to several local intersections and freeway ramp meters.

As discussed in Section 5.2, traffic associated with the project in combination with the other cumulative projects would make a considerable contribution to significant cumulative impact at the following four intersections:

- La Jolla Village Drive/Regents Road (LOS E, AM peak hour/LOS F, PM peak hour);
- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour/LOS E, PM peak hour);
- Genesee Avenue/Esplanade Court (LOS E, PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

Construction of intersection improvements identified in Table 5.2-19 for long-term, cumulative impacts would render the project's contribution to impacts on local intersections to less than cumulatively considerable by restoring LOS to the level prior to the addition of project traffic.

As discussed in Section 5.2, traffic associated with the project in combination with the other cumulative projects would make a considerable contribution to significant cumulative impacts at the following four ramp meters:

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour);
- I-805/La Jolla Village Drive/Miramar Road EB to NB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM and PM peak hour).

Construction of ramp improvements or fair share fee identified in Table 5.2-19 for long-term, cumulative impacts would reduce project impacts on ramp meters but not to below a level of significance. Therefore impacts to freeway ramp meters would remain significant and not fully mitigated.

6.1.2 VISUAL EFFECTS/NEIGHBORHOOD CHARACTER (OFFSITE SEWER IMPROVEMENT)

Analysis of the cumulative impacts associated with visual effects/neighborhood character for above ground options of the offsite sewer improvement is based on all projects with visible features within Rose Canyon. Therefore only Cumulative Project 15a would contribute to visual effects/neighborhood character impacts, assuming the Regents Road Bridge Alternative of the UCN/STC Study is selected and constructed. Combined with the UCN/STC Regents Road Bridge, the impact on neighborhood character would be cumulatively significant due to the combined changes in natural topography and bulk and scale. The Regents Road Bridge impacts to neighborhood character were determined to be significant and not mitigable. The offsite sewer improvement neighborhood character impacts would be reduced with Mitigation Measures 5.3-1 and 5.3-2, but not mitigated to below a level of significance. Therefore, the project's contribution to cumulative impacts on neighborhood character would be significant and not mitigable. If the offsite sewer improvement is constructed entirely underground, no cumulative impacts would occur.

6.1.3 PUBLIC FACILITIES AND SERVICES (SOLID WASTE)

Analysis of cumulative impacts associated with public facilities and services is based on a geographic boundary of I-5 on the west, I-5/I-805 connection to the north, I-805 to the west, and Rose Canyon to the south. Cumulative projects 1 through 15 would contribute to solid waste impacts. The demand for solid waste disposal services would result in significant cumulative impacts. Combined with other projects in the UC Plan area and the region, the impact on landfill capacity would be cumulatively significant due to the general shortage of suitable landfill

disposal areas. Waste management actions (e.g. provisions for recycling) taken by the proposed development would help reduce the contribution of the project to solid waste disposal impacts, however, full mitigation of the cumulative impact would require actions which are beyond the control of any one project (e.g., new landfills). Therefore, the project's contribution to cumulative impacts on solid waste disposal would be significant and not mitigated.

6.2 CUMULATIVE EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on the analyses contained in Section 5.0 of this EIR, the project's contribution to cumulative land use, noise, visual effects/neighborhood character, air quality, public facilities and services (except solid waste), geologic conditions, paleontological resources, hydrology, water quality, energy conservation, light, glare and shading, biological resources, and historical resource impacts would not be cumulatively considerable. The geographic area for cumulative analysis for each of the issues below is defined by I-5 to the west, the I-5/I-805 merge to the north, I-805 to the east and SR 52 to the south.

6.2.1 LAND USE

The effect of the project on land use would not be cumulatively considerable as the site is planned for development. Although the project would not be consistent with current land use designations for the site, the project proposes a UCP amendment to change the land use designation and development intensity table to allow the proposed use and intensity (Section 5.1). The proposed uses and densities, combined with other planned development in the University City community, are representative of a high-density urban node and, thus, would not combine to result in a significant cumulative land use impact.

6.2.2 VISUAL EFFECTS/NEIGHBORHOOD CHARACTER

While the proposed building heights would exceed those of the surrounding area, no other similar height buildings exist or are proposed in the area. Therefore, while a direct significant impact has been identified, the project would not result in a significant cumulative impact on visual effects/neighborhood character.

6.2.3 PUBLIC FACILITIES AND SERVICES

As discussed in Section 5.4.2, no significant impacts to schools would occur. Although the project may combine with others to result in enrollments over capacity, pursuant to SB 50, this impact must be considered by local agencies to be fully mitigated through payment of developer fees to the SDUSD. Therefore, cumulative impacts would not be significant. While libraries, wastewater services, and parks and recreation would exceed capacity as a result of the project, the project would be required to pay appropriate development fees. Thus, no direct or cumulative impacts would occur. The provision of libraries and parks is a planning and facilities concern.

6.2.4 PALEONTOLOGICAL RESOURCES

As discussed in Section 5.5, there is the potential for paleontological resources to occur onsite. Monitoring onsite during grading is required along with fossil recovery and curation, and submittal of a monitoring results report, and monitoring would be required for any future project in the UCP area that has the potential to impact such resources. Implementation of a paleontological mitigation program would avoid or reduce impacts to below a level of significance. As such, the project, in combination with future projects, would not result in impacts to paleontological resources that would be cumulatively considerable.

6.2.5 NOISE

As discussed in Section 5.6, the project would not generate substantial noise. Furthermore, the additional traffic on local roadways would not cause noise levels on adjacent properties to exceed the dB(A) threshold. Noise level increases along the 27 roadway segments analyzed show cumulative growth increases of +0.3 dB to +2.1 dB. The greatest increase in traffic noise levels from existing conditions to Year 2020 would occur on Costa Verde Boulevard and Plaza de Palmas. The individual contribution to this cumulative noise impact is not cumulatively considerable.

6.2.6 BIOLOGICAL RESOURCES

The offsite sewer replacement would result in direct and indirect impacts to biological resources. The MSCP was designed to compensate for the loss of biological resources throughout the region, therefore, projects that conform to the MSCP and implementing ordinances would not result in a significant cumulative impact for those biological resources adequately covered by the plan. The direct and indirect impacts resulting from the offsite sewer replacement would not be cumulatively considerable as long as the proposed mitigation measures are implemented to ensure conformance with the City Biology Guidelines and MSCP Subarea Plan. Furthermore, biological impacts due to the three constructed projects within Rose Canyon have been mitigated through implementation of revegetation maintenance and monitoring plans. Impacts due to the UCTC project within Rose Canyon would also be required to mitigate all significant biological impacts if the project is approved.

6.2.7 HISTORICAL RESOURCES

The portion of the offsite sewer replacement in Rose Canyon would result in significant direct and indirect impacts to CA-SDI-12556 as a result of jacking and boring and construction activities. Monitoring onsite during grading would be required, and monitoring would be required for any future project in the UCP area that has the potential to impact such resources. Furthermore, cultural impacts due to the three cumulative constructed projects within Rose Canyon have been mitigated through implementation of cultural resource protection and/or data recovery programs. Impacts due to the UCTC project within Rose Canyon would also be required to mitigate all significant cultural resource impacts if the project is approved. As such, the project in combination with future projects would not result in impacts to cultural resources that would be significant.

6.2.8 AIR QUALITY

Analysis of cumulative impacts associated with air quality is based on regional plans such as the California State Implementation Plan and the Regional Air Quality Strategy. The project proposes the construction of four residential buildings that would require the application of architectural coatings. During construction, application of these materials would produce ROG. However, adherence to Rule 67 would reduce short-term impacts to less than significant.

Due to the problems experienced in the San Diego Air Basin with dust, the dust generated by construction would represent a substantial contribution to the basin-wide PM-10 levels during the construction period. However, implementation of standard dust controls as required by the City's Grading Ordinance during construction would preclude direct and cumulative PM-10 impacts.

The regional air quality plan predicts that the air basin will have healthful ozone air quality within the next decade if the rate of regional growth remains within forecast parameters. The project at build-out would generate the same level of traffic as the planned hotel use and unbuilt residential units. The cumulative project air quality impact is thus mitigated by regional emissions reductions such that project implementation would not delay timely attainment of regional ozone standards. The project's contribution to the region's inability to attain air quality goals for ozone and PM-10 would not be cumulatively considerable.

6.2.9 HYDROLOGY

As discussed in Section 5.10, an increase in impervious surface would occur as a result of the project. However, the increase would be minimal (0.22 acre). The additional runoff generated by this small area would not be substantial. In addition, the area around the project is built out. Therefore, no further increase in runoff from surrounding development is anticipated which could combine with the increase related to the project. Thus, no significant cumulative impact on hydrology would occur with the project.

6.2.10 WATER QUALITY

As discussed previously, surface water quality in the Miramar HA is considered to be poor due to urban runoff related to automobile discharge of fuel, oil and grease, as well as pesticides and herbicides. Increasing urbanization within the watershed of Rose Canyon has resulted in a reduction in regional water quality and within Mission Bay, in particular, since runoff from Rose Canyon is ultimately transported to Mission Bay. Tecolote Creek, one of the main tributaries to Mission Bay, is considered an impaired water body due to cadmium, copper, lead, zinc, coliform bacteria, and aquatic toxicity. Mission Bay is also considered an impaired water body due to coliform bacteria, eutrophication, and lead. The project would meet and be in compliance with State and City water quality standards, and would include construction and operational BMPs. Thus, the project would not combine with existing urban runoff or that of cumulative projects. Compliance with stormwater standards would preclude a cumulatively considerable contribution to downstream water quality.

6.2.11 GEOLOGIC CONDITIONS

There are no unique geologic features on the site that would contribute to cumulative impacts to development in the area. The geologic hazards onsite (Section 5.12) would be avoided by standard remedial grading measures and would not combine with any offsite hazards to create cumulative geologic impacts.

6.2.12 LIGHT, GLARE AND SHADING

All cumulative projects as well as the proposed project would have minimal exterior lighting for roadways and security purposes only. Therefore, no cumulative lighting impacts would occur.

Although the proposed project would incorporate glass into the façade of each building, the glass would have a low visible reflectance. Only one new project, the Towers at Costa Verde could occur within the immediate vicinity of the project, and it has installed tinted glass with low reflectivity. Therefore, no cumulative glare impacts would occur.

Only one new project could occur within the immediate vicinity of the project. The second tower of the Towers at Costa Verde is approved and under construction. The shadow cast by this project would combine with the project to shade a portion of the North Village residential development at 9:00 a.m. during summer solstice, equinox, and winter solstice. The combined shadow would prolong shading of the North Village residential development. However, this would not result in a significant cumulative impact because no shadow-sensitive resources would be shaded for more than two consecutive hours.

6.2.13 ENERGY CONSERVATION

The project would result in an increased demand for energy resources, as discussed in Section 5.14. However, as with the project, all new buildings would also be required to follow Title 24 and UBC requirements for energy efficiency. With these conservation measures, the project would not have a cumulatively considerable effect on energy supplies.

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CHAPTER 7.0

GROWTH INDUCEMENT

As required by Section 15126.2(d) of the CEQA Guidelines, the following analysis addresses the potential for the project to: 1) "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment" and 2) "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively", through extension or expansion of existing services, utilities or infrastructure.

The project is located within the Planned Urbanizing tier of the City of San Diego. The Planned Urbanizing tier areas include portions of the City of San Diego that contain newly developing communities. The objectives for these areas include supporting additional public investment necessary to complete development and allow growth of communities already served by capital facilities. The project would represent infill development in a highly urbanized mixed-use area. The surrounding area is already developed or being constructed for development at urban densities.

As indicated earlier, the proposal to convert the current hotel land use designation to residential would represent an increase of 380 units in the number of residential units anticipated within the University Community Plan area under the existing Community Plan. The balance of the 800 units (420 units) are already programmed for the Costa Verde Specific Plan. The project would foster population growth and the construction of additional housing by adding 800 dwelling units. The project could house up to 1,832 residents. The various impacts of this growth are analyzed in Section 5 of this EIR. In addition to allowing for more residential units in the plan area, the proposed density of 168 units per acre would be substantially greater than the maximum of 75 units per acre currently allowed by the University Community Plan.

While the proposed land use and density changes could theoretically encourage similar actions within University City, the practical growth inducing effect of these changes is minimized by the fact that University City is nearly completely built out. Secondly, the shortage of housing in the San Diego region is already acting to influence residential development and increase densities. Thus, the pressure to increase housing in the region already exists.

The infrastructure (e.g., roads, water, sewer and electrical lines) needed by the project are readily accessible to the project. With one exception, the utilities in the area are able to handle the project. The exception is a sewer main which is currently operating at full capacity in some

sections during peak flow conditions. Based on the sewer service area identified in the Dexter Wilson reports (Appendices F.1 through F.5), the area served by the sewer line that requires upsizing is largely developed. Although the sewer area is largely developed, two expansion projects, namely UTC Expansion, and Regency Center at Costa Verde Retail Expansion, have been proposed and are under review. Because the sewer line is already over its design capacity, these projects would be required to upsize the sewer line to proceed. ~~Based on this EIR and its traffic study, traffic will be the primary obstacle these other projects will have to face.~~ As the sewer upsizing only affects those two additional projects, having the Monte Verde project upsize the sewer line would not significantly induce growth elsewhere.

CHAPTER 8.0

EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of San Diego Environmental Analysis Section of the Development Review Division determined that an EIR be prepared for the project examining the following potentially significant issues: land use, traffic and circulation, air quality, noise, visual effects/neighborhood character, public facilities and services, paleontology, hydrology, water quality, geologic conditions, energy conservation light, glare and shading, biological resources, and historical resources. The following issues are not considered significant. The reasons for the conclusion of non-significance for each of these issues are provided below.

8.1 AGRICULTURAL RESOURCES

The project site and offsite sewer improvement area do not contain prime farmland or farmland of statewide or local significance, as designated by the California Department of Conservation. The property is not within or near a County Agricultural Preserve. Furthermore, the site and offsite sewer improvement area are not subject to, nor are they near, a Williamson Act contract pursuant to Section 51201 of the California Government Code. Neither the project site nor the offsite sewer improvement area contain soils which qualify for Class I or II rating or a Storie Index rating of 80 to 100 in the U.S. Department of Agriculture, Soil Conservation Service land use capability classification.

8.2 NATURAL RESOURCES/MINERAL RESOURCES

According to the California Department of Conservation, the project site and offsite sewer improvement area are located within a Mineral Resource Zone (MRZ). These areas contain significant deposits of construction material, such as sand, gravel, and crushed stone. The

project site and offsite sewer improvement are located within MRZ-2, which consists of areas which have or are expected to urbanize. Areas designated as MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exist. The project site is under five acres; in a highly urbanized area, and surrounded on all sides by development and major roadways, therefore, the project site would not be suitable for mining if in fact mineral deposits were located onsite. The offsite sewer improvement would involve trenching and replacement of existing fill material in place. The northern portion of the offsite sewer improvement is located within Genesee Avenue where mining would not occur. The southern portion is located within Rose Canyon, which is a finger canyon. Although mining of mineral deposits within Rose Canyon is unlikely as it is designated open space, the offsite sewer line would not impede such an activity.

8.3 PUBLIC HEALTH AND SAFETY

No health hazards or health risks are anticipated with the project or offsite sewer improvement. No increased risk of explosion or release of hazardous materials is expected, and no increased fire hazards are expected with flammable brush, grass or trees given the urban setting of the site. No hazardous materials are known or anticipated to exist onsite.

8.4 POPULATION AND HOUSING

No significant adverse impacts related to the conversion of hotel rooms to residential units would occur. Conversion of the 400-room hotel designated for the site to 380 residential units would result in an additional 875 permanent residents in the community. However, as discussed in Section 5.6, the public service infrastructure would be able to accommodate the additional population.

The project would generate 800 residential units without displacing any existing housing. The types of housing and multi-use nature of the project would conform with those described in the Community Plan for this area. As previously discussed, the applicant would provide affordable housing by restricting the prices of eighty units in Garden Communities' portfolio of University City Community Plan Central Subarea 2 properties. See Section 3.2.1 for additional details.

CHAPTER 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The project would result in long-term, irretrievable losses of non-renewable resources.

Construction of the proposed development would result in incremental demands on lumber and forest products, sand and gravel, asphalt, petrochemicals, and other construction materials. Construction would also incrementally reduce existing supplies of fuel oil, natural gas and gasoline.

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CHAPTER 10.0

ALTERNATIVES

In considering the appropriateness of a project, CEQA mandates that alternatives to its implementation be discussed. Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts even if they would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to an alternative site.

In developing the alternatives to be addressed in this section, consideration was given regarding their ability to meet most of the basic objectives of the project. These objectives are summarized below from Section 3.0 of this EIR:

- Provide a variety of multi-family residential types to serve students, military, seniors, professional and office workers within the University Community Plan area;
- Develop high density residential within an "urban node" of the City of San Diego;
- Promote "smart growth" goals by locating high-density residential uses near commercial, office, educational and retail uses;
- Accommodate pedestrians traveling from the north side of La Jolla Village drive to the Costa Verde and UTC shopping centers by constructing a planned pedestrian bridge over La Jolla Village Drive pursuant to the Community Plan; and

- Respond to the region's housing shortage and predictions of rapid population growth in San Diego by accommodating the City's and the community's fair share of the region's growth.

Based on the analysis contained in Section 5.0, the project would result in significant impacts to traffic and circulation, biological resources, historical resources, noise, visual effects/neighborhood character, solid waste, and paleontological resources. Significant cumulative impacts would occur with respect to traffic and circulation, and solid waste. The alternatives identified in this analysis are intended to reduce or avoid these impacts of the project.

In accordance with Section 15126.6(c) of the State CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives are identified that were considered but rejected as infeasible in the course of preparing the Draft EIR.

The No Project Alternative: Development in Accordance with the Community Plan would be the environmentally preferred alternative because it would minimize several impacts. However, CEQA guidelines Section 15126.6(e)(2) states that "if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives". In this case, the environmentally superior alternative is the Reduced Project Alternative: 21-Story which would also reduce several impacts.

10.1 NO PROJECT ALTERNATIVE: **DEVELOPMENT IN ACCORDANCE** **WITH EXISTING PLANNING** **(COMMUNITY PLAN)**

CEQA requires that the No Project Alternative discuss development that is reasonably expected to occur in the foreseeable future based on current plans and other development proposals if the project is not approved. More specifically, Section 15126.6(e)(3)(A) requires that an EIR for a project which involves an amendment to a local agency's land use designation for the property address the potential environmental effects of developing the property in accordance with the existing land use designation.

The No Project Alternative: Development in Accordance with the Community Plan (referred to as the Community Plan alternative) would develop the site in accordance with the visitor-commercial land use designation which currently applies to the property. As the Costa Verde Specific Plan calls for a 400-room hotel on the site, this alternative assumes that the 4.77-acre parcel would be developed with a high-rise hotel comprised of 400 rooms. The offsite sewer improvement mitigation would also be required to accommodate development of the hotel. The No Project alternative would avoid the need to amend the University Community Plan and Costa

Verde Specific Plan because the hotel use would be consistent with the visitor-commercial land use designation currently applied to the site.

As designated in the Specific Plan, the hotel use on the subject property would consist of a maximum of 14 (190 feet tall) stories with underground parking sufficient to meet the City's parking requirements. Access to the hotel would be from Costa Verde Boulevard in the approximate location of the project. The architecture of the building is unknown. However, landscaped plazas would be anticipated as would construction of the pedestrian bridge over La Jolla Village Drive.

Based on the following discussion, the Community Plan alternative would be the environmentally-preferred alternative. Most notably, this alternative would reduce or avoid the land use, traffic/circulation, schools and neighborhood character impacts. The reduced height and number of buildings would eliminate the long-range visual effect of the taller buildings proposed as part of the project. In addition, the hotel would result in fewer daily trips added to the local roadways than the proposed project, but more peak hour trips.

10.1.1 TRAFFIC AND CIRCULATION

As with the project, the Community Plan alternative would have significant traffic impacts in the near-term and long-term. The hotel use alone would result in 4,000 ADTs. Any additional trips to the existing system over 1,500 ADT (see section 10.4.3) would be enough to cause impacts in the near-term and long-term.

10.1.2 NOISE

As with the project, traffic noise from La Jolla Village Drive and Genesee Avenue would exceed interior levels considered acceptable for hotel rooms. However, no exterior noise limits are established for hotel uses. Hotel rooms are subject to Title 24 and must be constructed with elements such as dual-paned windows and ventilation systems to ensure that an interior noise level of 45 dB(A) or less is achieved. Therefore, acceptable interior noise levels would be accomplished through architectural design and compliance with Title 24. Aircraft noise levels would not be a problem as the property lies outside the 60 CNEL contour for Miramar MCAS.

10.1.3 VISUAL EFFECTS/NEIGHBORHOOD CHARACTER

As discussed above, the Community Plan alternative would involve development of one 14-story (190 feet tall) hotel. This alternative would involve only one building, which would be similar in height to surrounding office and residential buildings. Therefore, the bulk and scale would be consistent with the surrounding area and the significant impact on neighborhood character associated with the project would not occur as a result of building height.

Similar to the proposed project, this alternative would include the offsite sewer improvement. As the retaining wall and manufactured fill options (Option 2B(1) and (2)) would be in stark contrast to the surrounding open space, significant impacts to neighborhood character would

occur if these options are selected. Mitigation would reduce impacts, but not to below a level of significance. Therefore, impacts would remain significant and not mitigable.

As with the project, this alternative would not block public views nor would it adversely affect public viewsheds. This alternative would not include townhomes at the lower level of the building; therefore the transition from the streetscape would not be lessened as it would with the project. However, this alternative would include only one building; therefore a greater area of the project site would be available for landscaping. As with the project, the Community Plan alternative would not impact the visual character of the surrounding area.

10.1.4 PUBLIC SERVICES

As indicated in Section 5.3, the project would have a significant impact with respect to solid waste disposal. Thus, the public service impact discussion for the Community Plan alternative is focused on this service.

Solid Waste Disposal

Since the City ESD considers waste generation for commercial projects (including hotels) with greater than 40,000 square feet as significant, the Community Plan alternative would result in significant impacts on the Miramar Landfill capacity. Preparation of a waste management plan would reduce the project's direct impact on solid waste disposal to below a level of significance. As discussed in Section 6.2, cumulative impacts would remain significant.

10.1.5 PALEONTOLOGY

Grading for the proposed hotel would be similar to the project. As with the project, grading for a hotel would likely impact geologic materials which are considered to have a high potential for yielding important paleontological resources. Additionally, all grading and earthmoving activities within the Genesee Avenue portion of the offsite sewer alignment from just south of Decoro Street to just north of the railroad tracks may impact geologic materials with high potential to yield important paleontological resources. Thus, the Community Plan alternative would not avoid or substantially reduce the paleontological impacts associated with the project as identified in Section 5.5.

10.1.6 WATER QUALITY

As with the project, development of the site with a hotel would be required to implement short- and long-term BMPs which would preclude significant direct impacts on water quality.

10.1.7 BIOLOGICAL RESOURCES

As with the project, impacts to uplands would occur as a result of the offsite sewer improvements. Although city thresholds for wetlands would not be exceeded, as state and federal agencies have a "no-net loss" of wetland policy, therefore permits/agreements with state and federal regulatory

agencies would be required. Significant indirect impacts from night lighting, noise levels and edge effects such as invasive species would also occur. Therefore, mitigation would be required. Cooper's hawk and coastal California gnatcatcher were sensitive animal species detected onsite therefore construction noise impacts are potentially significant (direct impacts would be precluded through compliance with the Migratory Bird Treaty Act). Thus, the Community Plan alternative would not avoid or substantially reduce the biological resource impacts associated with the project as identified in Section 5.7.

10.1.8 HISTORICAL RESOURCES

As with the project, the portion of the offsite sewer replacement in Rose Canyon would result in significant direct impacts to CA-SDI-12556 as a result of jacking and boring and construction activities. All grading and earthmoving activities within the Genesee Avenue portion of the alignment from just south of Decoro Street to just north of the railroad tracks may disturb presently unknown historic resources. Thus, the Community Plan alternative would not avoid or substantially reduce the cultural resource impacts associated with the project as identified in Section 5.8.

10.2 REDUCED PROJECT ALTERNATIVE: 30-STORY

The Reduced Project: 30-story alternative (30-story alternative) would have the same footprint as the project, but Towers B and C would be 30 stories tall and Towers A and D would be 27 stories tall. The 30-story alternative was chosen as an alternative to reflect the 32-story La Jolla Commons development which was recently approved on the east side of University City near the La Jolla Village Drive/I-805 interchange. This alternative would reduce the significant neighborhood character impact associated with the project, but not below a level of significance.

This alternative would be achieved by removing stories from the proposed buildings to result in buildings which would not exceed 30 stories. Based on this assumption, the number of units would be reduced to a maximum of 662. This alternative would consist of 1,491,700 square feet and would have 1,555 parking spaces. The basic design elements of the project would remain the same with the 30-story alternative. Townhomes would remain around the base of the buildings. Access to the site would remain in the same location and parking would be located underground in quantities sufficient to support the residential development pursuant to City requirements. A pedestrian bridge would be constructed across La Jolla Village Drive. The offsite sewer improvement would also be part of this project. Implementation of this alternative would still require amendments to the University Community Plan and Costa Verde Specific Plan to accommodate the proposed residential use rather than the current visitor-serving commercial use currently allowed on the property.

10.2.1 TRAFFIC AND CIRCULATION

KHA evaluated the traffic impacts associated with this alternative, as shown the February 2006 addendum to Appendix D. The analysis of this alternative is compared to the analysis of 800 residential units, as described in the traffic addendum dated August 3, 2005, which found less significant impacts than the 1,084 unit project. Therefore, the impacts discussed below cannot be compared to the 1,084 unit analysis provided in Section 5.4-2.

As with the project, the 30-story alternative would have significant but mitigable traffic impacts to intersections in the near-term and long-term and significant and not fully-mitigable impacts to freeway ramp meters.

Although the reduced residential use would generate 3,972 ADTs, which is less than the project, any additional trips to the existing system over 1,500 ADT (see Section 10.4-3), would be enough to cause impacts in the near-term and long-term. Impacts to intersections and freeway ramps are discussed below.

Intersections

The 30-story Alternative would eliminate the significant impacts at two of the four intersections impacted by the project in the long-term condition. The following intersections impacted by the project would not be impacted by the 30-story Alternative:

- Genesee Avenue/Esplanade Court (LOS E, PM peak hour); and
- La Jolla Village Drive/Regents Road (LOS E, AM peak hour).

The following two intersections would still operate at unacceptable levels with the 30-story Alternative and have a significant impact:

- La Jolla Village Drive/Genesee Avenue (LOS F, AM peak hour AND LOS E PM peak hour); and
- Esplanade Court/Private Drive A (LOS F, AM and PM peak hour).

As with the project, these impacts would be mitigated to below a level of significance.

Freeway Ramp Meters

The 30-story Alternative would eliminate significant impacts to one of the four ramps impacted by the project in the long-term condition (I-805/La Jolla Village Drive). The impact on the following freeway ramps would still remain significant with the 30-story Alternative.

- I-5/La Jolla Village Drive WB to NB (AM peak hour);
- I-5/Nobel Drive WB to SB (AM peak hour); and
- I-805/Nobel Drive EB to SB (AM peak hour).

As with the project, mitigation would reduce impacts, but not to below a level of significance. Therefore impacts would be significant and not mitigable.

10.2.2 NOISE

As with the project, traffic noise from La Jolla Village Drive and Genesee Avenue would exceed levels considered acceptable for residential units facing these roadways. However, this alternative would also be subject to Title 24 and must be constructed with elements such as dual panel windows and ventilation systems to ensure that an interior noise level of 45 dB(A) or less is achieved. Therefore, acceptable interior noise levels would be accomplished through architectural design and compliance with Title 24. Aircraft noise levels would not be a problem as the property lies outside the 60 CNEL contour for Miramar MCAS.

10.2.3 VISUAL EFFECTS/ NEIGHBORHOOD CHARACTER

As discussed above, the 30-story alternative would have the same footprint as the project, but would be a maximum of 30 stories high as opposed to 32 to 35 stories high for the project (Figures 10.2-1, 10.2-2, 10.2-3, and 10.2-4). This alternative would be similar in height to the approved La Jolla Commons project, but would be significantly taller than surrounding office and residential buildings (Figures 10.2-5 and 10.2-6). Therefore, as with the project, the bulk and scale would not be consistent with the surrounding area and an impact on neighborhood character would occur, however, this impact would be less than that of the project.

Similar to the proposed project, this alternative would include the offsite sewer improvement. As the retaining wall and manufactured fill options (Option 2B(1) and (2)) would be in stark contrast to the surrounding open space, significant impacts to neighborhood character would occur if these options are selected. Mitigation would reduce impacts, but not to below a level of significance. Therefore, impacts would remain significant and not mitigable.

As with the project, this alternative would not block public views nor would it adversely affect public viewsheds. As with the project, the 30-story alternative would not impact the visual character of the surrounding area.

10.2.4 PUBLIC SERVICES

As indicated in Section 5.3, the project would have a significant impact with respect to solid waste disposal. Thus, the public service impact discussion for the Community Plan alternative is focused on this service.

Solid Waste Disposal

Since the City ESD considers waste generation for projects with greater than 50 residential units as significant, like the project, the 30-story alternative would result in significant cumulative impacts on the Miramar Landfill capacity, however, this impact would be less than that of the project. Preparation of a waste management plan would reduce the project's direct impact on

solid waste disposal to below a level of significance. As discussed in Section 6.2, cumulative impacts would remain significant.

10.2.6 PALEONTOLOGY

As with the project, construction of the 30-story alternative would involve grading, including a large amount of excavation for the underground parking structure as well as a 10-to 20-foot trench for the sewer improvement alignment. This alternative could encroach into paleontological resources of the Scripps Formation and the Lindavista Formation. Although exact grading quantities are not known for this alternative, it would involve excavation of greater than 1,000 cy of the Scripps Formation to a depth of greater than 10 feet, and excavation of greater than 2,000 cy of the Lindavista Formation to a depth of greater than 10 feet. Additionally, all grading and earthmoving activities within the Genesee Avenue portion of the alignment from just south of Decoro Street to just north of the railroad tracks may impact geologic materials with high potential to yield important paleontological resources. Thus, the 30-story alternative and offsite sewer improvement would have a significant but mitigable impact on paleontological resources.

10.2.7 WATER QUALITY

As with the project, development of the site with 30-story buildings would be required to implement short- and long-term BMPs which would be sufficient to preclude significant direct impacts on water quality.

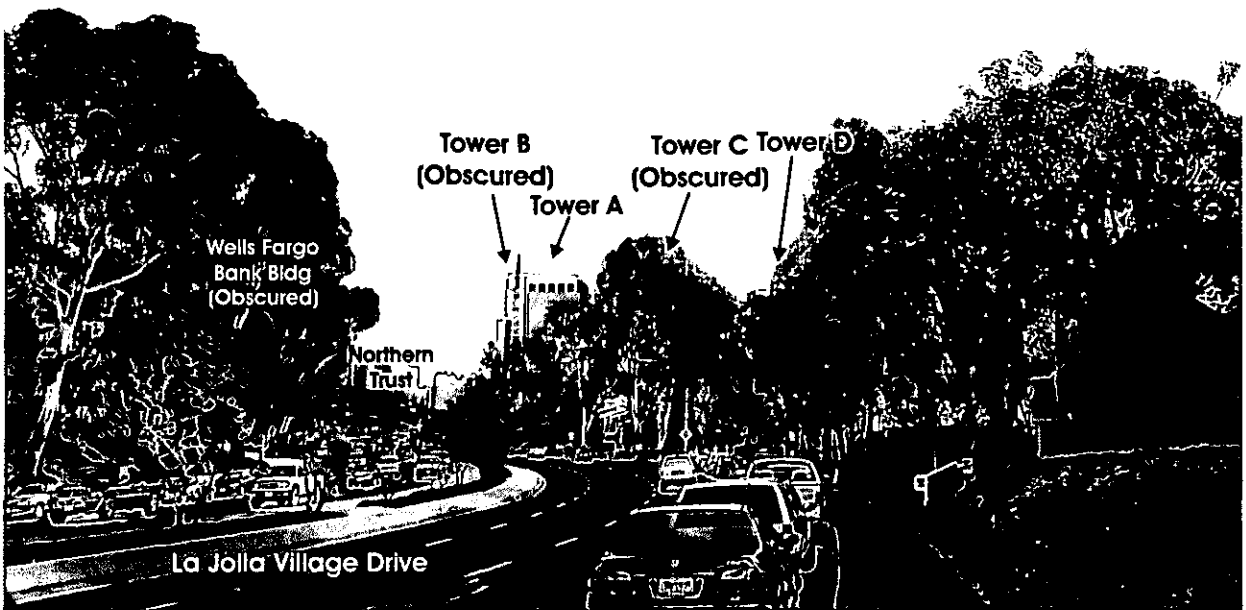
10.2.8 BIOLOGICAL RESOURCES

As with the project, impacts to uplands would occur as a result of the offsite sewer improvement. Although City thresholds for wetlands would not be exceeded, state and federal agencies have a "no-net loss" of wetland policy, therefore permits/agreements with state and federal regulatory agencies would be required. Significant indirect impacts from night lighting, noise levels and edge effects, such as invasive species would also occur. Therefore, mitigation would be required. Impacts to sensitive species including Cooper's hawk, coastal California gnatcatcher, southwestern willow flycatcher, and least Bell's vireo would be potentially significant. Thus, the 30-story alternative would not avoid or substantially reduce the biological resource impacts associated with the project as identified in Section 5.7. Impacts would be significant but mitigable.

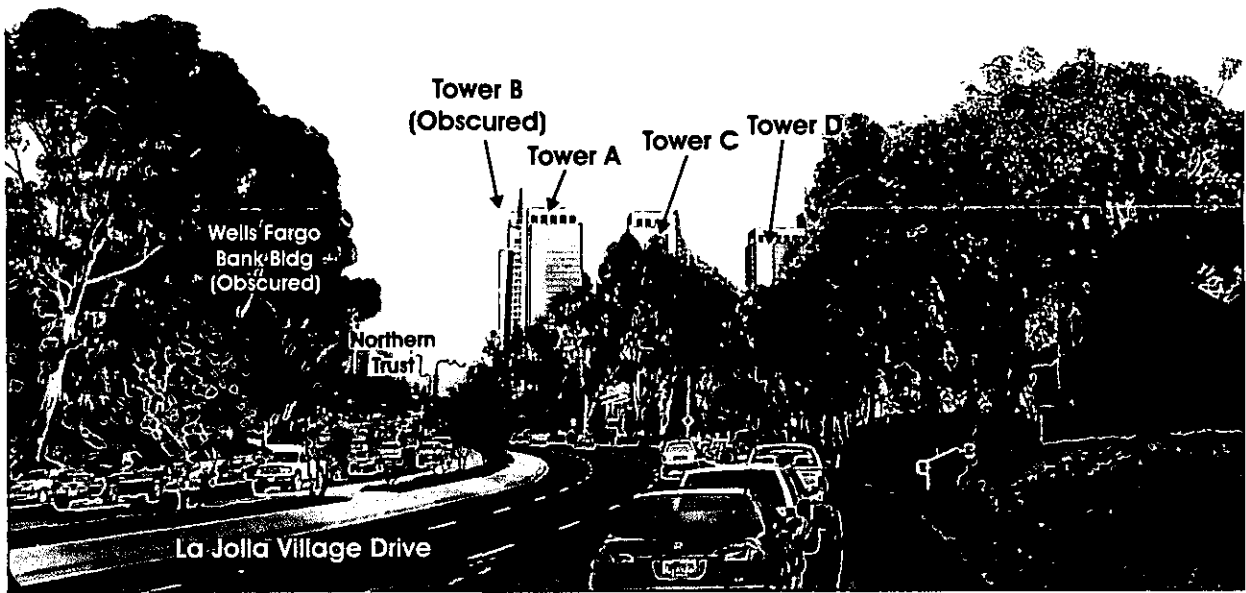
10.2.9 HISTORICAL RESOURCES

As with the project, the portion of the offsite sewer replacement in Rose Canyon would result in significant direct impacts to CA-SDI-12556 as a result of jacking and boring and construction staging activities. All grading and earthmoving activities within the Genesee Avenue portion of the alignment from just south of Decoro Street to just north of the railroad tracks may disturb presently unknown historic resources. Thus, the 30-story alternative would not avoid or

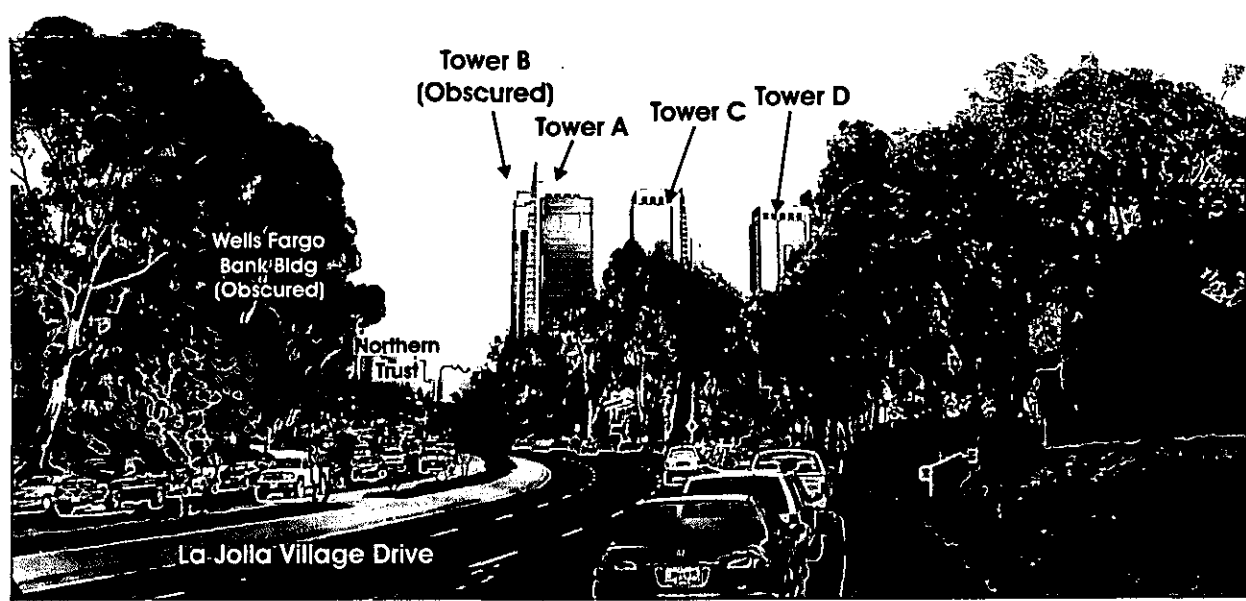
21 Story Alternative



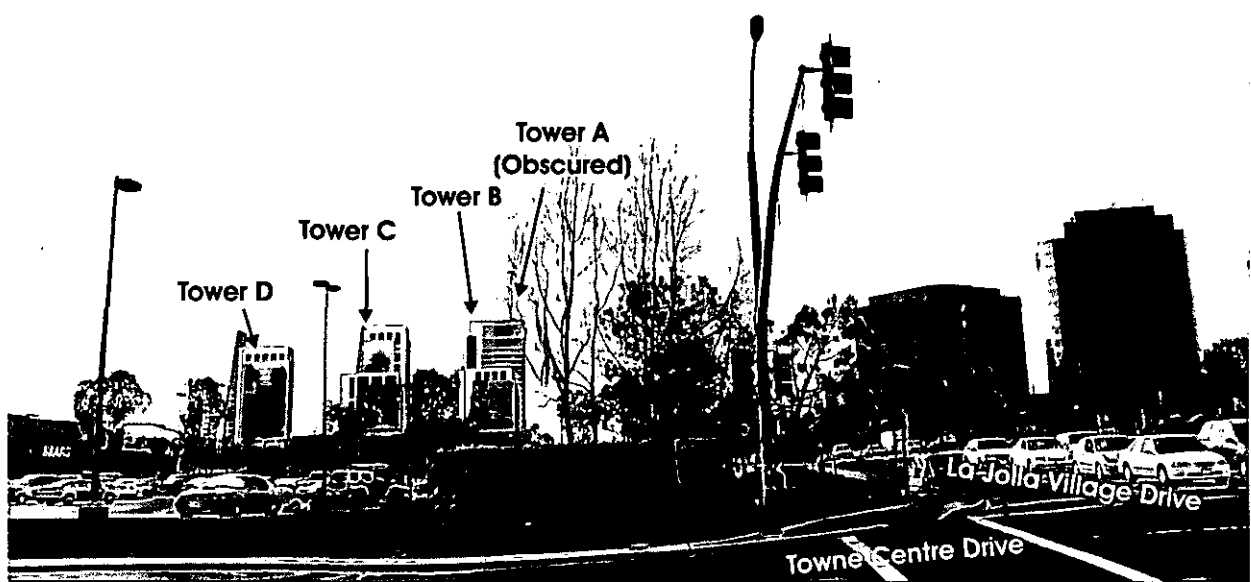
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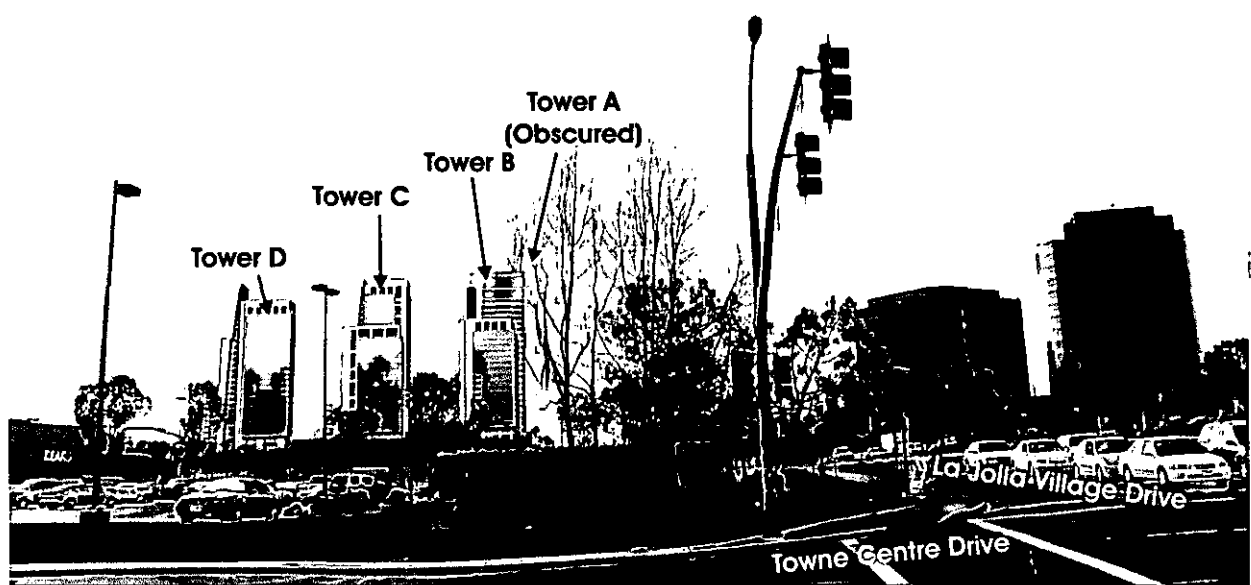
33-35 Story Project



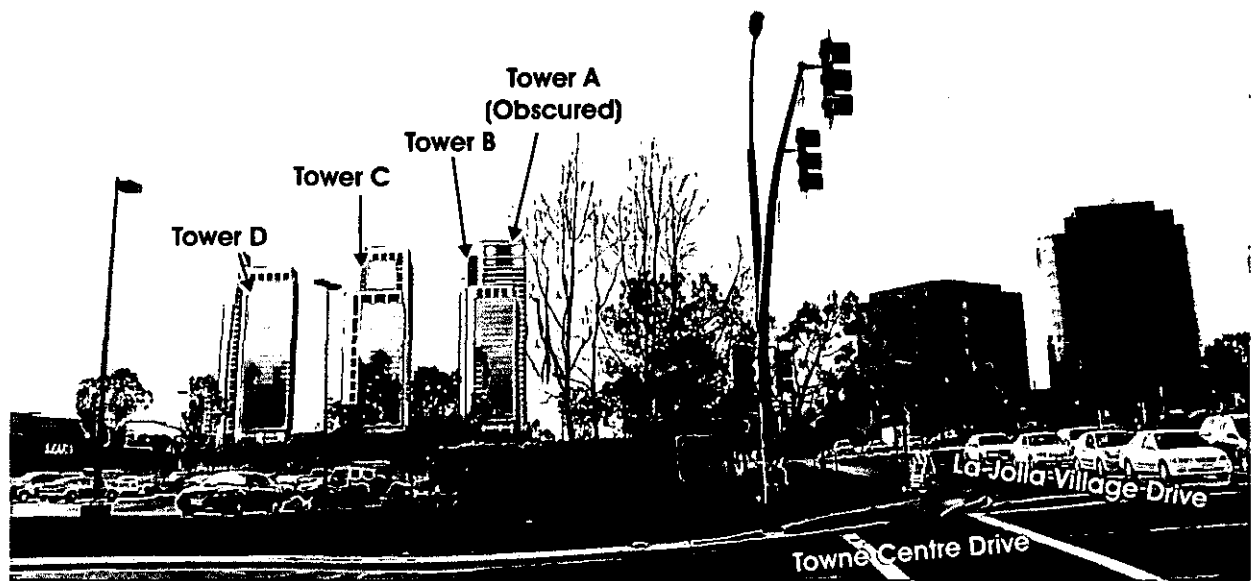
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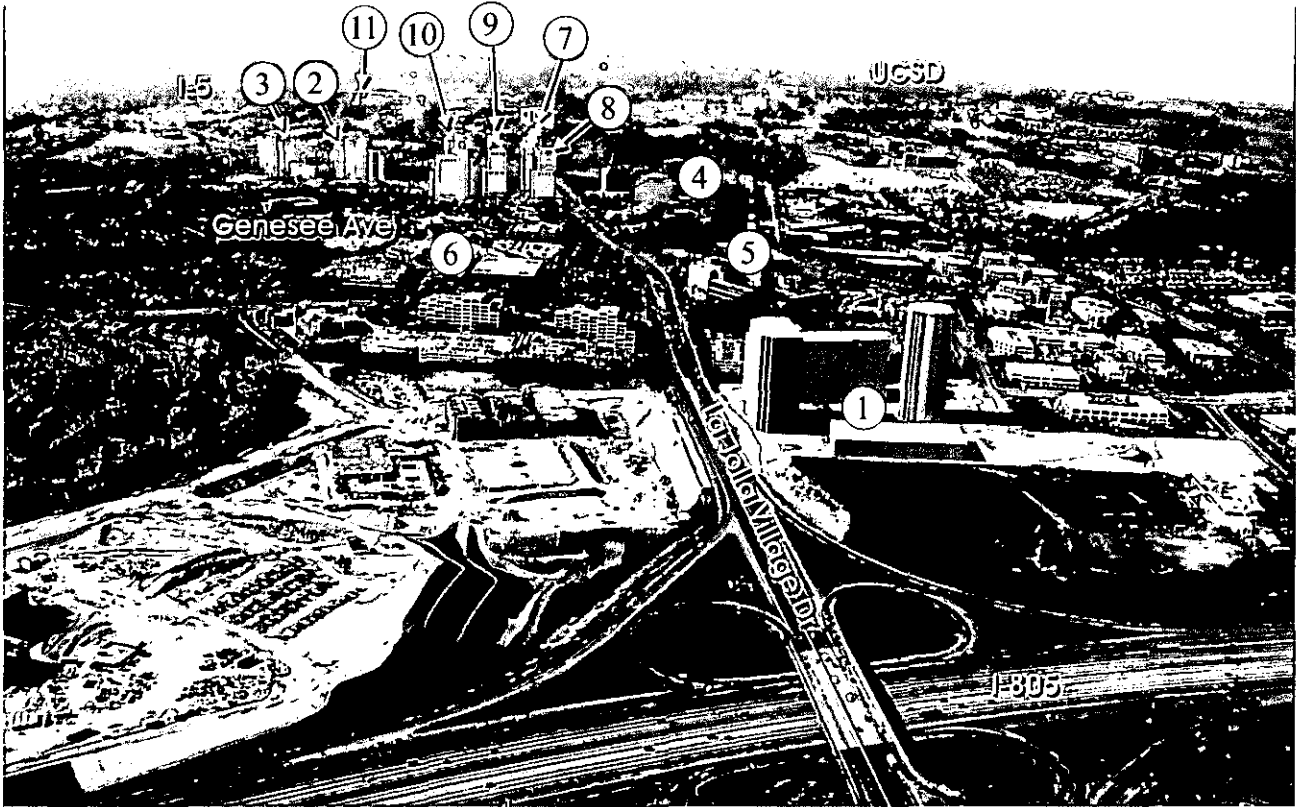
30 Story Alternative



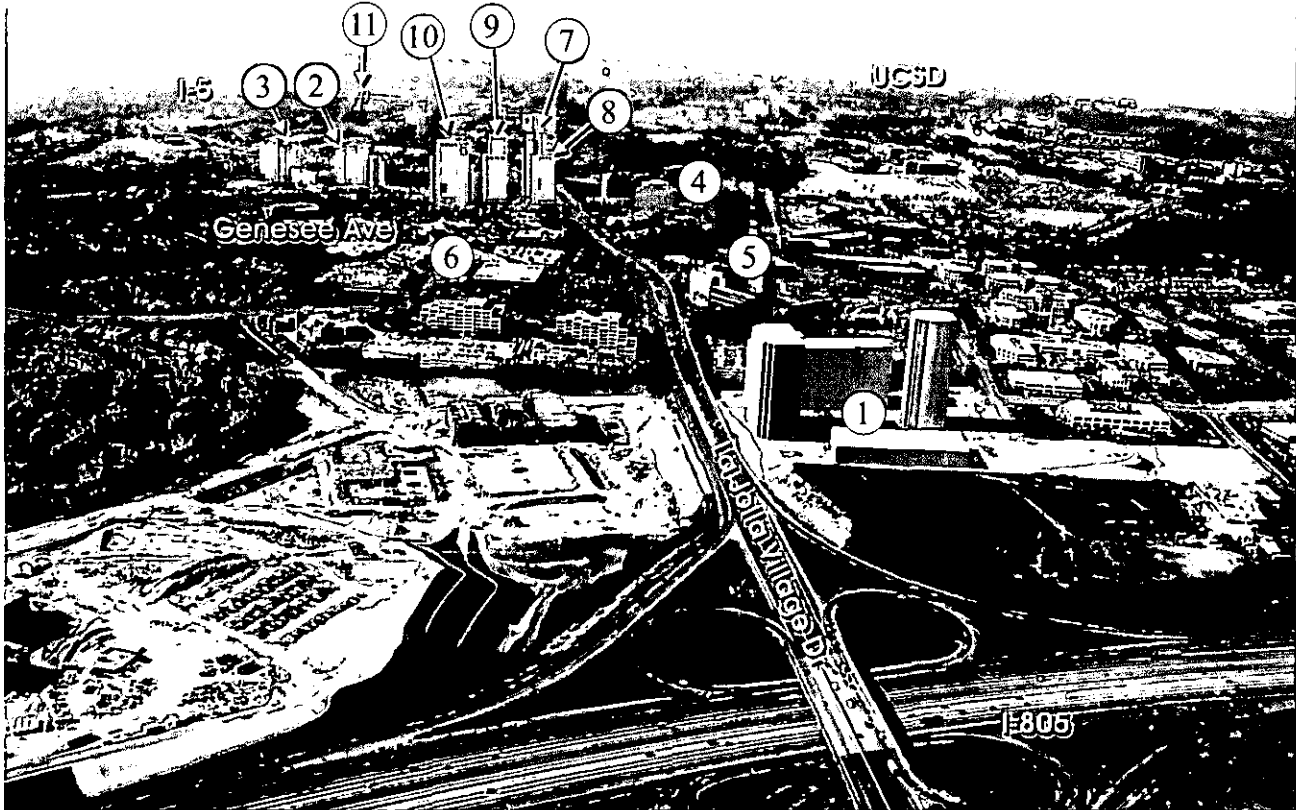
33-35 Story Project



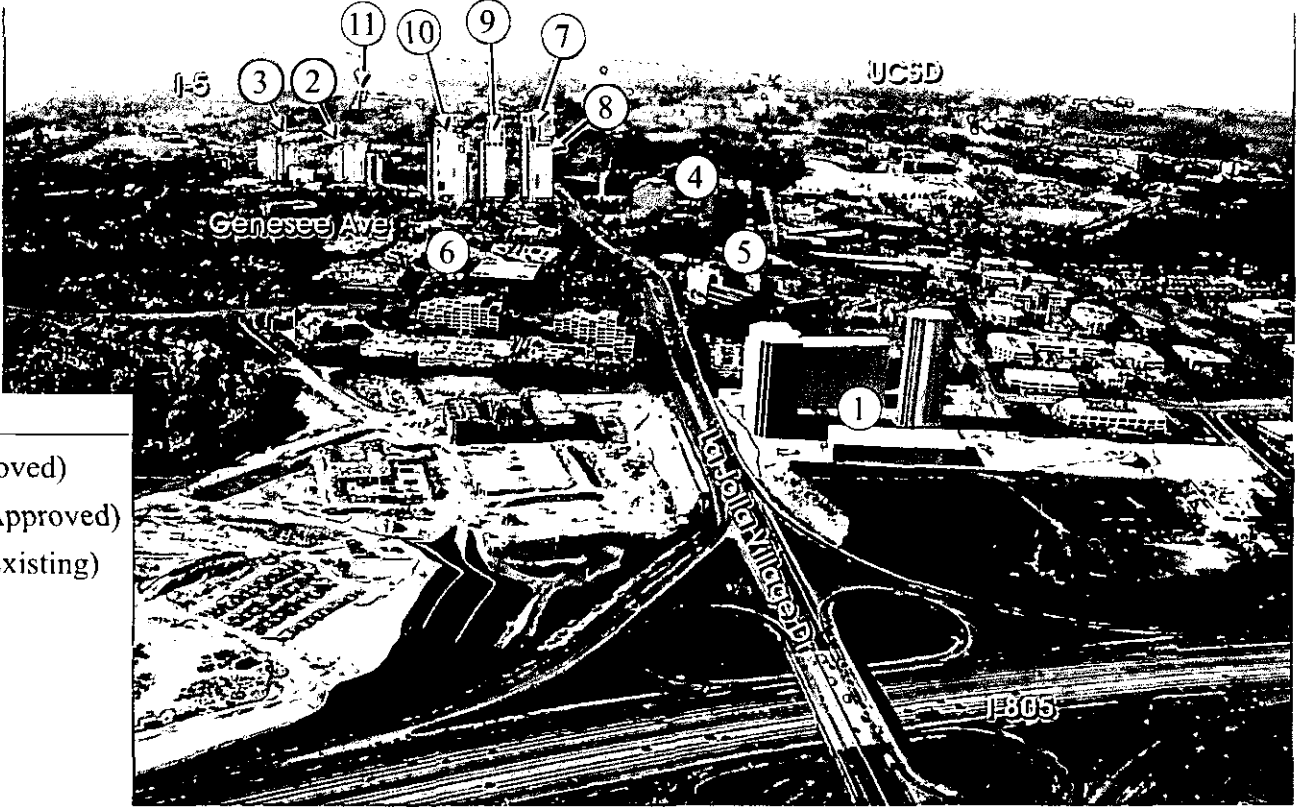
21 Story Alternative



30 Story Alternative



33-35 Story Project

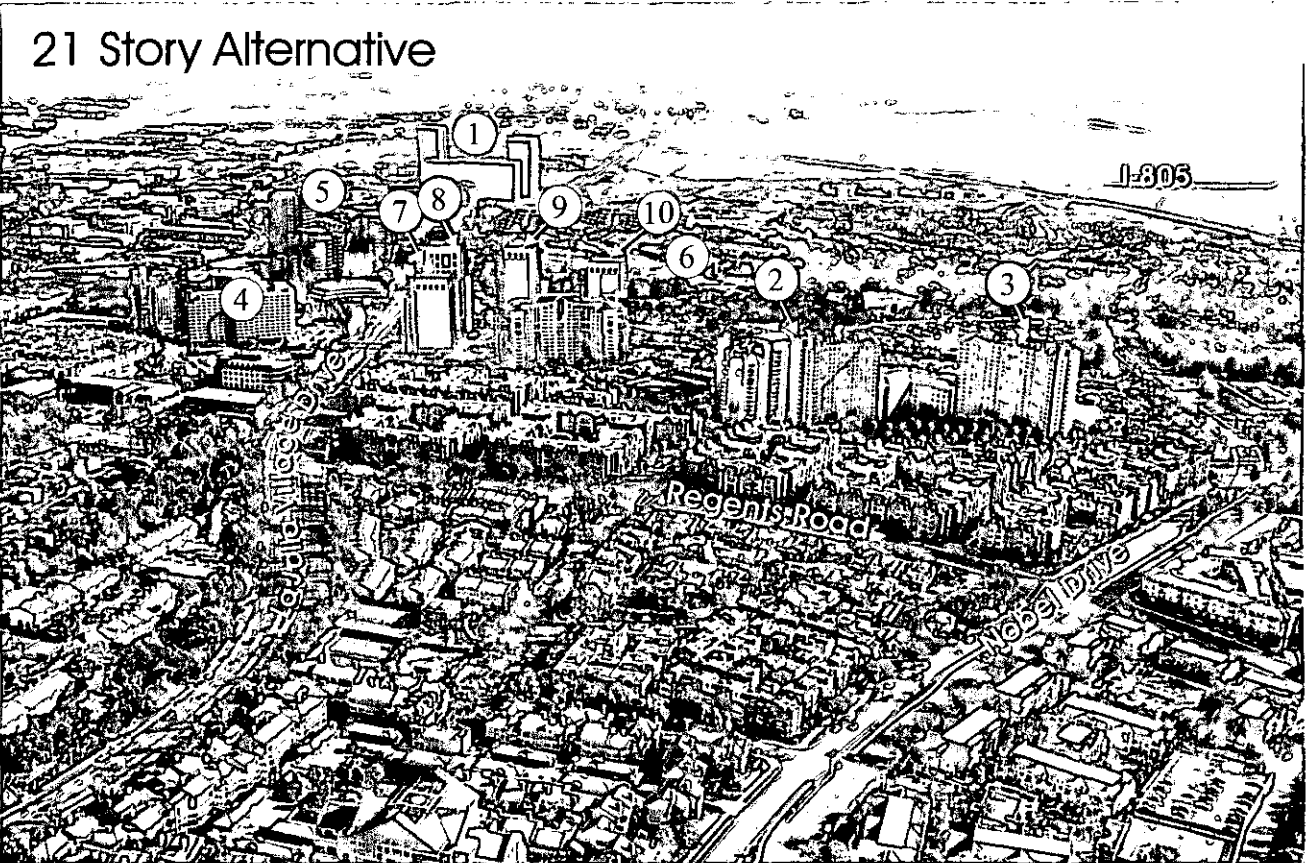
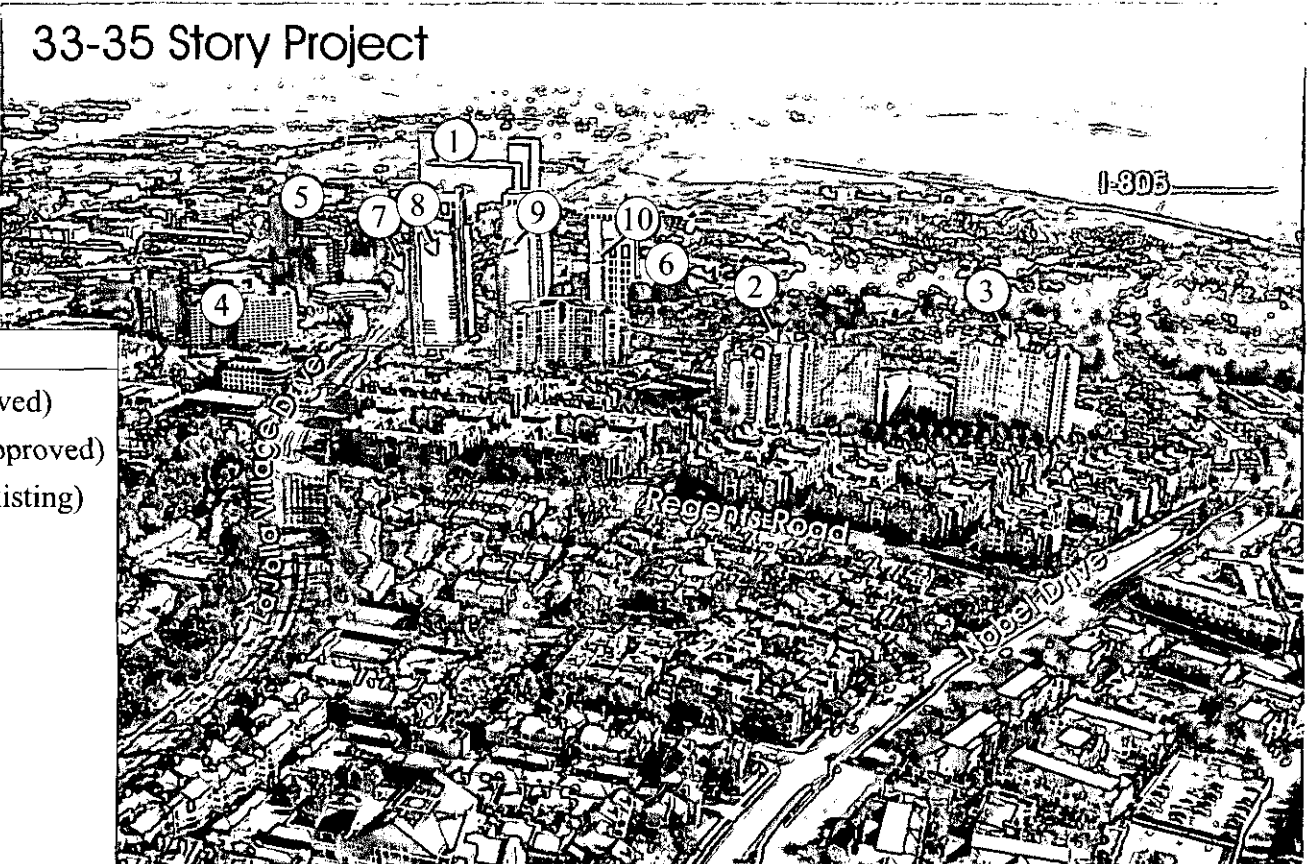


LEGEND	
①	La Jolla Commons (Approved)
②	La Jolla Senior Towers (Approved)
③	La Jolla Senior Towers (Existing)
④	Marriot
⑤	Wells Fargo Bank
⑥	Westfield at UTC
⑦	Monte Verde
⑧	Tower A
⑨	Tower B
⑩	Tower C
⑪	Tower D
⑫	Mormon Temple

Source: Design Lead LLP, 7/2005

Alternative Comparison: Aerial
View from Above I-805 Facing West

Figure 10.2-3

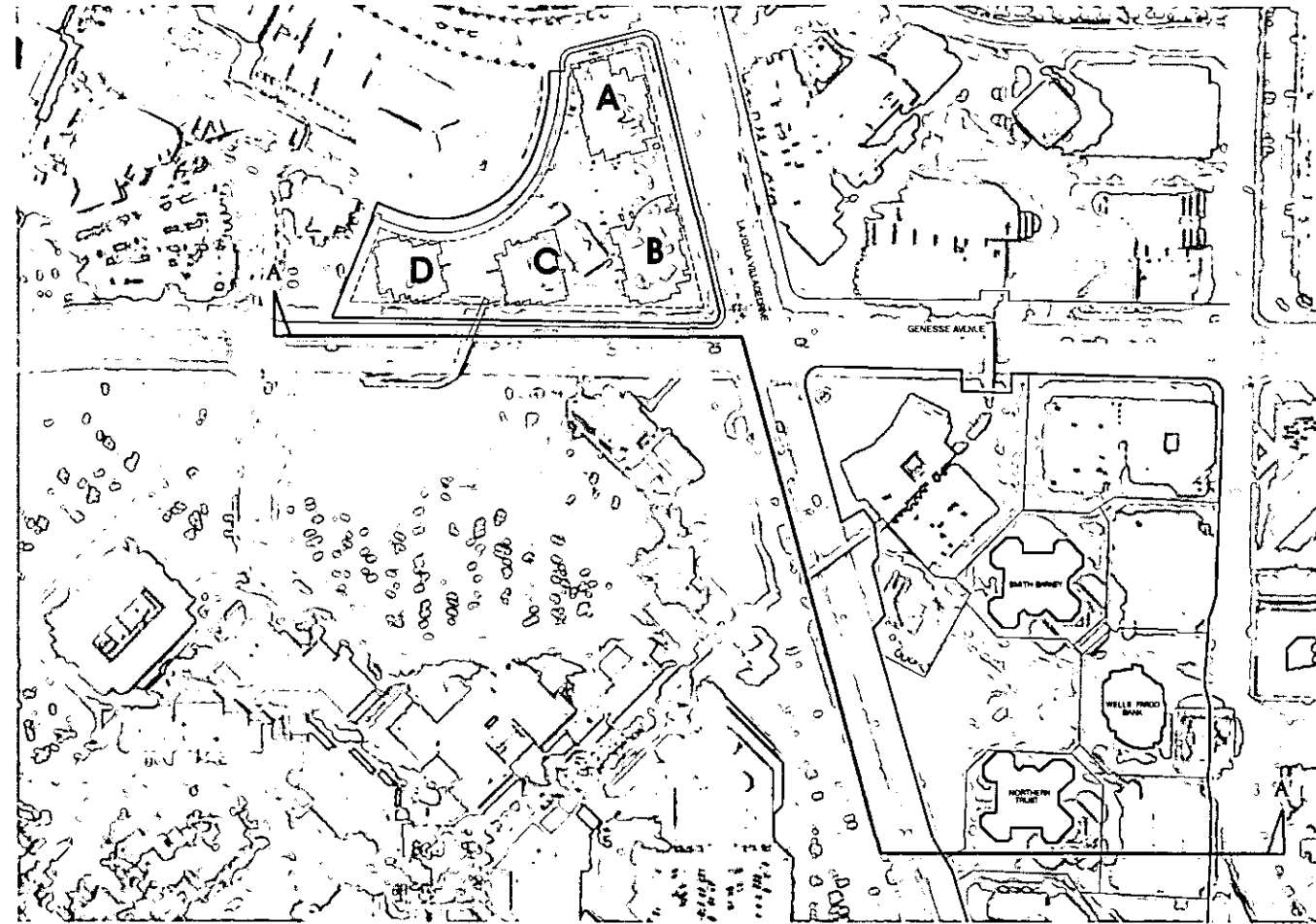
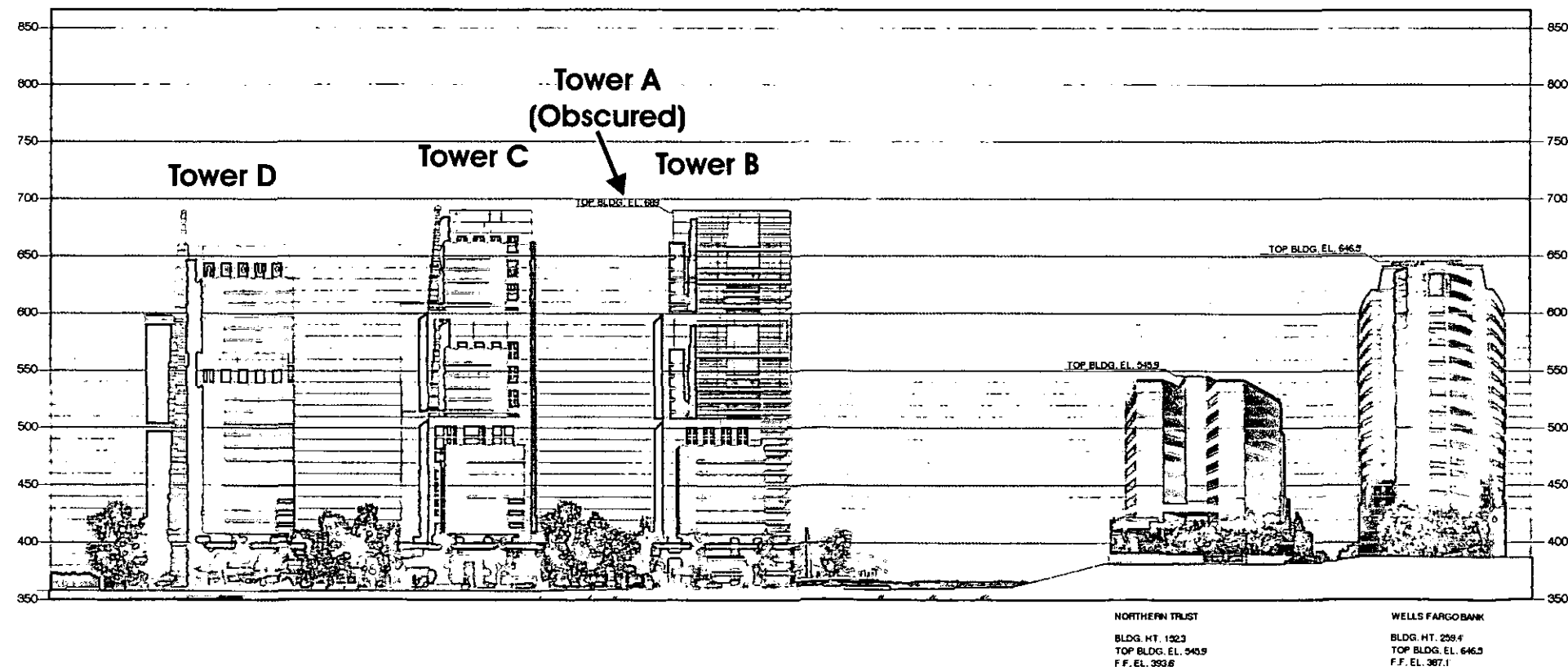


LEGEND	
①	La Jolla Commons (Approved)
②	La Jolla Senior Towers (Approved)
③	La Jolla Senior Towers (Existing)
④	Marriot
⑤	Wells Fargo Bank
⑥	Westfield at UTC
	Monte Verde
⑦	Tower A
⑧	Tower B
⑨	Tower C
⑩	Tower D

Source: Design Lead LLP, 7/2005

Alternative Comparison: Aerial View from Above I-5 Facing East

Figure 10.2-4



Source: Hunsaker & Associates, 12/2005

30-Story Alternative Building Height Comparison (Northeast)

Figure 10.2-5

