

San Diego Community College District

Facilities Management, Room 310

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

Revisions were made to the Final Mitigated Negative Declaration (MND) when compared to the Draft MND. The revisions are shown in ~~strikethrough~~/underline format.

MITIGATED NEGATIVE DECLARATION

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

SCH # 2005101028

SUBJECT: Miramar College Facilities Master Plan. SAN DIEGO COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES APPROVAL to adopt an updated Facilities Master Plan for San Diego Miramar College. The campus is located east of Black Mountain Road between Hillery Drive on the north and Gold Coast Drive on the south in the Mira Mesa Community in the City of San Diego. (SE of Section 31 except the westerly 800 feet, Township 148S, 2W, S.B.M.) Lead Agency: The San Diego Community College District.

I. PROJECT DESCRIPTION: See attached Initial Study.

II. ENVIRONMENTAL SETTING: See attached Initial Study.

III. DETERMINATION:

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

IV. DOCUMENTATION:

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

V. MITIGATION MONITORING AND REPORTING PROGRAM:

This MMRP has been developed in compliance with Public Resources Code Section 21081.6 (CEQA) and identifies: (1) mitigation measures to be implemented prior to, during, and/or after construction of the Miramar College Facilities Master Plan; (2) the individual/department responsible for that implementation; and (3) criteria for completion or monitoring of the specific measures.

The Monitoring System

Facilities Management shall be responsible for ensuring that all required mitigation measures are incorporated into appropriate permits issued for the project, for ensuring compliance with codes and permit conditions, and for monitoring mitigation measures before, during and/or after project implementation. More specifically, Facilities Management shall be responsible for the following:

- Ensure and verify that the mitigation measures are clearly defined in construction plans and specifications as needed.
- Attend pre-construction meeting(s) to ensure that all parties understand all required mitigation measures involved in project construction.
- Continue to monitor the project through site visits during grading and construction to verify conformance with the approved plans and mitigation measures.
- Coordinate with local, state, and federal agencies as specified in the mitigation measures.
- Monitor long-term mitigation measures that extend beyond project construction.

The contractor shall be responsible for implementing and carrying out the construction plans and specifications.

Mitigation Measures Required

The specific measures identified below are required to reduce the project's environmental impacts to below a level of significance.

Biological Resources

- Under the direction of a qualified project biologist, 0.3 acre of non-native grassland shall be preserved and enhanced on site within the environmental preserve.
- All trail development within the ecological preserve shall remain at current grade as not to affect flow of water or any vernal pool watershed.
- To mitigate for edge effect impacts due to construction activities, invasive plant species, and water quality, the following measures shall be implemented:
 - A pre-construction meeting will be conducted with the project biologist and the construction supervisors. All sensitive areas to be avoided will be flagged, and

the contractors will be informed that they are no-entry areas. Prior to construction of permanent fencing, the entire limits of construction will be fenced with silt fencing and orange construction fencing to preclude entry into sensitive open space areas. During grading and construction, a qualified biologist will conduct regular monitoring visits to assure that construction personnel and equipment do not encroach upon any sensitive areas.

- College development landscaping adjacent to the environmental preserve shall consist entirely of native species and/or non-invasive ornamental species.
- The use of structural and non-structural Best Management Practices (BMPs), Best Available Technology (BAT), and the use of sediment catchment devices downstream of paving activities will reduce potential impacts associated with construction. The project design shall comply with the Standard Urban Stormwater Management Plan and Municipal Stormwater Permit criteria of the State Water Resources Control Board (SWRCB).

Transportation/Circulation

Near Term Intersections

- **Westview Parkway/Hillery Drive** - Subject to the concurrence of the City of San Diego, the District in conjunction with SANDAG shall modify the intersection of Westview Parkway/Hillery Drive to accommodate additional access and the proposed Mira Mesa/Miramar College Transit Center to be constructed by San Diego Association of Governments (SANDAG), including construction of the southern leg and modifications to the traffic signal to support all turning movements.

Near Term Roadway Segments

- **Hillery Drive from Black Mountain Road to Westview Drive** - Subject to the concurrence of the City of San Diego, the District in conjunction with SANDAG shall restripe Hillery Drive from Black Mountain Road to Westview Parkway to provide two travel lanes in each direction including intersection modification at Hillery Drive/Black Mountain Road for an exclusive westbound to northbound right turn lane.
- **Gold Coast Drive from Black Mountain Road to Maya Linda** - Subject to the concurrence of the City of San Diego, the District shall restripe Gold Coast Drive to three-lane collector street standards (1 travel lane in each direction and a center two-way left turn lane). The prohibition of parking on both sides of Gold Coast Drive may be required to accommodate this improvement.

Long Term Intersections

- **Black Mountain Road/Hillery Drive** – The District shall contribute to the City of San Diego the project's fair share (36.26% of the future traffic) of the cost for construction of an exclusive northbound to eastbound right turn lane on Black Mountain Road.

Long Term Roadway Segments

- Hillery Drive from Black Mountain Road to Westview Parkway – The District shall contribute to the City of San Diego the project's fair share (35.05% of the future traffic) of the cost for improving this segment to four lane collector street standards (72' within 92' right of way).
- Gold Coast Drive from May Linda to Black Mountain Road – The District shall contribute to the City of San Diego the project's fair share (25.23% of the future traffic) of the cost of restriping this segment to provide an exclusive westbound to northbound right turn lane.

Other

- The District shall coordinate with SANDAG to ensure that the final layout of the proposed Transit Center at the southeast quadrant of Westview Parkway and Hillery Drive mitigates impacts to campus traffic.
- The District shall construct additional levels of parking in the proposed parking structures to accommodate a minimum of 584 additional automobiles.

Paleontological Resources

The following mitigation measures shall be implemented for any other construction that would involve the excavation of more than 2,000 cubic yards and greater than ten (10) feet in depth:

1. A qualified paleontologist shall be retained to implement the paleontological mitigation program. A qualified paleontologist is defined as an individual with a Ph.D. or M.S. degree in paleontology or geology and who is a recognized expert in the application of paleontological procedures and techniques such as screen washing of materials and identification of fossil deposits. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the direction of a qualified paleontologist.
2. Prior to initiating grading, the requirement for paleontological monitoring shall be noted on the construction plans. The qualified paleontologist shall attend the pre-grading meeting to consult with the grading and excavation contractors.
3. During and after grading, the paleontologist's duties shall include monitoring of grading, salvaging, preparation of materials for deposit at a scientific institution that houses paleontological collections, and preparation of a final report. These duties are defined as follows:

Monitoring. The paleontologist or paleontological monitor shall be on site full time during the initial cutting of previously undisturbed sediments of all geologic formations to inspect for well-preserved fossils. The frequency of inspections will depend on the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist shall work with the contractor to determine the monitoring locations and the amount of time necessary to ensure adequate monitoring of the project site.

Salvaging: In the event well-preserved fossils are found, the paleontologist shall have the authority to divert, direct, or temporarily halt construction activities in the area of discovery to allow evaluation and recovery of fossil remains in a timely manner. Recovery is anticipated to take from one hour to a maximum of two days. At the time of discovery the paleontologist shall contact Facilities Management. Facilities Management must concur with the salvaging methods before construction is allowed to resume.

Preparation: Fossil remains shall be cleaned, sorted, catalogued, and then deposited in a scientific institution that houses paleontological collections such as the San Diego Natural History Museum.

Final Report. Within three months following the completion of grading/trenching, a Final Report (even if negative), which describes the results, analysis, and conclusions of the above Paleontological Monitoring Program (with appropriate graphics) shall be prepared and submitted to Facilities Management of the San Diego Community College District.

Human Health/Public Safety/Hazardous Materials

The following mitigation measures shall be implanted during the demolition or renovation of existing buildings:

- A hazardous building materials survey should be performed at buildings in the study area prior to demolition or renovation activities. This type of survey typically addresses lead-based paint (LBP), asbestos-containing materials (ACMs), polychlorinated biphenyls (PCBs) in electrical equipment, mercury switches, and heating/cooling systems. Such a survey should be conducted under the direct supervision of a State of California certified asbestos consultant and EPA lead assessor. Prior to demolition or renovation work which would disturb identified ACMs, LBP, or other hazardous materials, a licensed abatement removal contractor should remove and properly dispose of the hazardous material(s) in accordance with applicable local, state and federal regulations. A California certified consultant should prepare a bid specification document, perform abatement project planning, site and air monitoring, oversight and reporting activities. Any ASTs identified in this study that are removed during redevelopment activities, and that contain hazardous substances, should be removed under permit by the DEH, and properly disposed in accordance with local, state and federal regulations.

The following mitigation measures shall be implemented throughout the construction program:

- Caution shall be taken during excavation activities near areas known to contain or formerly contain USTs, underground oil/water separators, or contaminated soil associated with unauthorized releases, because of the potential for encountering documented and undocumented releases of contaminants that may have occurred within or adjacent to these areas.
- Contract specifications associated with the proposed construction activities shall include a line item for loading, transportation, and disposal of any contaminated soil generated during the project.

- A Site Safety Plan shall be prepared and implemented prior to initiation of construction activities within the boundaries of the project area to reduce potential health and safety hazards to workers and the public.

During construction activities, it may be necessary to excavate existing soil within the study area at the site, or to bring fill soils into the study area site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, such as the areas of stained soil in the enclosed equipment yard adjacent to the diesel laboratory, the following mitigation measures are required:

- Prior to excavation or removal activity, appropriate sampling shall be conducted to determine whether the soil is considered as hazardous or non-hazardous.
- Soils characterized as hazardous should be disposed only at a landfill that accepts contaminated.
- In the event that buried objects or evidence of unauthorized disposal of hazardous materials or wastes is discovered during construction activities, soil excavation should cease until the excavation has been assessed by an environmental professional.
- Fill soils also should be sampled to ensure that imported soil is free of contamination prior to placement.

In the event that USTS, not identified the HMTS, or undocumented areas of contamination are encountered, the following mitigation measures are required:

- Work shall be discontinued until appropriate health and safety procedures are implemented. A contingency plan shall be prepared to address contractor procedures for such an event, to minimize the potential for costly construction delays. In addition, either the DEH or the RWQCB, depending on the nature of the contamination, shall be notified regarding the contamination. Each agency and program within the respective agency has its own mechanism for initiating an investigation. The appropriate program (e.g., the DEH Local Oversight Program for tank release cases, the DEH Voluntary Assistance Program for non-tank release cases, the RWQCB for non-tank cases involving groundwater contamination) should be selected based on the nature of the contamination identified. The contamination remediation and removal activities shall be conducted in accordance with pertinent local, state, and federal regulatory guidelines, under the oversight of the appropriate regulatory agency.

VI. PUBLIC REVIEW DISTRIBUTION:

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

Federal Government

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

Commanding General
MCAS Miramar Air Station
Attn: Community Plans & Liaisons
P.O. Box 452000
San Diego, CA 92145-2000

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

State Government

Fred Worthly, Regional Manager
State of California
Dept. of Fish and Game, Region 5
330 Golden Shore, Suite 50
Long Beach, CA 90802-4467

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

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

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

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

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

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

Carol Gaubatz, Program Analyst*
State of California
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

City of San Diego

Honorable Brian Maienschein*
Councilmember, District 5
City of San Diego
City Administration Building
202 'C' Street, MS 10A
San Diego, CA 92101

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

Jeanne Krosch
City of San Diego
Planning Department (MSCP)
City Administration Building
202 'C' Street, MS 5A
San Diego, CA 92101

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

City of San Diego
Mira Mesa Branch Library
8405 New Salem Street
San Diego, CA 92126-2398

Others

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

Director of Planning Services
City of Poway
P.O. Box 789
Poway, CA 92064

Dave Schumacher
San Diego Assoc. of Governments
(SANDAG)
401 'B' Street, Suite 800
San Diego, CA 92101

Mira Mesa Town Council*
Attn: Jeff Stevens
P.O. Box 26142
San Diego, CA 92126

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

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

Ted Brengel, Chair*
Mira Mesa Community Planning Group
11975 Thomas Hayes Lane
San Diego, CA 92126

Environmental Coordinator
DPLU, Environmental Planning Section
County of San Diego
5201 Ruffin Road, Suite B, MS O-650
San Diego, CA 92123

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

Mira Mesa/Scripps Ranch Sentinel
P.O. Box 600600
San Diego, CA 92160

Liz Swain
Mira Mesa Star News
6312 Riverdale Street
San Diego, CA 92120

Ken Harper, Editor
Mira Mesa Journal
6312 Riverdale Street
San Diego, CA 92120

San Diego County Archaeological Society,
Inc.
Environmental Review Committee
P.O. Box A-81106
San Diego, CA 92128-1106

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

Kimberly Kilgour, LEED AP*
Perkins + Will
617 West Seventh Street, Suite 1200
Los Angeles, CA 90017

- Also received Final Mitigated Negative Declaration.

VII. RESULTS OF PUBLIC REVIEW:

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

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



Damon Schamu, Vice Chancellor
Facilities Management

October 3, 2005

Date of Draft Report

February 12, 2007

Date of Final Report

VIII. LETTERS OF COMMENT AND RESPONSES:

Letters of comment were received from the following agencies.

	<u>Page No.</u>
A. State of California, Governor's Office of Planning and Research – 11/08/05	MND-11
B. State of California, Governor's Office of Planning and Research – 11/16/05	MND-13
C. Department of Toxic Substances Control – 11/10/05	MND-14
D. Native American Heritage Commission – 11/04/05	MND-16
E. San Diego Association of Governments – 11/14/05	MND-19
F. City of San Diego, Development Services Department – 11/07/05	MND-20
G. San Diego County Archaeological Society – 11/07/05	MND-25

The comment letters and responses follow.

COMMENTS

RESPONSES



NOV 14 2005

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold
Schwarzenegger
Governor

November 8, 2005



Sean Walsh
Director

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

Subject: Miramar College Facilities Master Plan
SCH#: 2005101028

Dear Damon Schamu:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on November 7, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

AI

AI Comment acknowledged.

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

COMMENTS

RESPONSES

Document Details Report
State Clearinghouse Data Base

SCH#	2005101028
Project Title	Miramar College Facilities Master Plan
Lead Agency	San Diego Community College District

Type	Neg	Negative Declaration
Description	Adopt an updated Facilities Master Plan which addresses new and renovated buildings and landscaping. The expanded campus will accommodate 25,000 students.	

Lead Agency Contact			
Name	Damon Schamu		
Agency	San Diego Community College District		
Phone	(619) 388-8546	Fax	
email			
Address	3375 Camino del Rio South, Room 310	State	CA
City	San Diego	Zip	92108-3883

Project Location			
County	San Diego		
City	San Diego		
Region			
Cross Streets	Black Mountain Road and Hillery Drive		
Parcel No.	318-120-03-00	Range	SE 31
Township	148S,W	Base	SBB&M

Proximity to:			
Highways	I-15		
Airports	MCAS Miramar		
Railways			
Waterways	Miramar Reservoir		
Schools	Erickson Sandburg, Hickman, Mason, Walker, Hage, Miramar, etc.		
Land Use	Existing community college facilities, ball fields, and vacant land. AR (Agr-Res) - 1-2 Zone		

Project Issues			
Aesthetic/Visual, Archaeologic-Historic; Air Quality, Geologic/Seismic; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Landuse			

Reviewing Agencies			
Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Calltrans District 11; Department of Health Services; Native American Heritage Commission; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9			

Date Received	10/07/2005	Start of Review	10/07/2005	End of Review	11/07/2005
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Note: Blanks in data fields result from insufficient information provided by lead agency.

COMMENTS

RESPONSES



STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

November 16, 2005

NOV 18 2005



Sean Walsh
Director

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

Subject: Miramar College Facilities Master Plan
SCH#: 2005101028

Dear Damon Scharu:

The enclosed comment(s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on November 7, 2005. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

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

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2005101028) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

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

B1 The referenced comment letters were from the Department of Toxic Substances Control and the Native American Heritage Commission. These letters were also sent directly to the San Diego Community College District and are included in this section.

B1

COMMENTS

RESPONSES



NOV 14 2005

Department of Toxic Substances Control



5750 Corporate Avenue
Cypress, California 90630

Antonia Schweizer
Executive Director



Juan C. Boyd, Ph.D.
Agency Secretary
CalEPA

November 10, 2005

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

DRAFT MITIGATED NEGATIVE DECLARATION FOR THE MIRAMAR COLLEGE FACILITIES MASTER PLAN

Dear Mr. Schamu:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Mitigated Negative Declaration (ND) for the above-mentioned project. As stated in your document: "The San Diego Community College District is considering the approval of a new Master Plan for the Miramar College Campus. The new Master Plan, which is designed to accommodate 25,000 students, includes projects to be funded by Proposition "S" as well as the future replacement and addition of other buildings and facilities."

C1

Based on the review of the submitted document and attached CD, DTSC considers this ND to be complete.

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

Sincerely,

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

cc: See next page.

♻️ Printed on Recycled Paper

C1 Comment acknowledged.

COMMENTS

RESPONSES

Mr. Damon Schamu
November 10, 2005
Page 2

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

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

CEQA #1218

COMMENTS

RESPONSES

NOV 09 2005

Arnold Schwarzenegger, Governor



STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364

SACRAMENTO, CA 95814

(916) 653-4082

(916) 657-5390 - Fax

November 4, 2005

Mr. Damon Schamu

San Diego Community College District

3375 Camino Del Rio South, Room 310

San Diego, CA 92108-3883

Re: Miramar College Facilities Master Plan

SCH# 2005101028

Dear Mr. Schamu:

Thank you for the opportunity to comment on the above-mentioned document. The Commission was able to perform a record search of its Sacred Lands File for the project area, which failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Early consultation with tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources could be affected by a project. Provisions should also be included for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5(f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Carol Gaubatz
Program Analyst

Cc: State Clearinghouse

D1

D1 Comment acknowledged.

D2

D2 The San Diego Community College District prepared a letter summarizing the project and the cultural resource survey addressing the project. The letter was sent to all Native American contacts recommended by the Native American Heritage Commission.

D3

D3 Comment acknowledged. Public Resources Code §15064.5 (f), Health and Safety Code §7050.5, and Public Resources Cod §5097.98 are hereby included by reference.

COMMENTS

RESPONSES

Native American Contacts San Diego County November 4, 2005

Barona Group of the Capitan Grande
Rhonda Welch-Seato, Chairperson
1095 Barona Road
Lakeside, CA 92040
sue@barona.org
(619) 443-6612

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
309 S. Maple Street
Escondido, CA 92025
inaja_cosmite@hotmail.com
(760) 737-7628
(760) 747-8568 Fax

Barona Group of the Capitan Grande
ATTN: David Baron
1095 Barona Road
Lakeside, CA 92040
(619) 443-6612

Jamul Indian Village
Leon Acevedo, Chairperson
P.O. Box 612
Jamul, CA 91935
jamulrez@pacbell.net
(619) 669-4785
(619) 669-48178 - Fax

Barona Group of the Capitan Grande
ATTN: EPA Specialist
1095 Barona Road
Lakeside, CA 92040
sue@barona.org
(619) 443-6612

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road
Alpine, CA 92001
(619) 445-0385

Coastal Gabrieleno Diegueno
Jim Velasquez
5776 42nd Street
Riverside, CA 92509
(909) 784-6660

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road
Lakeside, CA 92040
(619) 443-6612
(619) 443-0681 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 6027.34 of the Public Resources Code and Section 3027.36 of the Public Resources Code.
This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Miramar College Facilities Master Plan, SCH# 2005101026, San Diego County.

COMMENTS

RESPONSES

Native American Contacts San Diego County November 4, 2005

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
PO Box 44 , CA 92036
Julian (619) 709-4207
Diegueno - Kwaaymii
PO Box 130 Diegueno
Santa Ysabel , CA 92070
(760) 765-0845
(760) 765-0320 Fax

Mesa Grande Band of Mission Indians
Mike Linton, Chairperson
P.O Box 270 Diegueno
Santa Ysabel , CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center , CA 92082
(760) 749-3200
(760) 749-3876 Fax

Sycuan Band of Mission Indians
Danny Tucker, Chairperson
5459 Dehesa Road Diegueno/Kumeyaay
El Cajon , CA 92021
619 445-2613
619 445-1927 Fax

Viejas Band of Mission Indians
Anthony Pico, Chairperson
PO Box 808 Diegueno/Kumeyaay
Alpine , CA 91903
dagullar@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5067.94 of the Public Resources Code and Section 5067.98 of the Public Resources Code.
This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Miramar College Facilities Master Plan, SCH# 2005101028, San Diego County.

COMMENTS

RESPONSES



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax: (619) 699-1905
www.sandag.org

NOV 17 2005

November 14, 2005

3001700

Mr. Damon Schamu
Vice Chancellor
San Diego Community College District
Facilities Management, Room 310
3375 Camino Del Rio South
San Diego, CA 92108-3883

Rich B.

Dear Mr. Schamu:

Thank you for the opportunity for SANDAG to review the Miramar College Facilities Master Plan/Mitigated Negative Declaration. SANDAG has a particular interest in the Master Plan as we are working in conjunction with your staff on the development of the transit center referred to in the document. Provided below are our comments:

- SANDAG has prepared an environmental document on the proposed transit center (including the extension of Westview Parkway south of Hillery Drive) and has recently released it for a 30-day public comment period. As analysis has determined that there will be no significant impacts from the proposed transit center development, a Mitigated Negative Declaration has been prepared. The SANDAG Mitigated Negative Declaration also acknowledges the need for the re-striping of Hillery Drive between Black Mountain Road and Westview Parkway which is noted on Page 15-28 (III. Environmental Analysis, L. Transportation/Circulation). This improvement is to be completed as part of the development of the transit center.

E1

E1 Comment noted.

E2

E2 Comment noted.

E3

E3 The initial study has been revised as recommended.

Sincerely,

Barrow Emerson

BARROW EMERSON
Senior Transit Planner

BE/a/s

MEMBER AGENCIES

Cities of

Carlsbad

Chula Vista

Coronado

Del Mar

Escondido

Encinitas

Imperial Beach

La Mesa

Lemon Grove

National City

Oceanside

Poway

Rancho San Diego

San Marcos

Santee

Solana Beach

Victor

and

County of San Diego

ADVISORY MEMBERS

Imperial County

California Department of Transportation

Metropolitan Transit System

North San Diego County Transit Development Board

United States Department of Defense

San Diego

United Port District

San Diego County Water Authority

Metro

COMMENTS

RESPONSES



THE CITY OF SAN DIEGO

NOV 09 2005

DS
Rick B.

November 7, 2005

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

Subject: City of San Diego Comments on the Notice of Intent to Adopt a
Mitigated Negative Declaration for the Miramar College Facilities
Master Plan

Dear Darnon Shamui:

The City of San Diego has reviewed the draft Mitigated Negative Declaration for the
Miramar College Facilities Master Plan and offers the following comments as a
mitigation strategy:

Traffic Engineering – Fernando Lasaga (619-446-5298)

1. The Mitigated Negative Declaration references a Traffic Impact Study for
Miramar Community College Master Plan by Darnell & Associates, dated
September 30, 2005. The proposed facilities maps in the Mitigated Negative
Declaration in Figure 4 and in the Traffic Impact Study on Page 5 are both not
well reproduced such that the internal project circulation as well as the adjoining
street system are difficult to discern.
2. Enrollment today is 10,300 students. The Traffic Impact Study on Page 14 states
that existing counts at the project driveways implied that 3,430 students attended
on a "worst case day". The counts are not included in the Traffic Impact Study.
It is determined that 1/3 of the enrollment will be the maximum number of
students on campus on any one day. Buildout enrollment is projected at 25,000.

Development Services
1221 First Avenue, 25-501 • San Diego, CA 92101-4355
Tel (619) 446-5400

F1

Figure 4.1, which shows the primary circulations for the campus, has been included in the Initial Study on page I-13. A new Figure 3 is included on page 5 of the revised traffic study dated February 5, 2007.

F2

It is agreed that enrollment today is 10,300 students. It is agreed that the existing counts at the project driveways calculate to 3,430 students on the worst-case traffic count day. Note that these volumes are not "implied," but are the direct result of counts conducted over several days during a typical week. Darnell & Associates (D&A) included the counts and calculations into Appendix A of the revised traffic study. It is agreed that it was determined that 1/3 of the enrollment will be the maximum number of students on campus on a "worst-case" day (not "any one day.") It is agreed that buildout enrollment of the project is projected at 25,000 students. It is agreed that the assumptions state the increase in students will take place over 15 years (325 students per year). It is agreed that D&A applied the City of San Diego trip generation rate to the project for daily traffic after comparing the actual counts to the City rates. Also note that D&A applied the actual college count rates for the morning and evening peak hours, which are more intensive than the City rates.

COMMENTS

Page 2 of 5
Damon Shamu
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The 4,870 increase in daily students is assumed to take place over 15 years at 325 students per year. The near term is three years from existing or an increase of 980 daily students. The City of San Diego trip generation rate of 1.6 trips per student is then applied to determine the average daily trips (ADT) for each scenario, including 13,280 ADT for the entire college at buildout.

3. The near term traffic was estimated by taking the SANDAG forecast for the buildout condition. It was determined in the Traffic Impact Study that the near term represented a 3.2% growth in traffic on all study area roadway segments from existing counts. No tables or calculations are provided in the Traffic Impact Study to support this percentage. It is mentioned that volumes from a study for the Mira Mesa BRT station are included in the base traffic condition. No indication is given as to where exactly and on what streets they are included.

4. Near term is stated as being 3 years from existing, and as being the year 2005. The existing counts were taken in 2004. Please explain this discrepancy.

5. Please delete all discussion on Pages 17, 19, 22-25, 28 and 29 related to the existing plus project scenario. The Traffic Impact Study should only analyze existing, near term, near term with project, buildout, and buildout with project.

6. Near term intersection analyses show that the intersections of Mira Mesa Boulevard/Black Mountain Road and Carroll Canyon Road/I-15 SB Ramps are failing. The failing condition at the Carroll Canyon Road/I-15 SB ramps would be made worse by the consideration of the conflict between (a) the dual left northbound to westbound traffic, including 25% of project traffic, at the adjacent I-15 NB ramps and (b) the westbound to southbound traffic at the I-15 SB ramps that will spill over into the dual left northbound to westbound traffic's receiving lanes. The project must work with Caltrans to insure that dual lefts for westbound to southbound and eastbound to northbound traffic are included in the Carroll Canyon Road bridge replacement design. Four other intersections are close to failing in the near term: Mira Mesa Boulevard/Westview Parkway, Black Mountain Road/Hillery Drive, Black Mountain Road/Gold Coast Drive, and Carroll Canyon/I-15 NB Ramps. Please note that the westbound to southbound move at the Mira Mesa Boulevard/Westview Parkway intersection is failing in the PM peak hour, and involves 25% of the project's traffic. Please propose additional mitigation.

7. Near term roadway segment analyses show a project significant impact on Gold Coast Drive between Black Mountain Road and Maya Linda Road. The project should provide mitigation for this traffic impact. Other roadway segments that are failing in the near term include Gold Coast Drive and Hillery Drive both west of Black Mountain Road, and Mira Mesa Boulevard from west of Black Mountain Road to I-15.

RESPONSES

F3 It is agreed that the near term traffic was estimated by taking the SANDAG forecast for the buildout condition. A new Table 6 has been created to show estimated growth increases for the near term condition, (see Table 5, page 17 of the revised traffic study dated February 5, 2007). Note that this section is completely revised based on the estimated growth due to varying growth rates throughout the study area and the 3.2% rate is no longer applicable due to the exact increases described in Table 6, page 17. Project related traffic volumes from the Mira Mesa/Miramar College Transit Center are included on all study roadways. Excerpts from the Transit Center are included in Appendix D of the revised traffic study.

F4 The revised study has been changed to indicate the near term year as 2007 (three year increase from the existing traffic counts which were obtained in 2004). Text is updated throughout the report to indicate this change.

F5 The revised traffic study has deleted all references to existing plus project analysis and scenarios. The traffic study analyzes existing conditions, near term conditions, near term plus project, buildout, and buildout plus project.

F6 The revised traffic study identifies mitigation for the following intersections: Mira Mesa Boulevard/Westview Parkway, Black Mountain Road/Hillery Drive, Carroll Canyon Road/I-15 southbound ramps, and Carroll Canyon Road/I-15 northbound ramps. Please see Section VII, page 37 of the revised traffic study.

F7 The revised traffic study identifies mitigation measures for the following roadway segments: Mira Mesa Boulevard from Westview Parkway to I-15; Hillery Drive west of Black Mountain Road; Hillery Drive from Black Mountain Road to Westview Parkway; and Gold Coast Drive from Maya Linda Road to Black Mountain Road. See Section VII, pages 37-38 of the revised traffic study.

COMMENTS

RESPONSES

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8. Buildout roadway segment analysis found that the project has significant impacts on four roadway segments: Mira Mesa Boulevard from Westview Parkway to I-15, Hillery Drive west of Black Mountain Road and also between Black Mountain Road and Westview Parkway, and Gold Coast Drive between Black Mountain Road and Maya Linda Road. The project's impact on Gold Coast Drive is now a 12% increase in the volume to capacity ratio for the segment, but the project fails to offer mitigation and the impact remains significant and unmitigated. The project proposes to mitigate for Hillery Drive between Black Mountain Road and Westview Parkway by re-striping Hillery Drive to be a 4-lane collector. The west half of this roadway segment would not be able to be striped as a 4-lane collector. Note that a 4-lane collector with no center turn lane has the same capacity as a 2-lane collector with a center turn lane. No mitigation is offered for the impact to Hillery Drive west of Black Mountain Road and this impact remains significant and unmitigated. The impact to Mira Mesa Boulevard between Westview Parkway and I-15 is considered as having been given overriding considerations in the Mira Mesa Community Plan. However, the Traffic Impact Study must show that the forecast volume for Mira Mesa Boulevard in the community plan includes the college's buildout intensity that is assumed in the Traffic Impact Study, otherwise the forecast volume which was in need of special consideration would now be further increased by the higher intensity of the college development over what was assumed in the community plan.
9. The Traffic Impact Study is missing buildout intersection analyses, as well as buildout ramp meter analyses. The buildout college trip generation increase over existing is five times the increase of the near term over existing, with the buildout net new traffic being 7792 ADT with 717 occurring in the AM peak hour and 709 occurring in the PM peak hour. Given the discussion in comment number 5, it is apparent that the project will have significant impacts on the intersections of Mira Mesa Boulevard/Westview Parkway used by 30% of project traffic, Black Mountain Road/Hillery Drive used by 40% of project traffic, Black Mountain Road/Gold Coast Drive used by 25% of project traffic, and Carroll Canyon Road/I-15 Ramps used by 30% of project traffic. These assuredly significant impacts are not mitigated by any of the mitigations offered for near term intersection impacts.
10. The City of San Diego parking requirement for vocational/trade schools is one space per student at maximum occupancy with a 15% reduction in this requirement within the transit overlay zone. At full buildout the college will have 8,300 students attending on any one day, and so will be required to provide 7,055 parking spaces on-site. In order to claim that less parking needs to be provided, the Traffic Impact Study must show how the 8,300 daily students and associated faculty and staff will be on campus at staggered hours such that the number of students at maximum occupancy is no more than 1.15 times the number of

F8

F8 The traffic study has been revised to include mitigation for the following roadway segments: Hillery Drive west of Black Mountain Road; Hillery Drive from Black Mountain Road to Westview Parkway; and Gold Coast Drive from Maya Linda Road to Black Mountain Road. The community plan included overriding considerations to accept the deficiency of the segment of Mira Mesa Boulevard from Westview Parkway to I-15, thus no mitigation is recommended. See Section VII, pages 37-38 of the revised traffic study for a discussion on the project's mitigation measures

F9

F9 The revised traffic study includes a buildout intersection and ramp meter analysis. See Section V, pages 27-32 of the revised study.

F9

F10

F10 The parking discussion of the traffic study has been revised. Additional information regarding the Mira Mesa Community College and associated parking data collected at that site is used to support the Miramar College proposal for adequate parking.

F10

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parking spaces on campus. Otherwise, the 4,193 spaces being aimed for by the college is short, even as it requires the college to provide for 584 spaces over and above the existing 3,609 spaces in the plan. A condition could be made that would restrict the college class scheduling and registration such that the number of students taking classes at any one time can be no more than 1.15 times the number of parking spaces on campus.

11. The Traffic Impact Study summarizes the project's proposed mitigation on Page 38. The accommodation of a fourth leg at the intersection of Westview Parkway/Hillery Drive to create a new entrance to the campus, and the accommodation of the BRT transit center, serve the purposes of the college but do not mitigate the traffic impacts. The third mitigation offered involves re-striping Hillery Drive. The proposed mitigation will not work, as discussed in Comment Number 7. Please review the above comments that identify additional project traffic impacts and please provide adequate mitigation. We recommend that this project work closely with Caltrans and the I-15 widening project to insure that the improvements at the interchanges incorporate the dual lefts on Carroll Canyon Road as discussed in Comment Number 6 as well as any other interchange related mitigation that may be required of the project.

F11

F11 The traffic study has been revised to expand on the project's mitigation measures accordingly, including calculations for fair share contributions.

Transportation Planning – Donna Chralowicz (858-492-5909)

Construction projects meeting or exceeding the following thresholds are considered to have significant solid waste impacts:

1. Single Family/Multifamily Construction: 50 units or more, and/or
2. Commercial Construction: 40,000 square feet

The solid waste impacts of projects meeting this threshold include every aspect of the project, from demolition, grading, and construction, to the waste that will be generated during possible occupancy of any buildings.

Demolition of existing buildings, excavation of soil, and other construction activities would create debris to be disposed of in the local landfill(s). To minimize impacts to landfill capacity, the Miramar College Facilities Master Plan project shall prepare a waste management plan (WMP) before the start of demolition or grading, in consultation with the City of San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.

When preparing the waste management plan for this project, please include the following elements and address wastes generated during construction and post-construction:

F12 Construction and demolition will occur over a period of time as the campus is redeveloped. Pursuant to the California Code of Regulations, the District requires that a Construction and Demolition (C&D) Waste Management Plan be submitted to the District. The plan must indicate how the contractor proposes to recover at least 75% of the C&D wastes for reuse and recycling.

F12

COMMENTS

RESPONSES

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Damon Shamu
November 7, 2005

1. The type and quantity of solid waste to be generated;
2. A description of recycling services to be used, including targeted materials and whether they will be source separated or commingled;
3. Onsite reuse of construction and demolition material;
4. Project use of recycled content construction materials, including mulch and compost.
5. Recycling of organics (such as tree prunings/removal) generated during construction.

Please send your completed plan to the following address:

City of San Diego, Environmental Services Department
Attn: Donna Chralowicz
9601 Ridgehaven Ct., Suite 320
San Diego, CA 92123

Water Department - Ramil Arroyo (619-533-4259)

The City of San Diego's Water Department recommends using recycled water for landscaping.

F13 The District will be using reclaimed water for landscaping in the northern portion of the campus.

Please contact the above-named individual if you have any questions on these comments. We ask that you please address this issue and please provide us with a copy of the draft.

Sincerely,



Robert J. Manis
Assistant Deputy Director
Land Development Review Division

COMMENTS

RESPONSES

NOV 09 2005



San Diego County Archaeological Society, Inc
Environmental Review Committee

7 November 2005

DS
Rich B

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

Subject: Proposed Mitigated Negative Declaration
Miramar College Facilities Master Plan

Dear Mr. Schamu:

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

Based on the information contained in the PMND and the cultural resource survey for the project, we agree that the project should have no significant impacts on cultural resources. Consequently, we also agree that no mitigation measures for such resources are necessary.

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

Sincerely,

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

cc: Kyle Consulting
SDCAS President
File

G1 Comment acknowledged.

G1

San Diego Community College District

Facilities Management, Room 310

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

Revisions were made to the Final Mitigated Negative Declaration (MND) when compared to the Draft MND. The revisions are shown in ~~striketrough~~/underline format.

INITIAL STUDY

SUBJECT: Miramar College Facilities Master Plan. SAN DIEGO COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES APPROVAL to adopt an updated Facilities Master Plan for San Diego Miramar College. The campus is located east of Black Mountain Road between Hillery Drive on the north and Gold Coast Drive on the south in the Mira Mesa Community in the City of San Diego. (SE of Section 31 except the westerly 800 feet, Township 148S, 2W, S.B.M.) Lead Agency: The San Diego Community College District.

I. PURPOSE AND MAIN FEATURES:

The San Diego Miramar College campus is located in the northern portion of the metropolitan San Diego region (see Figure 1). More specifically, the campus is located east of Black Mountain Road between Hillery Drive on the north and Gold Coast Drive on the south in the Mira Mesa Community in the City of San Diego (see Figure 2). The existing facilities of the 98.6-acre campus are shown in Figure 3.

The San Diego Community College District is considering the approval of a new Master Plan for the Miramar College Campus. The new Master Plan, which is designed to accommodate 25,000 students, includes projects to be funded by Proposition "S" as well as the future replacement and addition of other buildings and facilities.

On November 5, 2002, San Diego voters approved the Proposition "S" Construction Bond Program that provides funds to the San Diego Community College District (District) for the purpose of upgrading and expanding the District's facilities.

The new Proposition "S" facilities and other improvements for Miramar College will be developed in phases on the existing 98.6-acre campus as described below. The Facilities Master Plan in its final phase is shown in Figure 4.

Phase 1

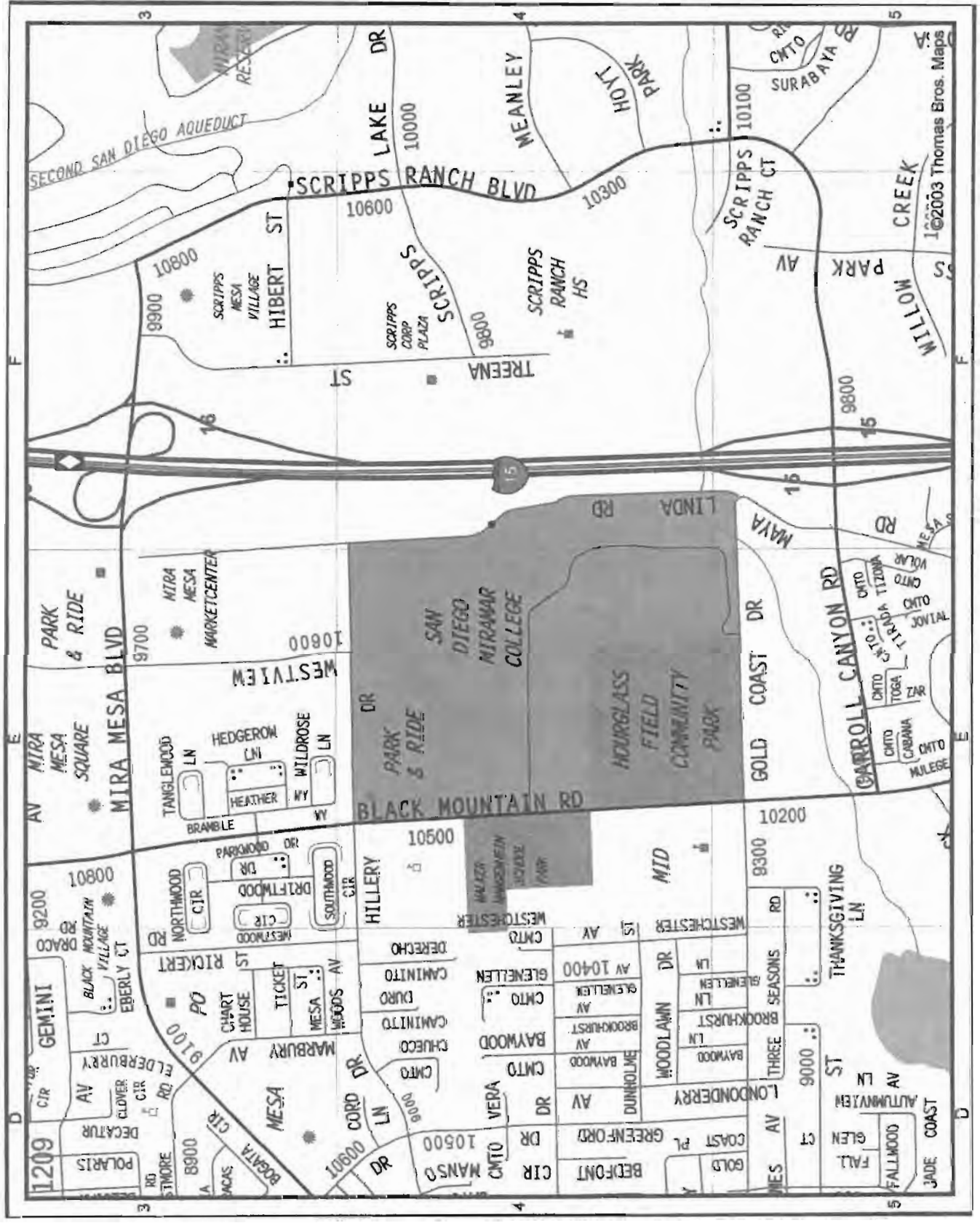
- 1.1 Relocate Science & Technology classrooms housed in portables into completed Science & Technology Building (#3).
- 1.2 Relocate Science Labs from Administration Building (#10) to Science & Technology Building.
- 1.3 Construct "Leave a Legacy" Plaza.
- 1.4 Relocate Classrooms housed in F 301-304 portables into Science & Technology Building.
- 1.5 Renovate space in Administration Building & relocate Faculty Offices in B-3, B-4 and C-2 into space vacated by science labs in Administration Building (#10).
- 1.6 Create Public Information Office in Administration Building.

- 1.7a Remove Bungalows B300, B400, and C-200.
- 1.7b Relocate Portables F301 - 304 to create Arts Village.
- 1.8 Retrofit Utility Plant to create Cogeneration Plant (#7).
- 1.9 Construct Health Education Science and Physical Conditioning Facility (54,675 gross square feet) (#17).
- 1.10 Develop shared-use community parking lot on north edge of Hourglass Park.
- 1.11 Relocate "Grinder." Prepare site for parking development.
- 1.12 Develop entry and parking at Black Mountain Road. Re-grade entry and add Information Kiosk.
- 1.13 Develop Infrastructure and Landscape plans, plant perimeter and primary pathway shade trees. Add sidewalks and pedestrian egress where needed including entry at Black Mountain and at southeast campus road near Police Academy.
- 1.14 Construct Library/Learning Resource Center (LLRC) (103,950 gross square feet) (#19) and Campus Quadrangle.
- 1.15 Develop Environmental Preserve & Campus Signage at northwest corner of Hillery Drive & Black Mountain Road. (see Figure 5)
- 1.16 Relocate Library associated programs throughout campus including "The Place" (currently located in D1 portable) into new LLRC including relocation of ILC into new LLRC.
- 1.17 Build Transit Center (by others). Construction scheduled for 2007.
- 1.18 Develop north entry & signage at intersection of Westview Parkway and Hillery Drive and provide linking road from Hillery Drive to parking lot south of District Computing/Distribution Center.
- 1.19 Develop Tower (#20) & Tower Plaza.
- 1.20 Build College Services Center & Police/Emergency Services substation (20,250 gross square feet) (#16).
Re-route road to Aviation/Administration to create room for College Services Center/Police/Emergency Services.
- 1.21 Relocate Police Services from Portable B1 into new facility.
- 1.22 Renovate former Library Building and relocate Admissions, Counseling, Disabled Student Programs & Services, Extended Opportunity Programs & Services, Assessment Services & Evaluations into Student Services Center (former Library Building) (#6).
- 1.23 Remove Portables B1 & C3.
- 1.24 Relocate classrooms and offices housed in T100 – 404 into new LLRC. Remove portables T100 - 404.
- 1.25 Relocate Police Academy off-site and remodel existing building (#11).
- 1.26 CET & ESL programs to move into remodeled former Police Academy building.
- 1.27 Remove Portable D4.
- 1.28 Remodel Aviation Building (#9).

Phase 2

- 2.1 Construct Arts & Humanities Classroom Building (40,500 gross square feet) (#24).
- 2.2 Relocate programs from Arts Village (portables B2, F301 - 304) into new Arts & Humanities Classroom Building.
- 2.3 Construct new Cafeteria/Bookstore & Student/Campus Center Building (60,750 gross square feet) (#22).
- 2.4 Relocate Mail Room from lower campus and Reprographics from upper campus to Student/Campus Center Building.
- 2.5 Relocate programs housed in B2, C5, D1, D2, D3, and S1 into Student/Campus Center Building.

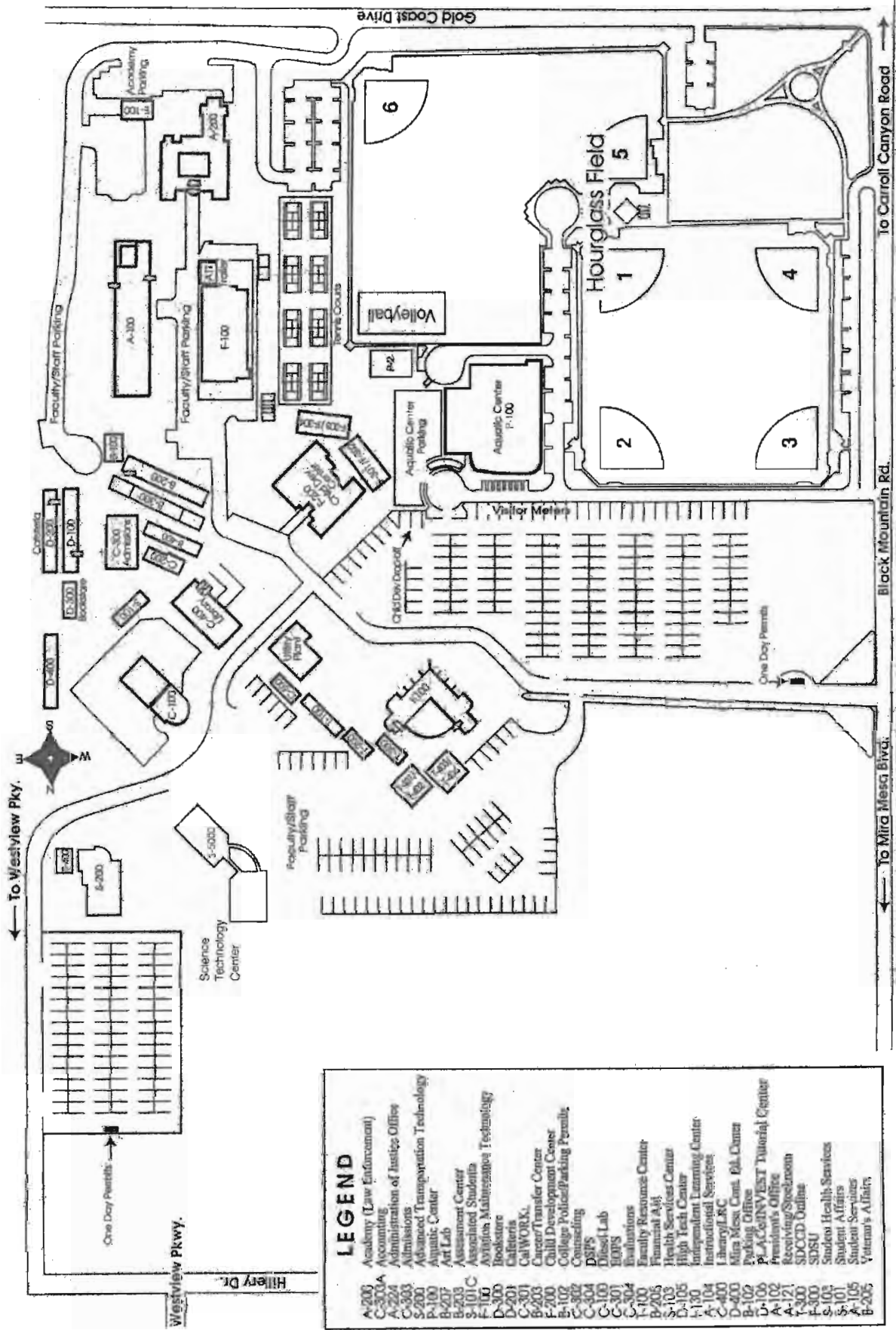
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Project Vicinity

Figure 2

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Miramar College - Existing Facilities

Figure 3




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BUILDING KEY

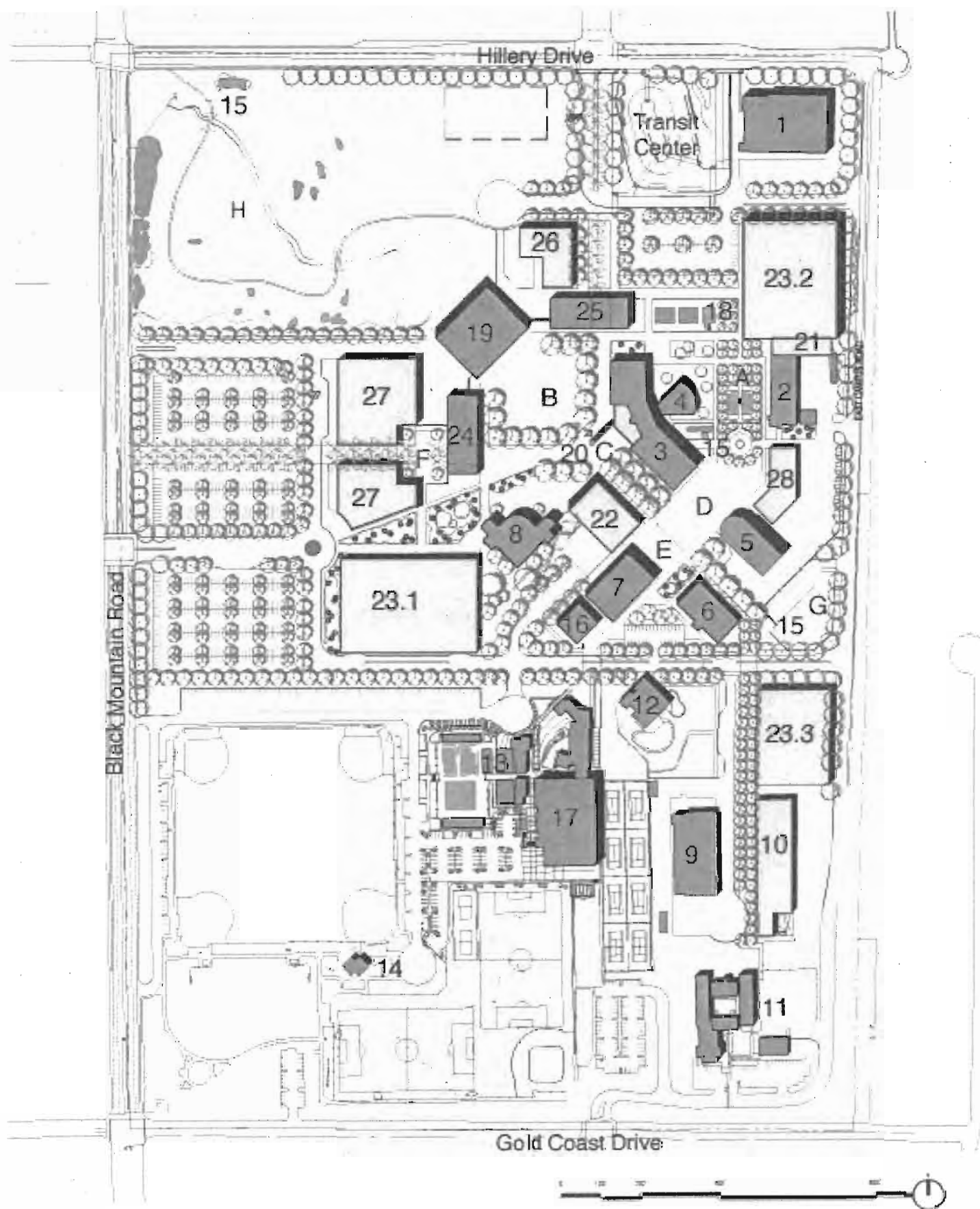
- | | | |
|--|--|--|
| 1. DISTRICT COMPUTING/
DISTRIBUTION CENTER | 10. OFFICES & CLASSROOMS | 21. AUTOMOTIVE BAYS |
| 2. AUTOMOTIVE TECHNOLOGY
CAREER INSTRUCTIONAL
BUILDING | 11. CET | 22. CAFETERIA/BOOKSTORE &
STUDENT/CAMPUS CENTER |
| 3. SCIENCE & TECHNOLOGY
BUILDING | 12. CHILD DEVELOPMENT | 23.1. PARKING STRUCTURE #1 |
| 4. SCIENCE & TECHNOLOGY
LECTURE HALL | 13. AQUATIC CENTER | 23.2. PARKING STRUCTURE #2 |
| 5. C-100 DIESEL TECHNOLOGY
LAB | 14. COMFORT STATION | 23.3. PARKING STRUCTURE #3 |
| 6. OVERFLOW CLASSROOM/
OFFICES | 15. UTILITIES | 24. ARTS & HUMANITIES
CLASSROOM BUILDING |
| 7. U-100 COGEN PLANT | 16. COLLEGE SERVICES CENTER
& POLICE/EMERGENCY
SERVICES SUBSTATION | 25. TECHNOLOGY CLASSROOM
BUILDING |
| 8. I-100 INSTRUCTIONAL
CENTER | 17. HEALTH EDUCATION
SCIENCE & PHYSICAL
CONDITIONING FACILITY | 26. ADMISSIONS,
ADMINISTRATION &
STUDENT SERVICES |
| 9. F-100 AVIATION
MAINTENANCE &
TECHNOLOGY CENTER | 18. GREENHOUSES &
BIOLOGICAL POND | 27. PERFORMING ARTS
COMPLEX |
| | 19. LIBRARY/LLRC | 28. TRANSPORTATION
TECHNOLOGY BUILDING
(MOTORCYCLES & BUSES) |
| | 20. TOWER | |

BUILDING STATUS

- | | |
|---|---|
|  | EXISTING BUILDINGS
TO REMAIN |
|  | NEW BUILDINGS PROPOSED
AS PART OF PROPOS |
|  | FUTURE BUILDINGS |

OUTDOOR SPACE KEY

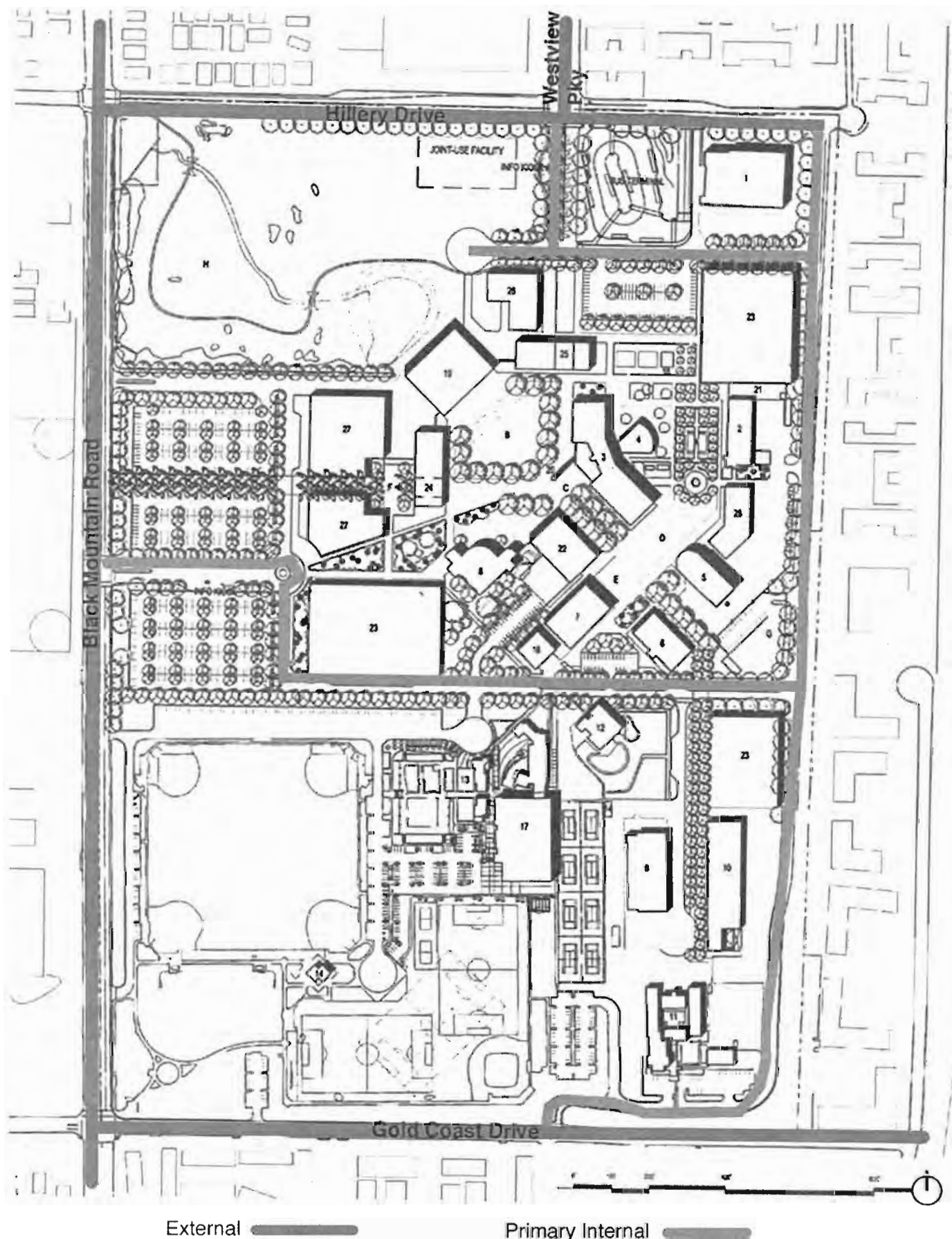
- | | |
|---|--|
| A | "LEAVE-A-LEGACY" PLAZA |
| B | CAMPUS QUADRANGLE |
| C | TOWER PLAZA |
| D | THE GREEN |
| E | STUDENT CENTER PLAZA |
| F | ARTS COURT |
| G | LANDSCAPE MAINTENANCE YARD |
| H | ENVIRONMENTAL PRESERVE (see Figure 5 for
details) |



Miramar College - Proposed Facilities Master Plan

Figure 4

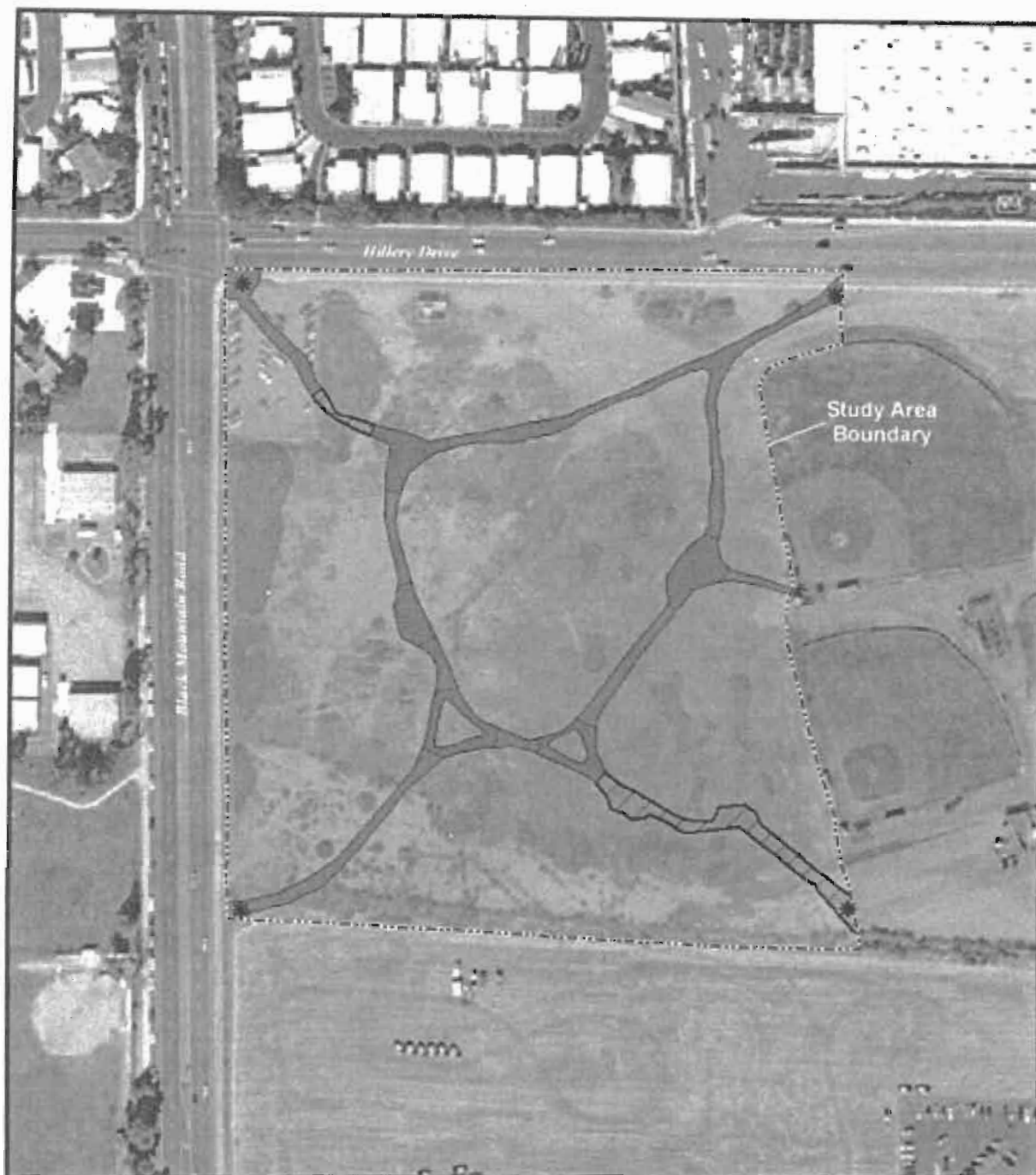
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Miramar College - Circulation System

Figure 4.1

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-  Existing Vernal Pool
-  Elevated Boardwalk
-  Decomposed Granite Path
-  Interpretive Node
-  Ecosystem Enhancement/Education Area
-  Biological Garden Information Signage

150 75 0 150
Feet

HELIX

Environmental Preserve Concept

Figure 5

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- 2.6 Remove portables C5, D1, D2, D3, and S1.
- 2.7 Construct new Technology Classroom Building (40,500 square feet) (#25).
- 2.8 Develop connector road to East Campus Road.
- 2.9 Construct Parking Structure 1.
- 2.10 Develop connector road from Black Mountain Road to East Campus Road.
- 2.11 Develop all remaining surface parking areas.
- 2.12 Construct Science & Technology Lecture Hall/Greenhouses/Bio Pond.
Reconfigure north general classrooms into lab classrooms.
- 2.13 Enlarge Maintenance Services Yard and provide additional space at northeast corner entrance of East Campus Road loop connector for tool crib & maintenance cart parking (electric vehicles). Screen from view.
- 2.14 Construct potential expansion of ATT Building.
- 2.15 Construct New Automotive Bays Building (6,910 gross square feet) (#21).

Phase 3

- 3.1 Construct Administration/Admissions Building (81,000 gross square feet) (#26).
- 3.2 Relocate administrative & admissions, counseling, evaluations, DSPS and EOPS functions from former Administration Building (#10) & Building #6 (former Library Building) into new Administration Building.
- 3.3 Construct Parking Structure 2.
- 3.4 Renovate old Administration Building (#10) and use for overflow classroom/office space.
- 3.5 Construct Parking Structure 3.
- 3.6 Construct Performing Arts Complex (81,000 gross square feet) (#27).
- 3.7 Construct Transportation Technology Building (#28) for motorcycles & buses or Diesel Program and re-use existing Diesel Building for Motorcycle/Bus Technology program.
- 3.8 Finalize all landscape development.

II. ENVIRONMENTAL SETTING:

The San Diego Miramar College campus is located in the northern portion of the metropolitan San Diego region (see Figure 1). More specifically, the 98.6-acre campus is located east of Black Mountain Road between Hillery Drive on the north and Gold Coast Drive on the south in the Mira Mesa Community in the City of San Diego (see Figure 2).

The existing Miramar College campus includes approximately 28 classroom, maintenance, and administrative buildings, asphalt- and concrete-paved driveways and parking areas, various athletic fields and associated facilities, and landscaped areas. Portions of the campus are currently under construction.

The northern portion of the site consists of vacant, undeveloped land, a Park-and-Ride parking lot on the southeast corner of the intersection of Hillery Drive and Black Mountain Road, a San Diego Gas and Electric Company (SDG&E) electric meter room, and a newly constructed campus warehouse building on the northeast corner of the site. Currently there are also six ball fields located on the south side of Hillery Drive on the campus of Miramar College. The San Diego Community College District, however, has determined that the area on which these fields are located must be vacated for eventual use by the District. Three of these ball fields will be re-located to the Camino Ruiz Neighborhood Park (see City of San Diego LDR # 40-0919 / SCH # 2001061047). The

City's EIR anticipated that the users of two ball fields would be accommodated at the existing Hourglass Field located south of Miramar College.

The central portion of the site consists of large asphalt-paved parking areas and a vacant gravel lot. The southern portion of the site consists of large grassy athletic fields and the Hourglass Field Community Park. Buildings associated with a law enforcement academy are located in the southeastern corner of the site.

The project site is relatively flat, with elevations generally between 500 and 525 feet above mean sea level (MSL). Drainage in the vicinity of the site is toward the west. Vegetation is limited to grass lawn areas and landscaping consisting of plants, shrubs, and moderate to large trees in developed areas, and grass, weeds, and brush in undeveloped areas.

The main entrance to the campus is from Black Mountain Road.

MTDBSANDAG is considering the construction of a transit center on the campus; the center would be located on the south side of Hillery Drive and west of the warehouse. The design for the center has not yet been completed.

Multi-family residential development projects are located to the east, north of Hillery Drive, and south of Gold Coast Drive. Wangenheim Middle School, Walker Elementary School, and a park with athletic fields are located to the west of Black Mountain Road.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study Checklist.

IV. DISCUSSION:

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

A. Geology/Soils

The following determinations were based upon a review of the City of San Diego's "Seismic Safety Study," the U.S. Department of Agriculture's "Soil Survey, San Diego Area," and a report entitled "Limited Geotechnical Evaluation, Miramar College Master Plan" that was prepared by Ninyo & Moore to address the project.

1. According to the City of San Diego's Seismic Safety Study, the project site is located in Hazard Category No. 51, which is considered a nominal risk zone. Therefore, the project would not result in the exposure of people or property to geologic hazards such as earthquakes, landslides, mud-slides, ground failure, or similar hazards. (A-1)
2. The soil is classified as "Redding gravelly loam, 2 to 9 percent slopes (RdC)." Although RdC has an erodibility rating of severe due to the shallow depth to hardpan, there would not be a significant increase in wind or water erosion of soils, either on or off the site due to the relatively flat terrain and project landscaping. (A-2 and A-4)

B. Air

1. Regional air quality impact significance derives in part from a project's consistency with the Regional Air Quality Strategy (RAQS), which utilizes SANDAG's growth forecasts to project future mobile source emissions. Development of the site would be consistent with the adopted Mira Mesa Community Plan and would, therefore, be consistent with the assumptions used in the growth forecast and RAQS. As a result, implementation of the project would not significantly affect the ability of the County to meet the Federal clean air standards according to the revised RAQS. Furthermore, the construction and operation of the facilities would be required to comply with all applicable air quality standards and regulations of the Air Pollution Control District (APCD) for stationary sources. Therefore, the proposal would not result in air emissions, which would substantially deteriorate ambient air quality. (B-2 and B-3)
2. The adjacent residential projects are sensitive receptors in terms of air quality, particularly elevated levels of carbon monoxide (CO) such as might be generated by cars in stop and go congestion or idling at traffic signals. The proposed project, however, will not result in such traffic conditions. Therefore, the adjacent residential projects will not be exposed to substantial pollutant concentrations.
3. Activities contemplated in the proposed facilities would not result in the creation of objectionable odors.
4. Short-term fugitive dust may be generated during the construction phase. Standard watering practices, however, would be utilized to minimize the amount of dust generated during construction.
5. Anticipated project scale and design would not result in any alteration of air movement in the area of the project.
6. Anticipated project scale and design would not result in a substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally.

C. Hydrology/Water Quality

1. There are no marine or fresh waters in the vicinity of the proposed project. Ninyo & Moore observed no natural surface water bodies, including ponds, streams, or other bodies of water, on the site at the time of the site reconnaissance. Therefore, the project would not result in any changes in currents, or the course or direction of water movements.
2. The subject area is currently undeveloped. The proposed structures and parking areas will increase the amount of impervious surface on the campus resulting in a change in absorption rates, drainage patterns, and the rate and amount of surface runoff. The impact, however, will be less than significant because of the flat terrain and construction of standard storm drain system.
3. The subject property is outside of the 500-year floodplain. Therefore, the proposal would not result in any alterations to the course or flow of floodwaters. (C-1)

4. There are no nearby surface waters that would receive direct runoff from the project site. There are no aspects of the proposal that would result in discharge into ground water, or in any alteration of ground water quality, including, but not limited to temperature, dissolved oxygen or turbidity.
5. The proposed facilities may utilize pesticides, herbicides, fertilizers, gas, oil, or other obnoxious chemicals. However, project design features and compliance with local, state, and federal regulations would preclude significant amounts of these chemicals from discharging into surface or ground waters.
6. There are no nearby river or stream channels, oceans, bays, inlets or lakes that receive direct runoff from the project site. Nor would the project result in any soil or sand erosion. Therefore, the project would not result in any change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake.
7. The subject property is outside of the 500-year floodplain. Therefore, the proposal would not result in any exposure of people or property to water related hazards such as flooding. (C-1)
8. The project site is not near any body of water. Therefore, the proposal would not result in any change in the amount of surface water in any water body.

D. Biology

HELIX Environmental Planning, Inc. prepared a technical report to assess the project's biological impacts. A summary of project impacts and proposed mitigation follows. (D-10)

Direct Impacts

Vegetation Communities

Approximately 1.0 total acre would be impacted by the proposed project (see Table 1 and Figure 6). The impact would be limited to non-native grassland, disturbed habitat, and developed areas.

<p style="text-align: center;">Table 1 IMPACTS TO VEGETATION COMMUNITIES</p>	
Vegetation Community	Acre(s)
Non-native grassland	0.60
Disturbed habitat	0.25
Developed	0.15
TOTAL	1.00



Source: HELIX Environmental Planning, Inc.

Biological Resources - Environmental Preserve

Figure 6

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Wetland/Riparian Habitats

No wetland habitats would be impacted by the development of the project, which has been designed to avoid impacts to all vernal pools and their associated micro-watersheds. The project also would avoid the disturbed wetland adjacent to the parking lot.

Upland Habitats

Coastal Sage Scrub

No coastal sage scrub habitat would be impacted by the project, which was designed to avoid direct impacts to existing coastal sage scrub.

Non-native Grassland

Approximately 0.6 acre of non-native grassland habitat would be directly impacted by the project (Figure 6). Direct impacts to grassland habitat would be a result of the creation of trails on site. Impacts to non-native grassland would occur with the restoration of the low quality grassland into a higher quality native sage scrub habitat. This area is not included in the 0.6 acre of permanent habitat loss as a result of trail construction. The non-native grassland is considered sensitive by most local agencies and would require mitigation for impacts.

Disturbed Habitat

Approximately 0.25 acre of disturbed habitat would be impacted by the project by development of the trail systems (Figure 6).

Developed

Approximately 0.15 acre of developed land would be impacted by the project (Figure 6).

Sensitive Plant Species

The proposed project would result in no impacts to sensitive or listed plant species.

Sensitive Animal Species

The proposed project would not impact any listed or sensitive animal species. The project was designed to avoid all vernal pools and their associated watersheds.

Sensitive Plant and Animal Species with Potential to Occur

Impacts to San Diego mesa mint, San Diego button celery, and prostrate navarretia would be considered significant if these species were to occur on site. These are all sensitive species, which would require species-specific conservation measures if impacts were proposed. Other sensitive plant species with potential to occur in the study area are listed in the technical report. No sensitive plant species were observed, and the potential for significant impacts to sensitive plant species (such as

federally and state listed endangered pool plants and narrow endemic species) is considered low based on recent and previous surveys of the study area.

Of those animal species that have not been observed but have potential to occur in the study area, only impacts to the federally listed endangered Riverside fairy shrimp would be significant. No Riverside fairy shrimp were observed during focused surveys of the study area. The potential for Riverside fairy shrimp to occur in the study area is considered low.

Jurisdictional Areas (Corps and CDFG)

No impacts to jurisdictional areas would result from development of the project.

Wildlife Corridors

Project development would not impact any wildlife corridor. The existing project area is not within or adjacent to any other open space or natural habitat area.

Indirect Impacts

Potential indirect project impacts consist of secondary effects of the project, including habitat insularization, drainage/water quality, lighting, noise, roadkill, exotic plant species, raptor foraging/nesting, nuisance animal species, and human intrusion. The magnitude of an indirect impact can be the same as a direct impact, but the effect usually takes a longer time to become apparent.

Vernal Pool Watersheds and Wetland Buffers

The project has been designed to avoid direct impacts to the vernal pools, watersheds, and disturbed wetland habitat. The project also is designed such that all natural runoff and existing drainage would be maintained to support the pools as they exist today. Any runoff from the re-development of the Miramar College site will be directed away from the vernal pools and this on-site ecological preserve, ensuring that no contaminated water from the project flows into the pools. With protection of the vernal pool watersheds and project design measures that direct runoff away, no indirect impacts due to a lack of sufficient preserved watershed are anticipated. Additionally, the project would not further isolate the avoided pools from seed sources or pollinators in adjacent areas. No indirect impacts to the watersheds of these pools are anticipated. Native habitat restoration throughout the site would help maintain the function and value of the preserved vernal pools and watersheds.

Other Indirect Impacts

Habitat Insularization

Habitat insularization is the fragmentation of large habitat areas into smaller islands effectively isolated from one another. Such fragmentation presents barriers to wildlife movement and breeding, splits animal and plant populations, and increases edge effects. Often, habitat insularization is associated with local species extirpations, since smaller habitat areas support relatively fewer species than larger ones. No impacts are expected to occur as a result of habitat insularization because the project already exists as a highly isolated area that is completely surrounded by

development. The proposed trails would be primarily at grade and would not result in any adverse habitat fragmentation.

Drainage/Water Quality

Landscaping and irrigation associated with the College Master Plan re-development may result in increased runoff. Runoff due to irrigation is often associated with increased erosion, sedimentation, and pollution, which could significantly impact water quality in sensitive habitat in the adjacent preserve area. All potential drainage and toxin impacts to biological resources in the nature preserve due to urban runoff would be minimized through project design features.

Lighting

The project site is not located near any wildlife corridors. Due to the urban nature of the site and the proposed usage (pedestrian trails), night lighting may be necessary for safety reasons. Streetlights already shine into the preserve area on the north and west of the site. Large baseball fields are located to the east of the site and may shine large overhead lighting during games. The redesign of the campus will remove the baseball fields, resulting in a reduction of nighttime lighting. Additional lighting is not anticipated to affect the wildlife in this park, as lighting already exists on site.

Noise

Noise impacts are not likely to impact any wildlife within the project site. Large roads border the site on the north and west. Construction activities are not anticipated to exceed the noise level already existing on site.

Roadkill

The project would result in an increase of vehicles servicing the area on Hillery Drive and Black Mountain Road. However, the project is not anticipated to result in an increase in roadkill as Miramar College is completely surrounded by development, yielding a low potential for wildlife to occur.

Exotic Plant Species

Non-native plants could colonize areas disturbed by construction and could potentially spread into the adjacent preserve areas. Such invasions could displace native plant species, reducing diversity, increasing flammability and fire frequency, change ground and surface water levels, and adversely affect the native wildlife that are dependent on native vegetation. Invasion of the preserve by non-native plants would be considered a significant impact. To prevent potentially significant impacts, the use of weedy species should be avoided in landscaping to prevent their spread into the open space.

Raptor Foraging/Nesting

Loss of upland habitats would result in a cumulative loss of raptor foraging habitat. This impact would be mitigated in conjunction with the upland habitat mitigation described below.

Human Intrusion

Increases in human activity in natural areas could result in degradation of sensitive vegetation communities by fragmenting habitat, forming edges (through creation of roads and additional trails), and removing existing plants. In addition, illegal dumping of landscape debris and trash may occur.

Mitigation Measures

Mitigation for Direct Impacts

Proposed mitigation for impacts to vegetation communities (Table 2) in the project area are presented below. Mitigation requirements follow the guidelines outlined in the City's Multiple Species Conservation Program (MSCP).

Table 2 PROPOSED MITIGATION FOR VEGETATION COMMUNITY IMPACTS				
Vegetation Community	Total Impacts	Mitigation Ratio	Required Mitigation	Available on Site
Upland Habitat				
Non-native grassland	0.6 acre	0.5:1	0.3	5.57

Vegetation Community

Upland Habitat

Mitigation for direct impacts to vegetation communities would be accomplished through on-site preservation as well as habitat restoration/enhancement.

Non-native Grassland

Non-native grassland on site is considered sensitive. The grassland habitat is highly disturbed and isolated but supports foraging food for raptors (small rodents). Impacts to non-native grassland would be mitigated for on site. The resulting mitigation would be habitat preservation and restoration. All areas not affected by trails and associated infrastructure will be restored and revegetated with coastal sage scrub species. The additional acreage of restoration would not be a mitigation requirement but an enhancement feature to the preserve design.

Sensitive Plant Species

No impacts to sensitive plant species would occur due to development of the ecological preserve on site; therefore, no mitigation is required.

Sensitive Animal Species

No mitigation for impacts to raptor hunting habitat (grassland habitat) would be required, but the above-described measures would be implemented to improve the function of habitat for wildlife.

No impacts to the listed San Diego fairy shrimp are anticipated with development of the preserve park area.

Mitigation for Indirect Impacts

Vernal Pool Watersheds

No indirect impacts are anticipated to the watersheds of the preserved vernal pools. Therefore, no mitigation measures are required. Some of the watershed areas will likely receive a native coastal sage scrub seed mixture, container plantings, and will be weeded to remove any invasive non-native plant species. The restoration of habitat adjacent to the vernal pools will improve the function and value of the watershed habitat. All trail development will remain at current grade as not to affect flow of water or any vernal pool watershed.

Other Indirect Impacts

To mitigate for edge effect impacts due to construction activities, invasive plant species, and water quality, the following measures would be implemented:

- A pre-construction meeting will be conducted with the project biologist and the construction supervisors. All sensitive areas to be avoided will be flagged, and the contractors will be informed that they are no-entry areas. Prior to construction of permanent fencing, the entire limits of construction will be fenced with silt fencing and orange construction fencing to preclude entry into sensitive open space areas. During grading and construction, a qualified biologist will conduct regular monitoring visits to assure that construction personnel and equipment do not encroach upon any sensitive areas.
- College redevelopment landscaping adjacent to the ecological preserve shall consist entirely of native species and/or non-invasive ornamental species.
- The use of structural and non-structural Best Management Practices (BMPs), Best Available Technology (BAT), and the use of sediment catchment devices downstream of paving activities will reduce potential impacts associated with construction. The project design shall comply with the Standard Urban Stormwater Management Plan and Municipal Stormwater Permit criteria of the State Water Resources Control Board (SWRCB).

Based on the findings presented above, the project would result in less than significant impacts in the following areas:

1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of animals or plants. (D-10)
2. A substantial change in the diversity of any species of animals or plants. (D-10)

Based on the findings presented above, the project would result in no impacts in the following areas:

3. Introduction of invasive species of plants into the area. (D-10)

4. Interference with the movement of any resident migratory fish or wildlife species. (D-10)
5. Based on the findings presented above, the project would impact non-native grassland, a sensitive habitat. A measure to mitigate impacts to non-native grassland is detailed in Section V, Mitigation Monitoring and Reporting Program (MMRP), of the Mitigated Negative Declaration (MND). Implementation of this measure will mitigate the impact on non-native grassland to a level below significance. (D-10)
6. Based on the findings presented above, the project would not result in the deterioration of existing fish or wildlife habitat. (D-10)

E. Noise

1. Although additional traffic, which would be generated by the proposal, may result in an increase in the existing ambient noise levels, the impact is not considered to be significant because of the distance between the traffic and the sensitive noise receptors to the east (i.e., multi-family residential).
2. The project would not generate noise that would result in the exposure of people to noise levels that exceed the City's adopted noise ordinance. (E-10)
3. The subject property is in the influence area of MCAS Miramar. The Miramar College campus is located in an area of less than 60 CNEL and is considered a compatible use. Therefore, the project would not expose people to current or future transportation noise levels that exceed standards as established in the Transportation Element of the General Plan. (E-5 and E-10)

F. Light, Glare and Shading

1. Due to the location on campus and separation resulting from the adjoining street rights-of-way, the proposed project would not result in any substantial light or glare on other properties. (F-1 and F-2)
2. Due to the location on campus, the height of the buildings, and separation resulting from the adjoining street rights-of-way, the proposed project would not result in any shading of other properties. (F-1 and F-2)

G. Land Use

1. The Land Use Map (page 5) and the Recommended School Facilities Map of the adopted Mira Mesa Community Plan and Local Coastal Program Land Use Plan show the project site as Miramar College. The Progress Guide and General Plan Map, as revised in April, 1992, designates the subject project as "Colleges and Universities." (G-2 and G-3)
2. A review of the Community Plan did not reveal any conflict with the goals, objectives, and recommendations of the community plan in which it is located. (G-3)
3. The project is not located within the City of San Diego Multi-Habitat Planning Area as shown in Figure 5 of the City of San Diego MSCP Subarea Plan. Nor is

the project in conflict with any other adopted environmental plans for the area. (G-8)

4. According to the NAS Miramar Comprehensive Land Use Plan Land (CLUP), 1992, the campus is located within the Airport Influence Area. The CLUP, however, does not identify any aircraft accident potential within the vicinity of the project site nor are there any land use/noise incompatibilities. (G-6)

H. Natural Resources

1. The soil is classified as “Redding gravelly loam, 2 to 9 percent slopes (RdC)” and is considered a suitable source for gravel. The site is located in the MRZ-2 Area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exist. The City of San Diego Progress Guide and General Plan also identifies the project site as being in an area with sand and gravel resources. However, the General Plan goals and recommendations focus on major areas suitable for mining as opposed to relatively small areas within an already urbanized area. Therefore, the proposal would not result in the prevention of future extraction of sand and gravel resources that are considered significant. (H-1, H-2 and H-3)
2. The site has not been in the recent past nor is it currently being used for any agricultural use. The soil is classified as “Redding gravelly loam, 2 to 9 percent slopes (RdC)” and is not considered suitable for agriculture. Therefore, the project would not result in the conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land. (H-2)

I. Recreational Resources

As shown in the Mira Mesa Community Plan, the 30-acre Hourglass Field Community Park is located on the southeast portion of the Miramar College Campus. The park, however, would not be impacted by the project. There are no other existing or proposed recreational facilities or resources either on site or within the vicinity of the project that would be impacted by the proposal. (I-2)

J. Population

The Mira Mesa Community Plan does not designate the site for residential use nor would the proposal alter the planned location, distribution, density, or growth rate of the population of the area. (J-2)

K. Housing

No housing units are currently located on the project site nor does the Mira Mesa Community Plan designate the site for residential use. Furthermore, the proposed project would not affect existing housing in the community, nor create a demand for additional housing. (K-2)

L. Transportation/Circulation

Darnell & Associates conducted a traffic study (L-7) dated September 30, 2005, to assess short-term project and cumulative traffic impacts of the project. The traffic study was predicated upon a maximum student enrollment of 25,000 students. The increase in student population was the basis for generating traffic on site and to the

surrounding street network. The traffic study was revised based on comments from the City of San Diego Traffic Engineering Division. A summary of the revised traffic study, dated February 5, 2007, follows:

Near Term (2007)

- In the near term (3-5 years), the increase in campus growth (980 new students and associated facility) would generate approximately 1,568 new daily trips, with 144 occurring in the morning peak hour and 143 occurring in the evening peak hour. The near term analysis incorporates the date for the proposed Mira Mesa/Miramar College Transit Center to be constructed by SANDAG on the southeast corner of Hillery Drive and Westview Parkway.
- For the near term condition, the project demonstrates a daily traffic impact on Gold Coast Road from Black Mountain Road to Maya Linda Road. This facility has an existing deficiency for daily traffic and the proposed expansion contributes significantly to this deficiency. However, observation of actual operation demonstrates that Gold Coast Road can accommodate the daily traffic volume due to access and circulation from the existing college, apartments, and park, which do not generate through traffic. No mitigation is recommended for this segment. Subject to the concurrence of the City of San Diego, the District will restripe Gold Coast Drive to three-lane collector street standards (one travel lane in each direction and a center two-way left turn lane). The prohibition of parking on both sides of Gold Coast Drive may be required to accommodate this improvement.
- For the near term condition, the project demonstrates a daily traffic impact on Hillery Drive from Black Mountain Road to Westview Parkway. Subject to the concurrence of the City of San Diego, the District in conjunction with SANDAG will restripe Hillery Drive from Black Mountain Road to Westview Parkway to provide two travel lanes in each direction including intersection modification at Hillery Drive/Black Mountain Road for an exclusive westbound to northbound right turn lane.
- For the near term condition, the project does not demonstrate significant impacts on study area intersections. However, subject to the concurrence of the City of San Diego, the District in conjunction with SANDAG will modify the Westview Parkway/Hillery Drive intersection to accommodate additional access and the proposed Mira Mesa/Miramar College Transit Center (to be constructed by SANDAG), including construction of the southern leg and modifications to the traffic signal to support all turning movements. A deficiency exists at the intersection of Black Mountain Road/Mira Mesa Boulevard, which currently operates at LOS E. The project does not have a significant impact at this location and would not be required to propose mitigation for an off-site deficiency.

Buildout (2030)

- At project buildout in the year 2030, the increase in campus growth (4,870 new students per day and associated faculty) would generate approximately 7,792 daily trips, with 717 occurring in the morning peak hour and 709 occurring in the evening peak hour.
- Based on the buildout daily analysis, with traffic volumes generated from

SANDAG modeling, the following roadways demonstrate deficiencies with or without the project project contributes significantly to the following roadway segments:

- Mira Mesa Boulevard from Westview Parkway to Interstate 15 - This segment operates at LOS with or without the project. The project meets significance criteria and contributes to the deficiency on this segment. The adopted community plan, however, acknowledges this facility will carry 90,000 ADT on an 8-lane Prime Arterial configuration in the future. This segment and has been adopted by the community plan with overriding considerations for the deficiency. The buildout forecast with the proposed project does not exceed community plan assumptions and Thus, no mitigation is recommended.
- Hillery Drive west of Black Mountain Road - This segment fails based on a daily analysis; however, a peak hour analysis demonstrates acceptable operation. This segment is congested primarily during elementary school drop off and pick up and does not generate significant through volumes on a daily basis. This segment is expected to operate at LOS F with or without the project for the buildout condition. The project, however, meets significance criteria and contributes to the deficiency on this segment.
- Hillery Drive between Black Mountain Road and Westview Parkway - This segment demonstrates deficiencies where the project has a significant impact. The District will contribute to the City of San Diego the project's fair share of the cost for improving this segment to four lane collector street standards (72' within 92' right-of-way). requires improvement to the community plan designation of a 4-lane collector road. The south side of Hillery Drive is improved to ultimate right-of-way. Widening is expected to occur on the north side, which may require acquisition of right-of-way from existing development. In the interim, this road can be re-stripped without significant construction to accommodate four lanes. In conjunction with the development of the transit center, SANDAG is proposing to restripe this segment of Hillery Drive to four lanes in fiscal year 2007 or not later than operation of the transit center in consultation with and satisfactory to the City of San Diego Engineer. The San Diego Community College District will participate in this interim mitigation.
- Gold Coast Drive between Black Mountain Road and Maya Linda Road - This segment will be improved in the near term to a 3-lane configuration (2-travel lanes and a two-way left turn lane). For the future condition, this segment would operate at LOS E with or without the proposed project. The project meets significance criteria and contributes to the deficiency on this segment. To mitigate for this impact, the District will contribute to the City of San Diego the project's fair share of the cost of restriping this segment to provide an exclusive westbound to northbound right turn lane. operates at a deficiency; however, it was concluded that the demand on Gold Coast Drive is dispersed at driveways, including the park, college, and apartments. This facility does not function to carry through traffic and significant queuing does not occur. No improvements are recommended on Gold Coast Drive between Black Mountain Road and Maya Linda Road.

Based on the findings presented above and the mitigation measures specified in Section V. of the Mitigated Negative Declaration, the project would result in less than significant impacts in the following areas:

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

The project would also result in no impact or less than significant impacts in the following areas:

3. The Traffic Study identified a shortfall of approximately 584 parking spaces on campus at buildout. The District has agreed to mitigate this shortfall by constructing additional levels of parking in the proposed garage. Therefore, the project will not result in an increase demand for off-site parking.
4. Based on the parking described in 3 above, the project will not have any effect on existing parking.
5. As shown in the adopted Mira Mesa Community Plan in Figure 11, existing bus routes 210, 20, and 30/31 currently serve Miramar College via Black Mountain Road. The increase patronage resulting from the additional students, staff and faculty will not significantly impact these facilities. There is also an existing parking and ride facility north of Hillery Drive that will not be impacted by the proposed project.

As shown in the adopted Mira Mesa Community Plan in Figure 12, recommended transit facilities that will serve Miramar College include bus routes along Black Mountain Road, a light rail transit line (under study) along Black Mountain Road, and a rail station (under study), bus transfer facility, and a park and ride north of Hillery Drive. According to SANDAG (letter November 14, 2005) "light rail transit service and/or stations are no longer actively being considered in this area. However, there is consideration of providing bus priority along Carroll Canyon Road."

San Diego Association of Governments (SANDAG) is proposing the development of the Mira Mesa/Miramar College Transit Center on the southeast corner of Hillery Drive and Westview Parkway on land to be leased from the San Diego Community College District. The proposed project incorporates the proposed transit center.

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

6. The proposed project will not alter present circulation movements nor have an effect on existing public access to the 30-acre community park located on the southwest portion of the Miramar College Campus. There are no nearby beaches, open space areas, or other parks that would be affected by the project. (L-2)
7. The increased traffic as discussed above would not result in a significant increase in hazards to motor vehicles, bicyclists or pedestrians.

M. Public Services

The adopted Mira Mesa Community Plan addresses the need for public services to accommodate the planned land use, and the proposed project is consistent with the adopted community plan. Therefore, the proposal would not result in a need for new or altered governmental services including fire protection, police protection, schools, parks or other recreational facilities, maintenance of public facilities (including roads), or other governmental services. (M-2)

N. Utilities

The adopted Mira Mesa Community Plan addresses the need for utilities to accommodate the planned land use, and the proposed project is consistent with the adopted community plan. Therefore, the proposal would not result in a need for new systems, or require substantial alterations to existing utilities, including power, natural gas, communications systems, water, sewer, storm water drainage, or solid waste disposal. (N-1)

O. Energy

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

P. Water Conservation

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

Q. Neighborhood Character/Aesthetics

1. The proposed project would not result in the obstruction of any vista or scenic view from a public viewing area. (Q-4)
2. The design of the proposed project would ensure that the proposal would not result in the creation of a negative aesthetic site or project. (Q-4)
3. Adjacent multi-family residential projects north and east of the site are three stories with stucco and tile roofs and occupy large footprints. The proposed two-story structures with smaller footprints would have less bulk and scale than the adjacent residential projects. Although different, the proposed project’s style of architecture and material would not be incompatible with the adjacent residential projects. (Q-4)
4. Although the proposed improvements would occur on a currently vacant portion of the campus, the surrounding area is urbanized. Therefore, the proposed two-

story structures and parking would not result in any substantial alteration to the existing character of the area. (Q-4)

5. There are no trees on the site of the proposed improvements. Therefore, the proposal would not result in the loss of any distinctive or landmark tree(s) or a stand of mature trees. (Q-4)
6. The site is relatively flat. Therefore, the proposal would not result in any substantial change in topography or ground surface relief features. (Q-4)
7. There are no unique geologic or physical features that would be lost, covered, or modified by the project. (Q-4)

R. Cultural Resources

Kyle Consulting conducted a Cultural Resource Survey for the project. The study (dated May 2004) included a literature review, record search, and field survey of the project site. No prehistoric or historic sites were identified within the study area by the literature review, record search, or the field survey, and no additional cultural resource work is recommended for the proposed project. (R-6)

Based on the findings presented above, the proposal would not result in:

1. The alteration of or the destruction of a prehistoric or historic archaeological site;
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site;
3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object; nor
4. Any impact to existing religious or sacred uses within the potential impact area. (R-6)

S. Paleontological Resources

The project site is underlain by the Lindavista Formation, which is assigned a high paleontological (fossil) resource sensitivity in the Mira Mesa area. If excavation for building foundation exceeds more than 2,000 cubic feet and greater than 10 feet in depth, the project would result in the loss of paleontological resources. Therefore, a mitigation monitoring program as presented in the Section V. of the Mitigated Negative Declaration will be carried out. (S-2 and S-3)

T. Human Health/Public Safety

Ninyo & Moore prepared a Hazardous Materials Technical Study (HMTS) for the project. (T-6) The scope of work included the following:

1. Reviewed readily available maps, reports and other environmental documents pertaining to the site.
2. Conducted interviews with the appropriate property representatives regarding the environmental status of the site.
3. Performed a limited site reconnaissance to visually identify areas of possibly contaminated surficial soil or surface water, improperly stored hazardous

materials, possible sources of polychlorinated biphenyls (PCBs), and possible risks of contamination from activities at the site and adjacent properties.

4. Reviewed available regulatory agency databases for the site and for properties located within a 1,000-foot radius of the site. The purpose of this review was to evaluate the possible environmental impact to the site. Databases identified locations of known hazardous waste sites, landfills, and leaking underground storage tanks, permitted facilities that utilize underground storage tanks, and facilities that use, store or dispose of hazardous materials.
5. Reviewed readily available local regulatory agency files for properties of potential environmental concern located within the study area (i.e., site and properties within a 1,000- foot radius of the site). Requests were made to the San Diego County Department of Environmental Health (DEH).
6. Reviewed readily available historical aerial photographs of the study area.
7. Prepared a HMTS report documenting findings and providing opinions and recommendations regarding possible environmental impacts at the site.

The report (dated July 26, 2004) addressed the following relevant issues as stated in the State CEQA Guidelines Checklist:

1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Based on Ninyo & Moore's review of the environmental database report, facilities appearing on the Resource Conservation Recovery Act (RCRA) Generator list, the Underground Storage Tank/Aboveground Storage Tank (UST/AST) list, and the Leaking Underground Storage Tank (LUST) list may be involved in the transport, use, or disposal of hazardous materials. However, based on the information reviewed in preparing the HMTS, Ninyo & Moore concluded that there is a low likelihood that: (1) the facilities appearing on these databases, as discussed in Sections 5, 6, and 7 of the HMTS, have negatively impacted the environmental integrity of the subject site of study area, and (2) the facilities appearing on these databases would create a significant hazard to the public or the environment, during the construction of the proposed campus improvements, through the routine transport, use, or disposal of hazardous materials.

2. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Based on Ninyo & Moore's review of the environmental database report, facilities appearing on the LUST list may be involved in reasonably foreseeable upset and accident conditions associated with the release of hazardous materials into the environment. However, based on the information reviewed in preparing the HMTS, Ninyo & Moore concluded that there is a low likelihood that: (1) the facilities appearing on these databases, as discussed in Sections 5, 6, and 7 of the HMTS, have negatively impacted the environmental integrity of the subject site or study area, and (2) the facilities appearing on these databases would create a significant hazard to the public or the environment, during the construction of the proposed campus improvements, through reasonably

foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

3. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Walker Elementary School and Waggenheim Middle School, which are located on the west side of Black Mountain Road and immediately west of the campus, are within one-quarter mile of the campus.

Based on Ninyo & Moore's review of the environmental database report, facilities appearing on the RCRA Generator list, the UST/AST list, and the LUST list have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of Walker Elementary School and Waggenheim Middle School. However, based on the information reviewed in preparing the HMTS, Ninyo & Moore concluded that there is a low likelihood that: (1) the facilities appearing on these databases, as discussed in Sections 5, 6, and 7 of the HMTS, have negatively impacted the environmental integrity of the subject site or study area, and (2) the facilities appearing on these databases would, during the construction of the proposed campus improvements, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter of the schools.

4. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Based on Ninyo & Moore's review of the environmental database report, facilities appearing on the RCRA Generator list, the UST/AST list, and the LUST list may be considered hazardous materials sites that have the potential to create a significant hazard to the public or the environment. However, based on the information reviewed in preparing the HMTS, Ninyo & Moore concluded there is a low likelihood that: (1) the facilities appearing on these databases, as discussed in Sections 5, 6, and 7 of the HMTS, have negatively impacted the environmental integrity of the subject site or study area, and (2) the facilities appearing on these databases would, during the construction of the proposed campus improvements, create a significant hazard to the public or environment as a result of being a hazardous materials site.

Note that while the subject site was owned by the Navy and used as a Navy airfield from approximately 1945 to approximately 1957, the use of the airfield was reportedly limited to emergency landings (a dive bomb practice area associated with the airfield was located approximately 400 feet north of the northern boundary of the site). The airfield was then converted for use as an automobile racing track until approximately 1964. Buildings or other structures (e.g., a fueling facility) were not visible in aerial photographs covering this time period. Based on this information, there is a low likelihood that the prior use of the site as an airfield and automobile racing track presents an environmental threat to the site at the present time. According to the database search, registered USTs are located at nine sites in the study area as indicated in Section 5 of the HMTS. Appendix C of the HMTS contains a complete listing of sites containing

registered USTs. The potential exists for soil and groundwater contamination to be present at any UST site, regardless of whether a release has been reported.

The unauthorized release of gasoline that occurred on the subject site in 1989 has been granted case closure by the DEH. In addition, based on the results of the soil sampling conducted at the time of tank removal activities, the DEH concluded that no further site assessment was required with regard to the removal of the three additional USTs located on the site. However, local agency remediation goals are based on cleanup levels designed to protect water quality. Residual contamination remaining on the site below remediation goal levels may present non-water quality risks to the environment, such as a human health risk, or create a condition of pollution or nuisance not addressed by the regulatory agency cleanup requirements. Residual contamination may be of particular concern during subsurface construction activities, when the contaminant pathway is often the most direct and shortest. For this reason, the following precautions should be observed during excavation activities associated with the proposed improvements:

- Caution should be taken during excavation activities near areas known to contain or formerly contain USTs, underground oil/water separators, or contaminated soil associated with unauthorized releases, because of the potential for encountering documented and undocumented releases of contaminants that may have occurred within or adjacent to these areas.
- Contract specifications associated with the proposed construction activities should include a line item for loading, transportation, and disposal of any contaminated soil generated during the project.
- A Site Safety Plan should be prepared and implemented prior to initiation of construction activities within the boundaries of the project area to reduce potential health and safety hazards to workers and the public.

During construction activities, it may be necessary to excavate existing soil within the study area at the site, or to bring fill soils into the study area site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, such as the areas of stained soil in the enclosed equipment yard adjacent to the diesel laboratory, the following mitigation measures are required:

- Prior to excavation or removal activity, appropriate sampling shall be conducted to determine whether the soil is considered as hazardous or non-hazardous.
- Soils characterized as hazardous should be disposed only at a landfill that accepts contaminated.
- In the event that buried objects or evidence of unauthorized disposal of hazardous materials or wastes is discovered during construction activities, soil excavation should cease until an environmental professional has assessed the excavation.
- Fill soils also should be sampled to ensure that imported soil is free of contamination prior to placement.

A survey of interiors of buildings or other structures was not included in Ninyo & Moore's scope of work. There is the potential for hazardous materials to be present in the buildings to be demolished or renovated. Therefore, the following mitigation measures are required:

- A hazardous building materials survey should be performed at buildings in the study area prior to demolition or renovation activities. This type of survey typically addresses lead-based paint (LBP), asbestos-containing materials (ACMs), polychlorinated biphenyls (PCBs) in electrical equipment, mercury switches, and heating/cooling systems. Such a survey should be conducted under the direct supervision of a State of California certified asbestos consultant and EPA lead assessor. Prior to demolition or renovation work which would disturb identified ACMs, LBP, or other hazardous materials, a licensed abatement removal contractor should remove and properly dispose of the hazardous material(s) in accordance with applicable local, state and federal regulations. A California certified consultant should prepare a bid specification document, perform abatement project planning, site and air monitoring, oversight and reporting activities. Any ASTs identified in this study that are removed during redevelopment activities, and that contain hazardous substances, should be removed under permit by the DEH, and properly disposed in accordance with local, state and federal regulations.

In the event that USTS, not identified in the HMTS, or undocumented areas of contamination are encountered, the following mitigation measures are required:

- Work should be discontinued until appropriate health and safety procedures are implemented. A contingency plan should be prepared to address contractor procedures for such an event, to minimize the potential for costly construction delays. In addition, either the DEH or the RWQCB, depending on the nature of the contamination, should be notified regarding the contamination. Each agency and program within the respective agency has its own mechanism for initiating an investigation. The appropriate program (e.g., the DEH Local Oversight Program for tank release cases, the DEH Voluntary Assistance Program for non-tank release cases, the RWQCB for non-tank cases involving groundwater contamination) should be selected based on the nature of the contamination identified. The contamination remediation and removal activities should be conducted in accordance with pertinent local, state, and federal regulatory guidelines, under the oversight of the appropriate regulatory agency.

U. Mandatory Findings of Significance

1. The project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
2. The project would not achieve short-term, to the disadvantage of long-term, environmental goals.
3. No impacts have been identified which are individually limited, but cumulatively considerable.

4. Redevelopment of the site would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

V. RECOMMENDATION:

On the basis of this initial evaluation:

- ☐ The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

CONTACT: Damon Schamu, Vice Chancellor

Attachments: Initial Study Checklist
Initial Study Checklist References

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Attachment A

INITIAL STUDY CHECKLIST

This checklist is designed to identify the potential for significant environmental impacts which could be associated with the proposed project. These determinations are explained in Section IV of the Initial Study.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. <u>GEOLOGY/SOILS.</u> Would the proposal result in:				
1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Any increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. <u>AIR QUALITY.</u> Would the proposal result in:				
1. Air emissions which would substantially deteriorate ambient air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The creation of objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. The creation of dust?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Any alteration of air movement in the area of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. A substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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C. HYDROLOGY/WATER QUALITY. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Alterations to the course or flow of flood waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Discharge into surface or ground waters, or in any alteration of surface or ground water quality including, but not limited to temperature, dissolved oxygen or turbidity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Discharge into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Change in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

D. BIOLOGY. Would the proposal result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A substantial change in the diversity of any species of animals or plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Introduction of invasive species of plants into the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Interference with the movement of any resident migratory fish or wildlife species?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. An impact on a sensitive habitat, including, but not limited to streamside vegetation, oak woodland, vernal pools, coastal salt marsh, lagoon, wetland, or coastal sage scrub or chaparral?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Deterioration of existing fish or wildlife habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E. NOISE. Would the proposal result in:

1. A significant increase in the existing ambient noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of people to noise levels which exceed the local agency's adopted noise ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Exposure of people to current or future transportation noise levels which exceed standards as established in the Transportation Element of the local agency's General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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F. LIGHT, GLARE AND SHADING. Would the proposal result in:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Substantial light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Substantial shading of other properties? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

G. LAND USE. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. A land use which is inconsistent with the adopted community plan land use designation for the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. A conflict with the goals, objectives and recommendations of the community plan in which it is located? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. A conflict with adopted environmental plans for the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Land uses which are not compatible with aircraft accident potential as defined by the ALUC's Airport Land Use Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

H. NATURAL RESOURCES. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. The prevention of future extraction of sand and gravel resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

I. RECREATIONAL RESOURCES. Would the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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J. POPULATION. Would the proposal alter the planned location, distribution, density, or growth rate of the population of any area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
K. <u>HOUSING</u> . Would the proposal affect existing housing in the community, or create a demand for additional housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
L. <u>TRANSPORTATION/CIRCULATION</u> . Would the proposal result in:				
1. Traffic generation in excess of specific/ community plan allocation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. An increase in projected traffic which is substantial in relation to the capacity of the street system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. An increased demand for off-site parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Effects on existing parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Substantial impact upon existing or planned transportation systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Increase in traffic hazards to motor vehicles bicyclists or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
M. <u>PUBLIC SERVICES</u> . Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
N. <u>UTILITIES</u> . Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:				
1. Power?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Sewer?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O. <u>ENERGY</u> . Would the proposal result in the use of excessive amounts of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
P. <u>WATER CONSERVATION</u> . Would the Proposal result in:				
1. Use of excessive amounts of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Landscaping which is predominantly non-drought resistant vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Q. <u>NEIGHBORHOOD CHARACTER/ AESTHETICS</u> . Would the proposal result in:				
1. The obstruction of any vista or scenic view from a public viewing area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. The creation of a negative aesthetic site or project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Project bulk, scale, materials, or style which would be incompatible with surrounding development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Substantial alteration to the existing character of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. The loss of any distinctive or landmark tree(s), or a stand of mature trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Substantial change in topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

R. CULTURAL RESOURCES. Would the proposal result in:

1. Alteration of or the destruction of a prehistoric or historic archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Any impact to existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
S. <u>PALEONTOLOGICAL RESOURCES.</u> Would the proposal result in the loss of paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T. <u>HUMAN HEALTH/PUBLIC SAFETY.</u> Would the proposal result in:				
1. Creation of any health hazard or potential health hazard (excluding mental health)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Expose people or the environment to a significant hazard through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Create a future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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U. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts would endure well into the future.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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Attachment B

INITIAL STUDY CHECKLIST REFERENCES

A. Geology/Soils

- X A-1 City of San Diego. Updated 1995. Seismic Safety Study. August 21. Sheet 35.
- X A-2 U.S. Department of Agriculture. 1973. Soil Survey, San Diego Area. California Parts I and II. December. Part II, 1975. Sheet 44.
- A-3 U.S. Department of Agriculture. 1975. Soil Survey (Soil Interpretation Manual), Part - III. June.
- X A-4 Site Specific Report: Ninyo & Moore. 2004. Limited Geotechnical Evaluation, Miramar College Master Plan. May 5.

B. Air

- B-1 California Clean Air Act Guidelines (Indirect Source Control Programs), 1990.
- X B-2 Air Pollution Control District. 1992. Regional Air Quality Strategy (RAQS). June 30.
- X B-3 San Diego Association of Governments (SANDAG)/Sourcepoint. 1999. 2020 Regionwide Forecast. February.
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