# PEIR Appendix A

## Notice of Preparation

San Diego Community College District

City College · Mesa College · Miramar College · College of Continuing Education

*Operations, Enterprise Services, and Facilities*
*Executive Operations Officer*
*District Architect*
*Construction Management*
*Real Property*
*619-388-6546*

December 5, 2025

**Subject:** Notice of Preparation of a Draft Program Environmental Impact Report

**To:** State Clearinghouse, Responsible and Trustee Agencies, Interested Individuals and Organizations

**Lead Agency:** San Diego Community College District

**Project Title:** San Diego City College Facilities Master Plan

**NOTICE IS HEREBY GIVEN** that the San Diego Community College District (District) will prepare a Program Environmental Impact Report (PEIR) for the San Diego City College (City College or campus) Facilities Master Plan (FMP or project). The purpose of this notice is to (1) serve as a Notice of Preparation (NOP) of the PEIR pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082; and (2) advise and solicit comments and suggestions regarding the scope and content of the PEIR to be prepared for the project.

**NOTICE OF PREPARATION**: The District, as the lead agency under CEQA, is soliciting public and agency input on the scope and content of the PEIR to be prepared for the project. The District requests that responsible and trustee agencies respond in a manner consistent with CEQA Guidelines Section 15082(b). Pursuant to California Public Resources Code Section 21080.4, responsible and trustee agencies must submit any comments in response to this notice no later than 30 days after receipt. The public review period will start on Friday, December 5, 2025, and will close on Monday, January 5, 2026, at 5:00 p.m. A copy of the NOP can be viewed electronically on the District's website under the heading "Environmental Notices" at: https://www.sdccd.edu/departments/operations/construction/index.aspx, as well as at the District Planning, Design, and Construction office at 1450 Frazee Road, Suite 500, San Diego, California 92108.

**WRITTEN COMMENTS**: We ask that any person wishing to comment on the NOP provide written comments by the end of the public review period at **5:00 p.m., Monday, January 5, 2026**. Electronic comments are preferred and can be sent via email to **SDCCDMeasureHH@sdccd.edu** with **"NOP Comments for City College FMP"** in the subject line. Comments may also be submitted by mail to the following address, provided they are postmarked no later than the close of the public review period:

**San Diego Community College District**
**1450 Frazee Road, Suite 500**
**San Diego, California 92108**

**PROJECT LOCATION**: The project area or FMP area refers collectively to all improvement areas across the approximately 44-acre City College campus located in the downtown community planning area of the City of San Diego, San Diego County, California. The City College campus currently consists of 40 buildings totaling approximately 1,344,512 gross square feet (GSF) with North Campus and South Campus separated by Park Boulevard and Russ Boulevard. San Diego High School is nestled between these two areas to the northeast. North Campus is bounded by Interstate (I-) 5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and State Route (SR) 163 on the west. South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15th Street on the west. Figure 1, *Regional Location*, shows the location of the campus within San Diego County. Figure 2, *Campus Boundary*, provides an aerial photograph of the campus and shows its boundaries.

**PROJECT BACKGROUND**: San Diego City College is a public, two-year community college administered by the District and offering 250 majors and certificate programs across its five schools. The FMP for City College describes physical improvements required to achieve the strategic goals of the campus's Educational Plan and to accommodate anticipated student growth. The current FMP was developed through a collaborative process with community, District, and City College stakeholders extending from February 2021 through March 2022. The designs and concepts presented in the FMP are conceptual and intended to serve as a framework for the future detailed design of campus improvements as funding becomes available. On November 5, 2024, San Diego voters approved Measure HH, authorizing the District to issue $3.5 billion in bonds for District facility upgrades. Based on the campus facility needs and potential improvements described in the master plan for each District campus, certain projects have been prioritized to move forward with initial funding from Measure HH bond sales.

**PROPOSED PROJECT**: Based on current campus challenges and anticipated growth, the FMP recommends a series of physical improvements across the City College campus. The specific improvements recommended for construction in the FMP include approximately 735,000 GSF of new construction with approximately 680 new parking spaces. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. As the FMP is conceptual in nature, the exact architectural programming and design of each project would be developed during project implementation in coordination with user groups. Specific projects identified for development under the FMP include:

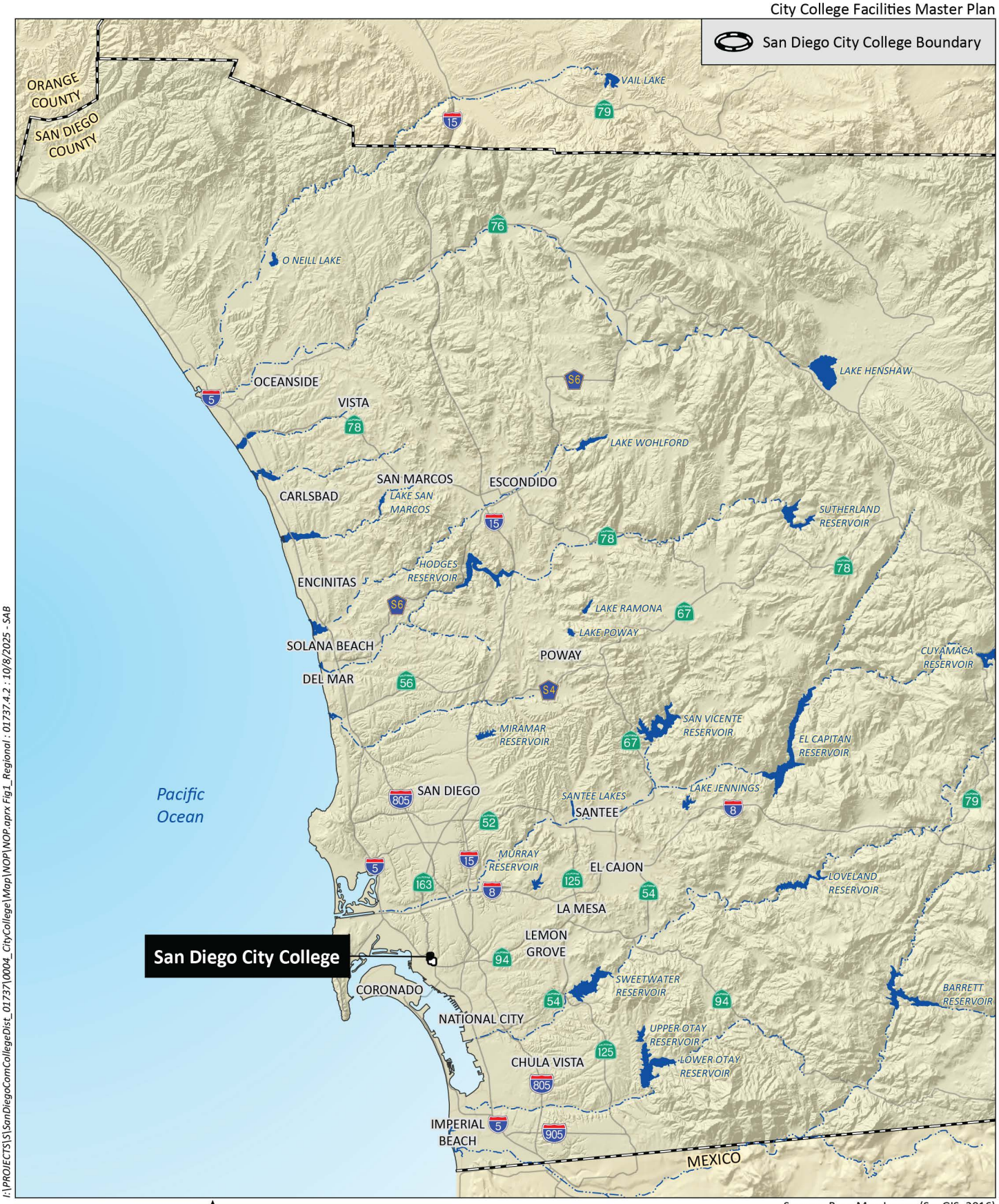
- Building A expansion (campus bookstore, dining facilities, welcome center, parental resource center, and faculty/staff spaces)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, two new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Pedestrian bridges

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations and minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

**POTENTIAL ENVIRONMENTAL EFFECTS**: In compliance with CEQA Guidelines Sections 15060(d) and 15082, the District will not be preparing an initial study and will begin work directly on the Draft PEIR. CEQA Guidelines Section 15168 states that a PEIR may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. The PEIR provides an opportunity to consider together the impacts of campuswide development under the FMP and will be prepared in accordance with the requirements of the CEQA Statutes and Guidelines, as amended. Pursuant to CEQA Guidelines Section 15146, the degree of specificity in the PEIR will correspond to the degree of specificity involved in the FMP and known project designs. The PEIR will focus on the environmental effects that can be expected to occur from implementation of the FMP, including defined near-term projects, but will not be as detailed regarding the long-term development or construction projects that may follow. However, the PEIR is intended to streamline environmental review for future projects, including updates to the FMP that may be necessary to ensure consistency with the scope and purpose of the FMP.

The District's preliminary review indicates that the project would not result in potentially significant impacts to the environmental effects of: Agriculture and Forestry Resources and Mineral Resources. The District will focus the PEIR on potentially significant effects of the project while briefly explaining the reasons that other effects will not be potentially significant. The District anticipates that the project could result in potentially significant impacts for the following impact areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The Draft PEIR will address the short- and long-term direct, indirect, and cumulative effects of the project on the environment. Where feasible, mitigation measures will be proposed for impacts that are determined to be potentially significant. In addition, in accordance with CEQA Guidelines Section 15126, the PEIR will describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

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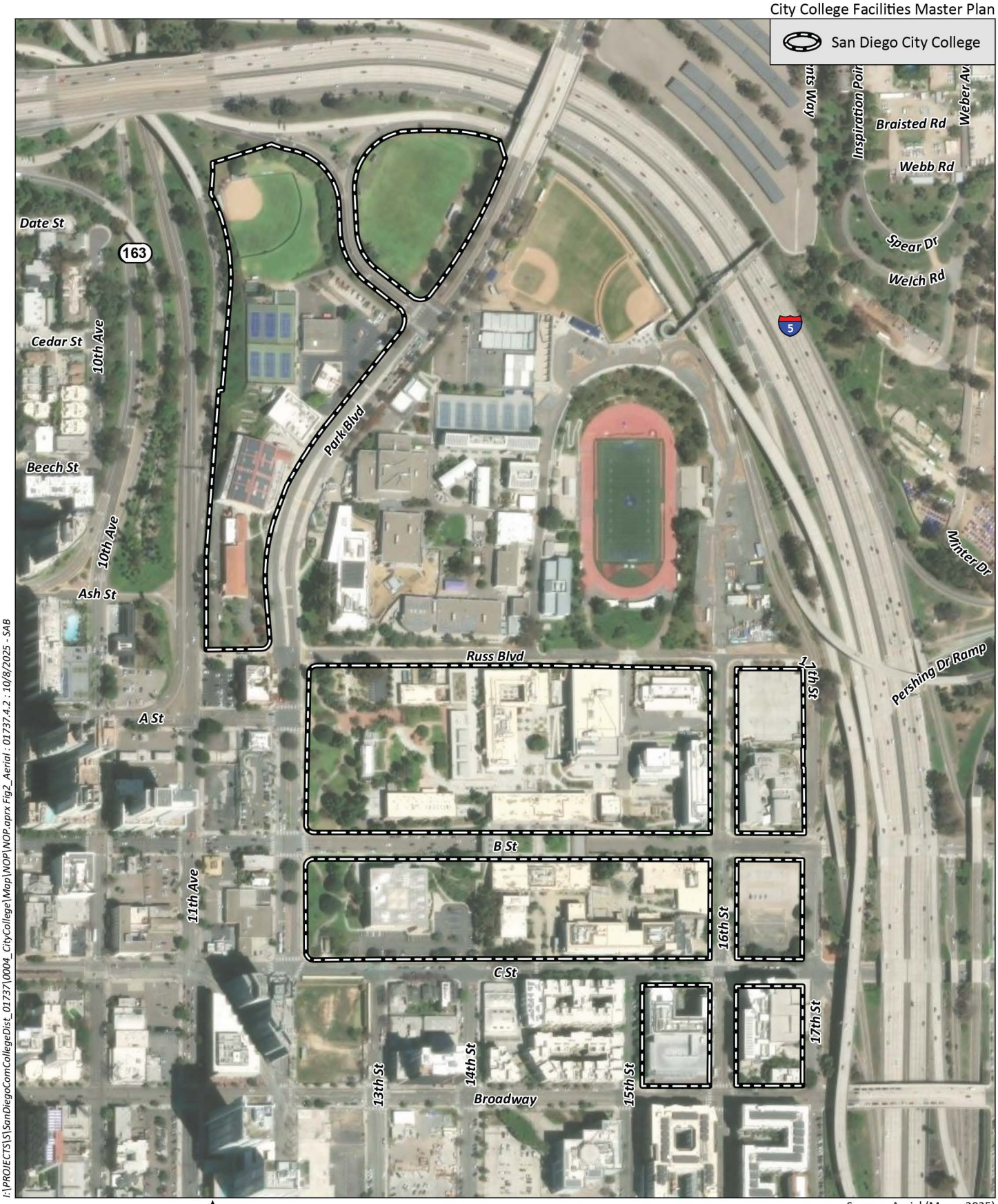
Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

# Regional Location

Figure 1

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Source: Aerial (Maxar 2025)

HELIX Environmental Planning

# Campus Boundary

Figure 2

# NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
**Reginald Pagaling**
*Chumash*

VICE-CHAIRPERSON
**Buffy McQuillen**
*Yokayo Pomo, Yuki, Nomlaki*

SECRETARY
**Isaac Bojorquez**
*Ohlone-Costanoan*

PARLIAMENTARIAN
**Wayne Nelson**
*Luiseño*

COMMISSIONER
**Sara Dutschke**
*Miwok*

COMMISSIONER
**Stanley Rodriguez**
*Kumeyaay*

COMMISSIONER
**Bennae Calac**
*Pauma-Yuima Band of Luiseño Indians*

COMMISSIONER
**Vacant**

COMMISSIONER
**Vacant**

EXECUTIVE SECRETARY
**Andrew Alejandre**
*Paskenta Band of Nomlaki Indians*

**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

December 8, 2025

Joshua Beltran
San Diego Community College District
1450 Frazee Road
Suite 500
San Diego CA 92108

**Re: 2025120226 San Diego City College Facilities Master Plan Project, San Diego County**

Dear Mr. Beltran:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

**1.** Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

**a.** A brief description of the project.

**b.** The lead agency contact information.

**c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

**d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

**2.** Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

**a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

**3.** Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

**a.** Alternatives to the project.

**b.** Recommended mitigation measures.

**c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

**4.** Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

**a.** Type of environmental review necessary.

**b.** Significance of the tribal cultural resources.

**c.** Significance of the project's impacts on tribal cultural resources.

**d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

**5.** Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

**6.** Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

**a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.

**b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

**7.** Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

**a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

**b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

**8.** Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

**9.** Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

**10.** Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

**a.** Avoidance and preservation of the resources in place, including, but not limited to:

**i.** Planning and construction to avoid the resources and protect the cultural and natural context.

**ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

**b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

**i.** Protecting the cultural character and integrity of the resource.

**ii.** Protecting the traditional use of the resource.

**iii.** Protecting the confidentiality of the resource.

**c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

**d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).

**e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

**f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

**11.** Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

**a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

**b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

**c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

# California Department of Transportation

DSAFDISTRICT 11
4050 TAYLOR STREET, MS-240
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www.dot.ca.gov

December 30, 2025

11-SD-5
PM 15.978
San Diego City College Facilities Master Plan
NOP 2025120226

Mr. Joshua Beltran
San Diego Community College District
1450 Frazee Road, Suite 500
San Diego, CA 92108

Dear Mr. Beltran:

Thank you for including the California Department of Transportation (Caltrans) in the development review process for the San Diego City College Facilities Master Plan Notice of Preparation (NOP), located near Interstate 5 (I-5). Caltrans's mission is to improve lives and communities through transportation. Caltrans reviews land use projects and plans to ensure consistency with our mission and State transportation planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We strive for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety of the transportation network. These pursuits are ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

We look forward to working with the San Diego Community College District in areas where the San Diego Community College District and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

**Traffic Impact Study**
A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.[1]

[1] California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities.

For the San Diego City College Facilities Master Plan, please reference the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf to determine if the project meets both of the screening criteria.

If both screening criteria are not met, then a safety review will be needed.

**ISOAP**
Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Safety and Operational Assessment Policy (ISOAP). Proposed alternative intersection design(s) will need to be considered in accordance with the ISOAP policy. Please refer to the policy for more information and requirements (https://dot.ca.gov/programs/traffic-operations/isoap).

**Vehicle Miles Traveled (VMT)**
We encourage the San Diego Community College District to utilize strategies that will help the City of San Diego achieve conformance with State GHG emission and VMT reduction goals. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Establish or expand the neighborhood electric vehicle network.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Enhance pedestrian and bicycle networks or improve existing transit services.
- Implement traffic calming measures and strategies.
- Provide on-site bicycle parking.
- Limit or reduce parking supply.
- Implement or provide access to a commute reduction program.
- Offer car-sharing, bike sharing, and ride-sharing programs.
- Providing transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that encourage the use of alternative transportation modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Designating employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto travel modes.

**Complete Streets and Mobility Network**
Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promote a complete and integrated transportation network.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Early coordination with Caltrans, in locations that may affect both Caltrans and the City of San Diego or other lead agency, is encouraged.

**Hydrology**

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre- and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details. Include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, please show Caltrans' Right of Way (R/W).
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's Right-of-Way. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

**Noise**
The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of I-5.

**Broadband**
Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

**Environmental**
Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' Right-of-Way (R/W) through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft environmental document.

**Right-of-Way**
Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Roger Sanchez, LDR Coordinator, by phone (619) 987-1043 or by e-mail at roger.sanchez-rangel@dot.ca.gov.

Sincerely,

*Kimberly D. Dodson*

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

# PEIR Appendix B

## Air Quality and Greenhouse Gas Emissions Technical Report

HELIX Environmental Planning

# City College Facilities Master Plan Project

## Air Quality and Greenhouse Gas Emissions Technical Report

August 2026 | 01737.00004.004

*Prepared for:*

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| °F | degrees Fahrenheit |
| µg/$m^3$ | micrograms per cubic meter |
| AAM | annual arithmetic mean |
| AB | Assembly Bill |
| ADT | average daily trips |
| AR4 | IPCC's Fourth Assessment Report |
| AR5 | IPCC's Fifth Assessment Report |
| AR6 | IPCC's Sixth Assessment Report |
| Attainment Plan | 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County |
| BMP | best management practice |
| $C_2F_6$ | hexafluoroethane |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| CAFE | Corporate Average Fuel Economy |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CALGreen | California Green Building Standards Code |
| CalRecycle | California Department of Resources Recycling and Recovery |
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CAS | California Approved Samplers |
| CCR | California Code of Regulations |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| $CF_4$ | tetrafluoromethane |
| CFC | chlorofluorocarbon |
| $CH_4$ | methane |
| City | City of San Diego |
| CNRA | California Natural Resources Agency |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| County | County of San Diego |
| District | San Diego Community College District |
| DPM | diesel particulate matter |

# ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|---|---|
| EO | Executive Order |
| EV | electric vehicle |
| FMP | Facilities Master Plan |
| g/L | grams per liter |
| GHG | greenhouse gas |
| GSF | gross square feet |
| GWP | global warming potential |
| HFC | hydrofluorocarbon |
| I- | Interstate |
| IPCC | Intergovernmental Panel on Climate Change |
| LCFS | Low Carbon Fuel Standard |
| LEED | Leadership in Energy and Environmental Design |
| LEED-NC | Leadership in Energy and Environmental Design for New Construction |
| LLG | Linscott, Law & Greenspan Engineers |
| $mg/m^3$ | milligrams per cubic meter |
| MMT | million metric tons |
| mph | miles per hour |
| MPO | metropolitan planning organization |
| MT | metric ton |
| MTS | Metropolitan Transit System |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NASA | National Aeronautics and Space Administration |
| NHTSA | National Highway Traffic Safety Administration |
| $NO_2$ | nitrogen dioxide |
| NOAA | National Oceanic and Atmospheric Administration |
| $NO_X$ | nitrogen oxides |
| $O_3$ | ozone |
| OEHHA | Office of Environmental Health Hazard Assessment |

# ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|---|---|
| Pb | lead |
| PFCs | perfluorocarbons |
| PM | particulate matter |
| $PM_{10}$ | particulate matter 10 microns or less in diameter |
| $PM_{2.5}$ | particulate matter 2.5 microns or less in diameter |
| ppm | parts per million |
| PRC | Public Resources Code |
| project | City College Facilities Master Plan Project |
| RAQS | 2022 Revision to the Regional Air Quality Strategy for San Diego County |
| ROG | reactive organic gas |
| RPS | Renewable Portfolio Standard |
| RTP | Regional Transportation Plan |
| SANDAG | San Diego Association of Governments |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego County Air Pollution Control District |
| $SF_6$ | hexafluoride |
| SIP | State Implementation Plan |
| $SO_2$ | sulfur dioxide |
| $SO_X$ | sulfur oxides |
| SR | State Route |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| UNFCCC | United Nations Framework Convention on Climate Change |
| USEPA | U.S. Environmental Protection Agency |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| ZEV | zero-emission vehicle |

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# EXECUTIVE SUMMARY

This report presents an assessment of potential air quality and greenhouse gas (GHG) emissions impacts during the construction and operation of the San Diego Community College District (District) City College Facilities Master Plan Project (FMP or project). The City College campus is located within the City of San Diego (City) and consists of 40 buildings totaling approximately 1,344,512 gross square feet (GSF) across 44 acres. The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term and are discussed and analyzed in more detail in this report as more information is available.

The FMP, including the near-term projects, would result in emissions of air pollutants during the construction and operational phases of the project. Emissions of all criteria pollutants would be below the daily thresholds during both construction activities and operation of the project once built out. Impacts would be less than significant. Development of the project would not conflict with the San Diego County Air Pollution Control District's air quality plans for the region.

The project would not result in the exposure of sensitive receptors to substantial emissions of pollutants, toxic air contaminants, or odors. The project would not result in the degradation of roadway intersections, such that emissions of carbon monoxide (CO) would result in a CO hotspot. Construction activities and project operations would not expose substantial numbers of people to objectionable odors. Therefore, the project's potential impacts on air quality would be less than significant.

The FMP, including the near-term projects, would result in GHG emissions during both its construction and operational phases. The FMP, including the near-term projects, would be consistent with the California Air Resources Board's 2022 Scoping Plan for Achieving Carbon Neutrality and would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment. In addition, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, including the 2022 Scoping Plan for Achieving Carbon Neutrality or the California Community Colleges Sustainability and Climate Action goals. Potential impacts related to GHG emissions would be less than significant.

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# 1.0 INTRODUCTION

This report presents an assessment of potential air quality and greenhouse gas (GHG) emissions impacts during the construction and operation of the San Diego Community College District (District) City College Facilities Master Plan Project (FMP or project). This report has been prepared to support environmental review in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code [PRC] Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.).

## 1.1 PROJECT LOCATION

The District is a community college district serving the City of San Diego (City) in central San Diego County (County). The District includes three credit colleges (San Diego City College, Mesa College, and Miramar College) and the state's only free-standing noncredit college (San Diego College of Continuing Education).

City College is located in the northeast corner of downtown San Diego. Refer to Figure 1, *Regional Location*. Downtown is generally bounded by San Diego Bay to the west and southwest and Interstate (I-) 5 to the north and east from Little Italy to the Coronado Bridge. City College is located in the northeast subdistrict of the East Village neighborhood of downtown, which is characterized by high-density residential development mixed with institutional uses, smaller hotels, and retail.

The City College campus consists of 40 buildings totaling approximately 1,344,512 gross square feet (GSF) across 44 acres with North Campus and South Campus separated by Park Boulevard and Russ Boulevard. San Diego High School is nestled between these two areas to the northeast. North Campus is bounded by I-5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and State Route (SR) 163 on the west. South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15$^{th}$ Street on the west. Refer to Figure 2, *Aerial Photograph*.

Given the number of roadways adjacent to and within campus as well as surrounding highways, there are numerous vehicular access points to City College. Parking facilities contain 1,738 stalls and are generally located along the periphery of campus to encourage pedestrian movement across campus. City College is also accessible via public transit. The City College Trolley station is located southwest of the Park Boulevard/C Street intersection and is served by the Blue, Orange, and Silver lines. Numerous bus lines also have stops at this location or along Broadway.

## 1.2 PROJECT DESCRIPTION

The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. The improvements described below total approximately 366,800 GSF of new construction and include 680 parking spaces. These projects would require demolition of 148,262 GSF of existing buildings, resulting in a net increase of 218,538 GSF of campus building space. The FMP is conceptual in nature and describes potential projects for the campus that would assist City College in meeting its educational and programming goals. Specific project designs, building footprints, architectural details, circulation and

parking improvements, infrastructure alignments, and operational characteristics are expected to be refined during future planning and design phases. Specific projects identified for development under the FMP include:

- Building A Expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term. Refer to Figure 3, *FMP Project Locations*. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

Over the course of the 20-year buildout period anticipated for the FMP, student enrollment and associated staffing needs are anticipated to increase. Approximately 8,856 on-campus students are anticipated to attend City College in 2045, an increase of 2,281 on-campus students compared to baseline (Fall 2025) conditions. In addition, approximately 2,225 employees would be required in 2045 to maintain the current staff-to-student ratio, which represents an increase of 573 employees compared to baseline conditions.

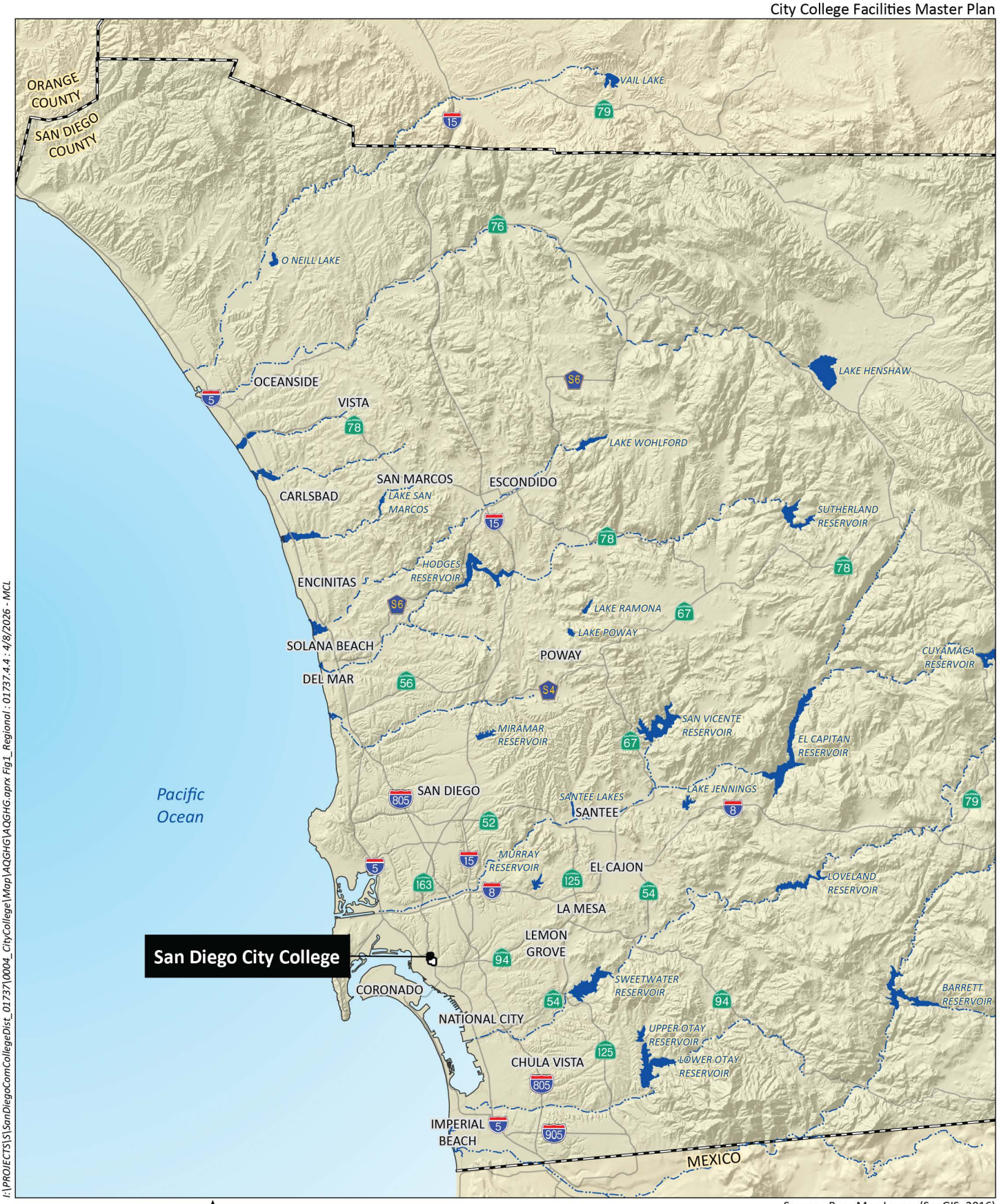
## 1.2.1 Near-Term Projects

### 1.2.1.1 Building A Expansion

A new addition to Building A is proposed to replace the existing 32,399-GSF D Building, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed building would be approximately 110,000 GSF and would accommodate a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be designed in coordination with the existing Building A facilities, similar to the existing integration with D Building.

### 1.2.1.2 Performing Arts Center

Saville Theatre is proposed to be replaced with an expanded and upgraded building including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished and an approximately 20,000-GSF Performing Arts Center, inclusive of a new theater, would be constructed. The new Performing Arts Center would have a street-level lobby space, a widened proscenium arch in

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Source: Base Map Layers (SanGIS, 2016)

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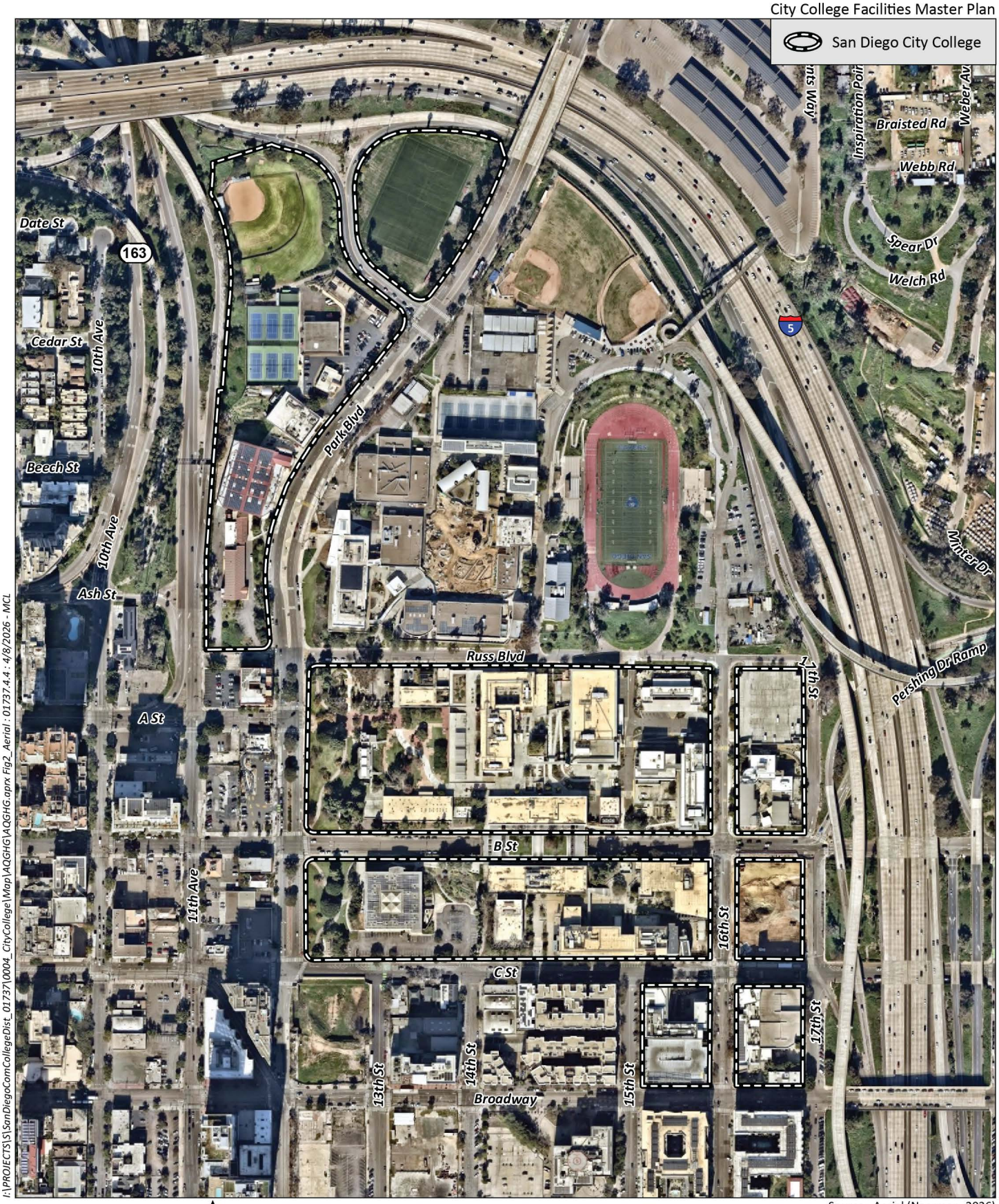
# Regional Location

Figure 1

City College Facilities Master Plan

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0 400 Feet

Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# Aerial Photograph

Figure 2

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Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# FMP Project Locations

Figure 3

the theater, connection to a future exterior amphitheater, and rooms for dance and music programming.

#### 1.2.1.3 North Campus Athletic Fields

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields. North of the existing tennis courts, new sand volleyball courts are proposed.

Improvements to the Betty Hock Softball Field would include rotation of the field to the optimal north-northeast direction and construction of new dugouts, an announcer's booth, a backstop, batting cages, and bullpens. A new field house would also be constructed adjacent to both the softball field and volleyball courts, containing restrooms and storage rooms. Lighting would also be installed at the softball field and volleyball courts to allow evening usage.

Improvements to the soccer field, which is separated from the rest of North Campus by a freeway on/off ramp and accessible via a concrete underpass, would include a walk-jog path, new 1,800-GSF field house containing restrooms and storage space, and an announcer's booth. The existing 918-GSF field house would be demolished. The soccer field would be replaced in its entirety, including new irrigation and a widened configuration to meet standard National Collegiate Athletic Association soccer pitch dimensions. Consistent with lighting described above, light poles up to 80 feet in height with lights resulting in approximately 50 foot-candles would be installed at the soccer field to allow evening usage.

### 1.2.2 Construction Best Management Practices

The project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. San Diego County Air Pollution Control District (SDAPCD) Rule 55 (Fugitive Dust Control) states that no dust and/or dirt shall leave the property line. SDAPCD Rule 55 requires the following (SDAPCD 2009):

(1) **Airborne Dust Beyond the Property Line**: No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.

(2) **Track-Out/Carry-Out**: Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

  (i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation:

    (a) track-out grates or gravel beds at each egress point;

    (b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;

    (c) using secured tarps or cargo covering, watering, or treating of transported material; and

(ii) be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/ carry-out, only $PM_{10}$-efficient (particulate matter less than 10 microns) street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

The District requires construction contractors to comply with local, state, and federal environmental regulations regarding dust control during construction. As part of the project, the BMP control measures listed below would be implemented during project construction activities to meet the requirements of SDAPCD Rule 55:

- Dirt and aggregate storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control.
- A 15-mile per hour (mph) speed limit shall be enforced on unpaved surfaces.
- During dry weather, dirt and debris spilled onto paved surfaces shall be removed promptly to reduce the resuspension of particulate matter caused by vehicle movement. Track out of material onto public roads shall be cleaned daily during dry weather.
- Trucks hauling dirt, sand, soil, or other loose materials shall be covered, or two feet of freeboard will be maintained.
- Ground disturbance shall be terminated if winds exceed 25 mph.
- All exposed areas shall be watered a minimum of twice per day.

# 2.0 EXISTING CONDITIONS

## 2.1 SURROUNDING LAND USES

As discussed in Section 1.1, the campus is located in the northeast subdistrict of the East Village neighborhood of downtown, which is characterized by high-density residential development mixed with institutional uses, smaller hotels, and retail. North Campus is bounded by I-5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and SR 163 on the west. South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15th Street on the west. Land uses surrounding the campus include Balboa Park to the north of I-5; commercial uses, single- and multi-family residential uses, and the San Diego Police Headquarters to the south; commercial uses, multi-family residential uses, and hotels to the west of SR 163 and Park Boulevard; and Balboa Park, commercial uses, and single and multi-family residential uses to the east of I-5 (refer to Figure 2). San Diego High School is located to the north of South Campus and to the east of North Campus.

## 2.2 CLIMATE AND METEOROLOGY

The climate in southern California, including the San Diego Air Basin (SDAB), is controlled largely by the large-scale meteorological condition that dominates the west coast of the U.S.: a seasonally semi-

permanent high-pressure cell centered over the northeastern Pacific Ocean, called the Pacific high, which keeps most storms from affecting the California coast. Areas within 30 miles of the coast in the San Diego region, including the project site, experience moderate temperatures and comfortable humidity.

Due to its climate, the SDAB experiences frequent temperature inversions (temperature increases as altitude increases, which is the opposite of general patterns). Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide ($NO_2$) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and $NO_2$ emissions. High $NO_2$ levels usually occur during autumn or winter, on days with summer-like conditions.

The predominant wind direction in the vicinity of the project site is from the northwest and the average wind speed is approximately 6.5 mph (Iowa Environmental Mesonet 2025). The annual average maximum temperature in the project area is approximately 69.6 degrees Fahrenheit (°F), and the annual average minimum temperature is approximately 56.4°F. Total precipitation in the project area averages 9.84 inches annually (Iowa Environmental Mesonet 2026).

## 2.3 SENSITIVE RECEPTORS

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14 years of age, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptors to the project site are the single- and multi-family residences to the south of South Campus, separated from campus by C Street. Additional sensitive receptors include hotels located southwest of South Campus across Park Boulevard, south of South Campus across Russ Boulevard, and west of North Campus across 11$^{th}$ Avenue. Within the project site, the Early Childhood Education Center, high schools, and future Affordable Student Housing are considered sensitive receptors.

## 2.4 EXISTING REGIONAL AIR QUALITY

### 2.4.1 Attainment Designations

Attainment designations are discussed further in Section 3.1 below. In short, regions are designated as being in attainment or nonattainment for each criteria air pollutant based on whether they achieve the relevant federal or state air quality standards. The SDAB is classified as a nonattainment area under the

National Ambient Air Quality Standards (NAAQS) for ozone (8-hour) and as a nonattainment area under the California Ambient Air Quality Standards (CAAQS) for ozone (1-hour and 8-hour), coarse particulate matter ($PM_{10}$), and fine particulate matter (particulate matter 2.5 microns or less in diameter [$PM_{2.5}$]). The SDAB is an attainment area for all other criteria pollutants.

### 2.4.2 Monitored Air Quality

The SDAPCD operates a network of ambient air monitoring stations throughout the San Diego region. The purpose of the monitoring stations is to measure ambient concentrations of criteria air pollutants and determine whether the ambient air quality meets state and federal standards. The nearest ambient monitoring station to the project site is the Sherman Elementary School monitoring station located approximately 0.5 mile southeast of the project site. Data at this monitoring site are collected for ozone, $PM_{2.5}$, and $NO_2$. Air quality monitoring data for CO and $PM_{10}$ were obtained from the SDAPCD Annual Air Quality Monitoring Network Plan (SDAPCD 2025a) and represent countywide concentrations. Air quality data for the years 2022 through 2024 are shown in Table 1, *Air Quality Monitoring Data*.

**Table 1**
**AIR QUALITY MONITORING DATA**

| Pollutant Standard | 2022 | 2023 | 2024 |
|---|---|---|---|
| **Ozone ($O_3$) – Sherman Elementary School** | | | |
| Maximum concentration 1-hour period (ppm) | 0.087 | 0.081 | 0.083 |
| Maximum concentration 8-hour period (ppm) | 0.063 | 0.070 | 0.067 |
| Days above 1-hour state standard (>0.09 ppm) | 0 | 0 | 0 |
| Days above 8-hour state/federal standard (>0.070 ppm) | 0 | 0 | 0 |
| **Carbon Monoxide (CO) – Countywide** | | | |
| Maximum 8-hour concentration (ppm) | 1.2 | 2.1 | 2.8 |
| Days above federal standard (>9.0 ppm) | 0 | 0 | 0 |
| **Respirable Particulate Matter ($PM_{10}$) – Countywide** | | | |
| Maximum 24-hour concentration (µg/m$^3$) | 243 | 175 | 152 |
| Days above federal standard (>150 µg/m$^3$) | 3 | 1 | 0[1] |
| **Fine Particulate Matter ($PM_{2.5}$) – Sherman Elementary School** | | | |
| Maximum 24-hour concentration (µg/m$^3$) | 18.9 | 27.8 | 37.0 |
| Measured Days above 24-hour federal standard (>35 µg/m$^3$) | 0 | 0 | 1 |
| Annual average (µg/m$^3$) | 8.8 | 8.9 | 9.6 |
| Exceed federal annual standard (>9.0 µg/m$^3$) | No | No | Yes |
| Exceed state annual standard (>12 µg/m$^3$) | No | No | No |
| **Nitrogen Dioxide ($NO_2$) – Sherman Elementary School** | | | |
| Maximum 1-hour concentration (ppm) | 0.054 | 0.054 | 0.049 |
| Days above state 1-hour standard (>0.18 ppm) | 0 | 0 | 0 |
| Days above federal 1-hour standard (>0.100 ppm) | 0 | 0 | 0 |
| Annual average (ppm) | 0.010 | 0.009 | 0.010 |
| Exceed annual federal standard (>0.053 ppm) | No | No | No |
| Exceed annual state standard (>0.030 ppm) | No | No | No |

Source: CARB 2025; SDAPCD 2025a

[1] While the reported maximum 24-hour concentration exceeds 150 µg/m$^3$, SDACPD reports no daily exceedance for 2024.
ppm = parts per million; µg/m3 = micrograms per cubic meter

As shown in Table 1, monitoring data at the Sherman Elementary School station reported no exceedances of the 1-hour state ozone standard or the 8-hour state or federal ozone standard from

2022 to 2024. The Sherman Elementary School station reported that the federal and state standard for $PM_{2.5}$ was not exceeded in 2022 or 2023 but was exceeded once in 2024. No exceedances of the state or federal standards for $NO_2$ occurred at the Sherman Elementary School monitoring station from 2022 to 2024 (CARB 2025). Countywide data shows exceedances of the 24-hour $PM_{10}$ standard in 2022 and 2023 and no exceedances of the CO standards for the sample period (SDAPCD 2025a).

## 2.5 EXISTING CAMPUS AIR QUALITY

Emissions associated with the existing development on the project site were estimated using the California Emissions Estimator Model (CalEEMod) as further described in Section 4.1. The project site is currently developed with 40 buildings totaling approximately 1,344,512 GSF. Existing emissions at the project site occur in association with the on-site uses, specifically mobile source emissions from vehicle trips to and from the campus; area source emissions generated by maintenance equipment, landscape equipment, and use of products that contain solvents; and energy source emissions from natural gas usage. Based on aerial imagery, the model assumed that the 44-acre project site was comprised of approximately 20 percent landscaping. According to the Vehicle Miles Traveled (VMT) Analysis prepared for the project by Linscott, Law & Greenspan Engineers (LLG; 2026a), the campus trip rate would be 1.15 average daily trips (ADT) per student. This rate was applied to the 2025 City College on-campus enrollment of 6,575 students, resulting in approximately 7,561 ADT under existing conditions. The amount of electricity and natural gas consumed at the project site was calculated based on energy bills provided by the District. CalEEMod defaults for the remaining inputs were used to estimate associated emissions.

Table 2, *Existing Daily Operational Emissions,* shows the model-calculated emissions associated with the existing uses at the project site modeled for the FMP buildout year (2045). While the baseline year considered in this PEIR is 2025, the 2045 model year used in these calculations provides emissions that can be compared with project-related emissions at buildout to demonstrate what would occur if the FMP were not implemented and existing campus facilities continued operations in the year 2045 without changes. The model additionally included the 2045 adjustment factors published by CARB for the on-road vehicle (mobile source) exhaust emissions to account for legislative updates as further described in Section 4.1.2.1 below. CalEEMod output files for the existing condition are included in Appendix A, *Existing Campus CalEEMod Output,* to this report.

**Table 2**
**EXISTING DAILY OPERATIONAL EMISSIONS**

| Category | Pollutant Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile | 16.7 | 10.3 | 124.0 | 0.4 | 40.1 | 10.3 |
| Area | 31.2 | -- | 58.3 | <0.1 | 0.1 | 0.1 |
| Energy | 0.3 | 4.8 | 4.0 | <0.1 | 0.4 | 0.4 |
| **Maximum Daily Emissions** | **48.2** | **15.1** | **186.3** | **0.4** | **40.6** | **10.7** |

Source: CalEEMod (output data is provided in Appendix A)
VOC = volatile organic compound; $NO_X$ = nitrogen oxides; CO = carbon monoxide; $SO_2$ = sulfur dioxide;
$PM_{10}$ = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

## 2.6 CLIMATE CHANGE OVERVIEW

Global climate change refers to changes in average climatic conditions on Earth, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function similar to a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

The National Aeronautics and Space Administration (NASA) temperature records show a decades-long trend of warming, indicating that 2024 was the warmest year on record since 1880, with global temperatures approximately 2.3 °F (or about 1.28 degrees Celsius) warmer than the twentieth-century baseline (1951 through 1980) and 2.65°F (1.47 degrees Celsius) warmer than the late nineteenth century (1850 through 1900) preindustrial average (NASA 2025). The 10 most recent years (2014 through 2024) have been the warmest on record (NASA 2025). GHG emissions from human activities are the most significant driver of observed climate change since the mid-twentieth century (United Nations Intergovernmental Panel on Climate Change [IPCC] 2013). The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The statistical models show a "high confidence" that the global temperature increase caused by anthropogenic GHG emissions could be kept to less than two degrees Celsius relative to pre-industrial levels if atmospheric concentrations are stabilized at about 450 parts per million (ppm) carbon dioxide equivalent ($CO_2e$) by the year 2100 (IPCC 2014).

## 2.7 GREENHOUSE GASES OF PRIMARY CONCERN

The GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). Although water vapor is the most abundant and variable GHG in the atmosphere, it is not considered a pollutant; it maintains a climate necessary for life.

**Carbon Dioxide.** $CO_2$ is the most important and common anthropogenic GHG. $CO_2$ is an odorless, colorless GHG. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungi; evaporation from oceans; and volcanic outgassing. Anthropogenic sources of $CO_2$ include burning fuels, such as coal, oil, natural gas, and wood. Data from ice cores indicate that $CO_2$ concentrations remained steady prior to the current period of anthropogenic influences for approximately 10,000 years. The atmospheric $CO_2$ concentration in 2010 was 390 ppm, 39 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). As of February 2026, the $CO_2$ concentration exceeded 429 ppm, an approximately 53 percent increase since 1750 (National Oceanic and Atmospheric Administration [NOAA] 2026).

**Methane.** $CH_4$ is a gas and is the main component of natural gas used in homes. A natural source of $CH_4$ is the decay of organic matter. Geological deposits known as natural gas fields contain $CH_4$, which is extracted for fuel. Other sources are from the decay of organic material in landfills, fermentation of manure, and cattle digestion.

**Nitrous Oxide.** $N_2O$ is produced by both natural and human-related sources. $N_2O$ is emitted during agricultural and industrial activities, as well as during the combustion of fossil fuels and solid waste. Primary human-related sources of $N_2O$ are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic (fatty) acid production, and nitric acid production.

**Fluorocarbons.** Fluorocarbons are gases formed synthetically by replacing all hydrogen atoms in $CH_4$ or ethane with chlorine and/or fluorine atoms. Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically nonreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol. PFCs and HFCs are synthetic gases used primarily to replace CFCs in similar types of uses while preventing ozone destruction; however, these gases have long atmospheric lifetimes.

**Sulfur Hexafluoride**. $SF_6$ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. $SF_6$ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHG emissions to disperse around the globe. Because GHG emissions vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to $CO_2$. For example, because methane and $N_2O$ are approximately 25 and 298 times more powerful than $CO_2$, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively ($CO_2$ has a GWP of 1). $CO_2e$ is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to quantify $CO_2e$.

Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report. In 2007, IPCC updated the GWP values based on the latest science at the time in its Fourth Assessment Report (AR4). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. IPCC again updated the GWP values in its Fifth Assessment Report (AR5) in 2013 and Sixth Assessment Report (AR6) in 2023 (IPCC 2013, 2021). However, United Nations Framework Convention on Climate Change (UNFCCC) reporting guidelines for national inventories require the use of GWP values from the AR4. To comply with international reporting standards under the UNFCCC, official emission estimates for California and the U.S. are reported using AR4 GWP values. Therefore, statewide and national GHG inventories have not yet updated their GWP values to the AR5 or AR6 values.

By applying the GWP ratios, project-related $CO_2e$ emissions can be tabulated in metric tons (MT) per year. Typically, the GWP ratio corresponding to the warming potential of $CO_2$ over a 100-year period is used as a baseline. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 3, *Global Warming Potentials and Atmospheric Lifetimes*. As shown in Table 3, the GWP for common GHGs ranges from 1 ($CO_2$) to 22,800 ($SF_6$).

**Table 3**
**GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIMES**

| Greenhouse Gas | Atmospheric Lifetime (years) | Global Warming Potential (100-year time horizon) |
|---|---|---|
| Carbon Dioxide ($CO_2$) | 50-200 | 1 |
| Methane ($CH_4$) | 12 | 25 |
| Nitrous Oxide ($N_2O$) | 114 | 298 |
| HFC-134a | 14 | 1,430 |
| PFC: Tetrafluoromethane ($CF_4$) | 50,000 | 7,390 |
| PFC: Hexafluoroethane ($C_2F_6$) | 10,000 | 12,200 |
| Sulfur Hexafluoride ($SF_6$) | 3,200 | 22,800 |

Source: IPCC 2007
HFC = hydrofluorocarbon; PFC = perfluorocarbon

# 2.8 GREENHOUSE GAS INVENTORIES

## 2.8.1 Worldwide and National Greenhouse Gas Inventory

In 2023, total anthropogenic GHG emissions worldwide were estimated at 50,800 million metric tons (MMT) of $CO_2e$ emissions (Climate Watch 2023). The five largest emitting countries together account for about 52 percent of total global GHG emissions: China (26 percent), the U.S. (11 percent), India (8 percent), Brazil (4 percent), and Indonesia (3 percent). These countries also have the highest $CO_2$ emission levels (Climate Watch 2023).

Per the U.S. Environmental Protection Agency (USEPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2022, total U.S. GHG emissions were approximately 6,343.2 MMT $CO_2e$ in 2022 (USEPA 2024). The primary GHG emitted by human activities in the U.S. was $CO_2$, which represented approximately 79.7 percent of total GHG emissions (5,053 MMT $CO_2e$). The largest source of $CO_2$, and of overall GHG emissions, was fossil fuel combustion, which accounted for approximately 93 percent of gross $CO_2$ emissions in 2022 (4,699.4 MMT $CO_2e$). Relative to 1990, gross U.S. GHG emissions in 2022 were lower by 3.0 percent, down from a high of 15.2 percent above 1990 levels in 2007. Gross emissions increased from 2021 to 2022 by 0.2 percent (14.4 MMT $CO_2e$). Net emissions (i.e., including sinks) were 5,489 MMT $CO_2e$ in 2022. Overall, net emissions increased by 1.3 percent from 2021 to 2022 and decreased by 16.7 percent from 2005 levels. Between 2021 and 2022, the increase in total GHG emissions was driven largely by an increase in $CO_2$ emissions from fossil fuel combustion across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic (USEPA 2024).

## 2.8.2 State Greenhouse Gas Inventory

CARB performed statewide inventories for the years 1990 to 2023, as shown in Table 4, *California State Greenhouse Gas Emissions by Sector*. The inventory is divided into seven broad sectors of economic activity: agriculture, commercial and residential, electricity generation, high GWP, industrial, recycling and waste, and transportation, (CARB 2026a). For comparison, the 1990 baseline inventory for AB 32 is also shown in Table 4 (CARB 2007). Emissions are quantified in MMT $CO_2e$.

**Table 4**
**CALIFORNIA GREENHOUSE GAS EMISSIONS BY SECTOR**

| Sector | Emissions (MMT $CO_2e$) | | | |
|---|---|---|---|---|
| | 1990 | 2000 | 2010 | 2023 |
| Agriculture | 18.9 (4%) | 32.3 (7%) | 33.7 (8%) | 29.2 (8%) |
| Commercial and Residential | 44.1 (10%) | 44.8 (10%) | 46.3 (11%) | 43.3 (12%) |
| Electricity Generation | 110.5 (26%) | 104.7 (23%) | 90.3 (21%) | 57.2 (16%) |
| High Global Warming Potential | - | 6.6 (1%) | 13.8 (3%) | 21.4 (6%) |
| Industrial | 105.3 (24%) | 86.6 (19%) | 82.4 (19%) | 66.9 (19%) |
| Recycling and Waste | - | 7.1 (2%) | 7.9 (2%) | 8.6 (2%) |
| Transportation | 150.6 (35%) | 176.5 (38%) | 161.9 (37%) | 133.7 (37%) |
| Unspecified Remaining | 1.3 (<1%) | 0.0 (0%) | 0.0 (0%) | 0.0 (0%) |
| **Total** | **430.7** | **458.7** | **436.2** | **360.4** |

Source: CARB 2007 and CARB 2026a.
MMT = million metric tons; $CO_2e$ = carbon dioxide equivalent

As shown in Table 4, statewide GHG source emissions totaled 430.7 MMT $CO_2e$ in 1990, 458.7 MMT $CO_2e$ in 2000, 436.2 MMT $CO_2e$ in 2010, and 360.4 MMT $CO_2e$ in 2023. Transportation-related emissions consistently contribute the most GHG emissions, followed by industrial and electricity generation emissions.

### 2.8.3 Existing Campus Greenhouse Gas Emissions

GHG emissions associated with the existing development on the project site were estimated using CalEEMod as further described in Section 4.1. Existing mobile, area, and energy emission sources were modeled based on the methodology outlined in Section 2.5. In addition, GHG emissions associated with indoor and outdoor water use were based on utility bills provided by the District for the period of October 2024 to September 2025, while emissions from solid waste and refrigerants relied on CalEEMod default values. Table 5, *Existing Operational GHG Emissions,* shows the model-calculated GHG emissions associated with the existing uses at the project site modeled for the FMP buildout year (2045). The model additionally included the 2045 adjustment factors published by CARB for the on-road vehicle (mobile source) exhaust emissions to account for legislative updates as further described in Section 4.1.2.1 below. CalEEMod output files for the modeling of existing conditions are included in Appendix A, *Existing Campus CalEEMod Output,* to this report.

**Table 5**
**EXISTING OPERATIONAL GHG EMISSIONS**

| Emission Sources | Existing Emissions (MT $CO_2e$) |
|---|---|
| Mobile | 4,970.2 |
| Area | 19.6 |
| Energy | 1,617.3 |
| Water/Wastewater | 20.2 |
| Solid Waste | 401.6 |
| Refrigerants | 0.6 |
| **TOTAL[1]** | **7,029.5** |

Source: CalEEMod (output data is provided in Appendix A)
[1] Totals may not sum due to rounding.
MT = metric tons; $CO_2e$ = carbon dioxide equivalent

# 3.0 REGULATORY SETTING

## 3.1 AIR QUALITY

The project site is located within the SDAB which is comprised of all of the County. Air quality in the SDAB is regulated by the USEPA at the federal level, by CARB at the state level, and by SDAPCD at the regional level.

### 3.1.1 Air Pollutants of Concern

#### 3.1.1.1 Criteria Pollutants

Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the public. In general, criteria air pollutants include the following compounds:

- Ozone ($O_3$)
- Carbon monoxide (CO)
- Nitrogen dioxide ($NO_2$)
- Particulate matter (PM), which is further subdivided:
  - Coarse PM, 10 microns or less in diameter ($PM_{10}$)
  - Fine PM, 2.5 microns or less in diameter ($PM_{2.5}$)
- Sulfur dioxide ($SO_2$)
- Lead (Pb)

Criteria pollutants can be emitted directly from sources (primary pollutants; e.g., CO, $SO_2$, $PM_{10}$, $PM_{2.5}$, and lead), or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere (secondary pollutants; e.g., ozone, $NO_2$, $PM_{10}$, and $PM_{2.5}$). $PM_{10}$ and $PM_{2.5}$ can be both primary and secondary pollutants. The principal precursor pollutants of concern are reactive organic gases ([ROGs] also known as volatile organic compounds [VOCs])[1] and nitrogen oxides ($NO_X$), which react to form ozone.

Descriptions of sources and general health effects for each of the criteria air pollutants are shown in Table 6, *Common Sources and Human Health Effects of Criteria Air Pollutants*. Specific adverse health effects on individuals or population groups induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables such as cumulative concentrations, local meteorology and atmospheric conditions, and the number and characteristics of exposed individuals (e.g., age, gender). Criteria pollutant precursors (ROG and $NO_X$) affect air quality on a regional scale, typically after a significant delay and distance from the pollutant source emissions. Health effects related to ozone and $NO_2$ are, therefore, the product of emissions generated by numerous sources throughout a region.

Emissions of criteria pollutants from vehicles traveling to or from the project site (mobile emissions) are distributed nonuniformly in location and time throughout the region, wherever the vehicles may travel.

[1] CARB defines and uses the term ROGs while the USEPA defines and uses the term VOCs. The compounds included in the lists of ROGs and VOCs and the methods of calculation are slightly different. However, for the purposes of estimating criteria pollutant precursor emissions, the two terms are often used interchangeably.

As such, specific health effects from these criteria pollutant emissions cannot be meaningfully correlated to the incremental contribution from the project at a regional scale.

**Table 6**
**COMMON SOURCES AND HUMAN HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS**

| Pollutant | Major Human-Made Sources | Human Health Effects |
|---|---|---|
| Carbon Monoxide (CO) | An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust. | Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death. |
| Nitrogen Dioxide ($NO_2$) | A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel. | Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to climate change and nutrient overloading, which deteriorates water quality. Causes brown discoloration of the atmosphere. |
| Ozone ($O_3$) | Formed by a chemical reaction between reactive organic gases (ROGs) and nitrogen oxides ($NO_X$) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills. | Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes. |
| Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and other sources. | Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze). |
| Sulfur Dioxide ($SO_2$) | A colorless, nonflammable gas formed when fuel containing sulfur is burned, when gasoline is extracted from oil, or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships. | Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid, which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain. |
| Lead | Metallic element emitted from metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries. | Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems. |

Source: CARB 2026b; USEPA 2026a

### 3.1.1.2 Toxic Air Contaminants

California Health and Safety Code Section 39655(a) defines a toxic air contaminant (TAC) as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (CAA) (42 U.S. Code Section 7412[b]) is

a TAC. Under state law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2026c). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population; it is estimated that about 70 percent of total known cancer risk related to air toxins in California is attributable to DPM (CARB 2026c).

## 3.1.2 Federal

### 3.1.2.1 Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the federal CAA of 1970 and its 1977 and 1990 Amendments. The federal CAA required the USEPA to establish NAAQS, which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for the criteria pollutants discussed above. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Table 7, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

**Table 7**
**AMBIENT AIR QUALITY STANDARDS**

| Pollutant | Averaging Time | California Standards | Federal Standards Primary[1] | Federal Standards Secondary[2] |
|---|---|---|---|---|
| $O_3$ | 1 Hour | 0.09 ppm (180 µg/m$^3$) | – | – |
| | 8 Hour | 0.070 ppm (137 µg/m$^3$) | 0.070 ppm (137 µg/m$^3$) | Same as Primary |
| $PM_{10}$ | 24 Hour | 50 µg/m$^3$ | 150 µg/m$^3$ | Same as Primary |
| | AAM | 20 µg/m$^3$ | – | Same as Primary |
| $PM_{2.5}$ | 24 Hour | – | 35 µg/m$^3$ | Same as Primary |
| | AAM | 12 µg/m$^3$ | 9.0 µg/m$^3$ (3) | 15.0 µg/m$^3$ |
| CO | 1 Hour | 20 ppm (23 mg/m$^3$) | 35 ppm (40 mg/m$^3$) | – |
| | 8 Hour | 9.0 ppm (10 mg/m$^3$) | 9 ppm (10 mg/m$^3$) | – |
| | 8 Hour (Lake Tahoe) | 6 ppm (7 mg/m$^3$) | – | – |
| $NO_2$ | 1 Hour | 0.18 ppm (339 µg/m$^3$) | 0.100 ppm (188 µg/m$^3$) | – |
| | AAM | 0.030 ppm (57 µg/m$^3$) | 0.053 ppm (100 µg/m$^3$) | Same as Primary |
| $SO_2$ | 1 Hour | 0.25 ppm (655 µg/m$^3$) | 0.075 ppm (196 µg/m$^3$) | – |
| | 3 Hour | – | – | 0.5 ppm (1,300 µg/m$^3$) |
| | 24 Hour | 0.04 ppm (105 µg/m$^3$) | – | – |

| Pollutant | Averaging Time | California Standards | Federal Standards Primary[1] | Federal Standards Secondary[2] |
|---|---|---|---|---|
| Lead | 30-day Avg. | 1.5 µg/m$^3$ | – | – |
| | Calendar Quarter | – | 1.5 µg/m$^3$ | Same as Primary |
| | Rolling 3-month Avg. | – | 0.15 µg/m$^3$ | Same as Primary |
| Visibility Reducing Particles | 8 Hour | Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe) | No Federal Standards | No Federal Standards |
| Sulfates | 24 Hour | 25 µg/m$^3$ | No Federal Standards | No Federal Standards |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm (42 µg/m$^3$) | No Federal Standards | No Federal Standards |
| Vinyl Chloride | 24 Hour | 0.01 ppm (26 µg/m$^3$) | No Federal Standards | No Federal Standards |

Source: CARB 2024; USEPA 2025

[1] National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect public health.

[2] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[3] On February 7, 2024, the USEPA announced a final rule to lower the annual arithmetic mean (AAM) primary NAAQS for $PM_{2.5}$ from 12 µg/m$^3$ to 9 µg/m$^3$. The CAAQS has not been lowered; therefore, the more stringent NAAQS applies.

$O_3$ = ozone; ppm = parts per million; µg/m$^3$ = micrograms per cubic meter; $PM_{10}$ = particulate matter with a diameter of 10 microns or less; AAM = Annual Arithmetic Mean; $PM_{2.5}$ = fine particulate matter; CO = carbon monoxide; mg/m$^3$ = milligrams per cubic meter; $NO_2$ = nitrogen dioxide; $SO_2$ = sulfur dioxide; km = kilometer; – = No Standard

The USEPA has classified air basins (or portions thereof) as being in "attainment," "nonattainment," "maintenance," or "unclassified" for each criteria air pollutant, based on whether the NAAQS have been achieved. Upon attainment of a standard for which an area was previously designated nonattainment, the area is classified as a maintenance area. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. The project site is located within the SDAB and, as such, is in an area designated as a nonattainment area for certain pollutants that are regulated under the federal CAA. Table 8, *San Diego Air Basin Attainment Status*, lists the federal and state attainment status of the SDAB for the criteria pollutants. Effective July 2, 2021, the SDAB was classified as a Severe-15 nonattainment area for the 8-hour NAAQS for ozone (USEPA 2025). The SDAB is an attainment area or unclassifiable for the NAAQS for all other criteria pollutants (SDAPCD 2026).

**Table 8**
**SAN DIEGO AIR BASIN ATTAINMENT STATUS**

| Criteria Pollutant | Federal Designation | State Designation |
|---|---|---|
| Ozone (1-hour) | Attainment[1] | Nonattainment |
| Ozone (8-hour) | Nonattainment | Nonattainment |
| CO | Attainment | Attainment |
| $PM_{10}$ | Unclassifiable[2] | Nonattainment |
| $PM_{2.5}$ | Attainment | Nonattainment[3] |
| $NO_2$ | Attainment | Attainment |
| $SO_2$ | Attainment | Attainment |
| Lead | Attainment | Attainment |
| Sulfates | (No federal standard) | Attainment |
| Hydrogen Sulfide | (No federal standard) | Unclassified |
| Visibility | (No federal standard) | Unclassified |

Source: SDAPCD 2026; USEPA 2025

1 The federal 1-hour standard of 12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

2 At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

3 CARB has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal $PM_{2.5}$ standards, the data completeness requirements for state $PM_{2.5}$ standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. SDAPCD has begun replacing most regional filter-based $PM_{2.5}$ monitors as they reach the end of their useful life with continuous $PM_{2.5}$ air monitors to ensure collected data meets stringent completeness requirements in the future. SDAPCD anticipates these new monitors will be approved as "CAS" monitors once CARB reviews the list of approved monitors, which has not been updated since 2013.

CO = carbon monoxide; $PM_{10}$ = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; $NO_2$ = nitrogen dioxide; $SO_2$ = sulfur dioxide

## 3.1.3 State

### 3.1.3.1 California Clean Air Act

The federal CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB has established the more stringent CAAQS for the six criteria pollutants through the California CAA of 1988 and has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles (refer to Table 7). Similar to the NAAQS, areas that do not meet the CAAQS for a particular pollutant are designated "nonattainment" areas for that pollutant. As shown in Table 8, the SDAB is currently classified as a nonattainment area under the CAAQS for ozone (8-hour and 1-hour), $PM_{10}$, and $PM_{2.5}$. The SDAB is an attainment area for the CAAQS for all other criteria pollutants (SDAPCD 2026).

### 3.1.3.2 State Implementation Plan

The federal CAA requires areas with unhealthy levels of criteria pollutants to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how an area will attain the NAAQS. The 1990 amendments to the federal CAA set deadlines for attainment based on the severity of an area's air pollution problem. SIPs are not single documents—they are a compilation of

new and previously submitted plans, programs (e.g., monitoring, modeling, permitting), district rules, state regulations, and federal controls. Many of California's SIPs rely on a core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB forwards the SIP revisions to the USEPA for approval and publication in the Federal Register. The Code of Federal Regulations Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items that are included in the California SIP (CARB 2026d). At any one time, several California submittals are pending USEPA approval.

Mobile sources are regulated by the USEPA and CARB, and the emissions reduction strategies related to mobile sources are considered in the local air quality plans. Public Laws 119-15, 119-16, and 119-17 were enacted by U.S. Congress in May 2025 and were signed into law in June 2025, which nullified various USEPA rules regarding California advanced clean car and truck emissions standards. Specifically, these Public Laws disapproved preemption waivers previously approved by the USEPA for the Advanced Clean Cars, California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, and Omnibus Low $NO_x$ regulations. Accordingly, these regulations are preempted by the federal CAA, meaning that California can no longer enforce or attempt to enforce the regulations and that estimated emissions reductions attributed to the regulations cannot be used for development of the California SIP or conformity determinations.

## 3.1.4 Regional

### 3.1.4.1 Attainment Plan and Regional Air Quality Strategy

The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The current regional air quality plan for attainment of the NAAQS in the County is SDAPCD's *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (Attainment Plan; SDAPCD 2020). The Attainment Plan, which would be a revision to the SIP, outlines SDAPCD's plans and control measures designed to attain the NAAQS for ozone. The current regional air quality plan for attainment of the CAAQS is SDAPCD's *2022 Revision to the Regional Air Quality Strategy for San Diego County* (RAQS; SDAPCD 2023). The RAQS was initially adopted in 1992 and identifies measures to reduce emissions from sources regulated by the SDAPCD, primarily stationary sources such as industrial operations and manufacturing facilities. The RAQS is periodically updated to reflect updated information on air quality, emission trends, and new feasible control measures (SDAPCD 2023). These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the NAAQS and CAAQS.

The Attainment Plan and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County.

### 3.1.4.2 San Diego County Air Pollution Control District Rules and Regulations

SDAPCD adopts rules to regulate pollutant emissions from various sources in the County. The rules also establish procedures for SDAPCD permitting, fees, and hearings. The SDAPCD rules most relevant to the project are described below.

**Rule 50 (Visible Emissions)**

Particulate matter pollution impacts the environment by decreasing visibility (haze). These particles vary greatly in shape, size, and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of $PM_{2.5}$. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment.

Visibility reduction is probably the most apparent symptom of air pollution. Visibility degradation is caused by the absorption and scattering of light by particles and gases in the atmosphere before it reaches the observer. As the number of fine particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range. Light absorption by gases and particles is sometimes the cause of discolorations in the atmosphere but usually does not contribute very significantly to visibility degradation. Scattering by particulates impairs visibility much more readily. SDAPCD Rule 50 (Visible Emissions) sets emission limits based on the apparent density or opacity of the emissions using the Ringelmann scale (SDAPCD 1997).

**Rule 51 (Nuisance)**

SDAPCD Rule 51 (Nuisance) states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause or have a natural tendency to cause injury or damage to business or property. The provisions of the rule do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowls or animals (SDAPCD 1976).

**Rule 55 (Fugitive Dust Control)**

SDAPCD Rule 55 (Fugitive Dust Control) requires action be taken to limit dust from construction and demolition activities from leaving the property line. Similar to Rule 50 (Visible Emissions), Rule 55 (Fugitive Dust Control) places limits on the amount of visible dust emissions in the atmosphere beyond the property line. It further stipulates that visible dust on roadways as a result of track-out/carry-out shall be minimized through implementation of control measures and removed at the conclusion of each workday using street sweepers (SDAPCD 2009).

**Rule 67.0.1 (Architectural Coatings)**

Effective January 1, 2022, SDAPCD Rule 67.0.1 (Architectural Coatings) establishes standards for the VOC content of architectural coatings by coating category. It requires general flat and non-flat coatings (e.g., paint) to have 50 grams per liter (g/L) or less VOC content and traffic marking coatings to have 100 g/L or less VOC content (SDAPCD 2021).

#### Rule 1200 (Toxic Air Contaminants – New Source Review)

Effective February 13, 2025, SDAPCD Rule 1200 (Toxic Air Contaminants – New Source Review) establishes how SDAPCD evaluates and limits health risks from toxic air contaminants emitted by new, modified, or relocated stationary sources. It requires facilities seeking permits to conduct a health risk assessment and install Toxics Best Available Control Technology when necessary to ensure cancer and non-cancer risks stay below SDAPCD-defined thresholds (SDAPCD 2025b).

## 3.1.5 District

### 3.1.5.1 District Design Guidelines and Standards Manual

#### Sustainability & Climate Strategy

Section 1.3, *Sustainability & Climate Strategy*, of the Design Guidelines and Standards Manual includes the Climate Action Plan, Sustainability Plan, Green Policies, and Sustainability Levels. Development of the District's Sustainability Plan included workshops in which feedback provided by students, faculty, and staff was used to identify key themes to guide the development of the goals for the Sustainability Plan. These goals have been incorporated into the District's Green Growth program and shall be considered on future facility improvement projects and include the following related to air quality.

**Materials Impact Goal 2.** Provide healthy environment that does not abuse material resources and improves health. **KPI:** Maintain optimal $CO_2$ and VOC levels. Use materials that are low-carbon, recycled, or responsibly sourced.

#### Design Guides and Standards

Section 2.1 of the District Design Guidelines and Standards Manual outlines general procedures and standards for new construction and building modifications on District campuses. This section specifies that interior finishes on all renovations or new construction on District properties much use composite wood products which meet CARB Phase 2 requirements, and that all adhesives, sealants, paints, and coatings must meet or exceed SCAQMD Rule 1113 VOC content limits. The SCAQMD Rule 1113 limits for building envelope coating (50 g/L) and traffic coatings (100 g/L) are equivalent to the SDAPCD Rule 67.0.1 requirements for general flat and non-flat coatings and traffic marking coatings outlined in Section 3.1.4.1 above).

#### General Specifications

Section 2.2 of the District Design Guidelines and Standards Manual includes general specifications and product and material data for the construction of District projects. These are expected to be incorporated into the design of future District projects; however, design professionals may work with the District to include modifications to the general specifications via special conditions to meet specific site conditions and/or program needs. Related to air quality, the District standard is for all new equipment to be all-electric and not use natural gas for functions that can instead be served by electric equipment, such as building and water heating. Natural gas may be used in select instances where electric alternatives are not available or would not serve the intended purpose, subject to prior approval by the District Architect.

### 3.1.6 Local (Non-Regulatory)

While the District is not subject to local zoning regulations or land use planning documents, the campus is located adjacent to properties within the City's jurisdiction and could involve construction work within City rights-of way, which would be subject to the San Diego Municipal Code section below.

#### 3.1.6.1 San Diego Municipal Code

The San Diego Municipal Code addresses the release of air contaminants in Section 142.0710, *Air Contaminant Regulations*, which states:

> Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling, shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

## 3.2 GREENHOUSE GASES

### 3.2.1 Federal

#### 3.2.1.1 Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that $CO_2$ is an air pollutant, as defined under the federal CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA then established the Endangerment Finding in 2009, concluding that GHGs (including $CO_2$, $CH_4$, $N_2O$, HFC, PFC, and $SF_6$) threaten the public health and welfare of the American people (USEPA 2026b). This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

On June 30, 2022, the U.S. Supreme Court decision published in *West Virginia v. U.S. Environmental Protection Agency* overturned the USEPA's Clean Power Plan rule which cited Section 111(d) of the federal CAA for authority to set limits on $CO_2$ emissions from existing coal- and natural-gas-fired power plants. The June 30, 2022 decision does not overturn the April 2, 2007 decision; however, it may limit the USEPA's authority to develop rules limiting GHG emissions without clear congressional authorization.

On February 12, 2026, the USEPA rescinded the 2009 Endangerment Finding, thus removing the federal obligation to regulate pollutants such as $CO_2$, $CH_4$, $N_2O$, HFC, PFC, and $SF_6$ that had previously been identified as potential threats to public health and welfare. Litigation remains ongoing; however, the recission may further restrict the USEPA's ability to implement existing and future regulations limiting GHG emissions. Regardless of these federal regulatory changes, California retains independent authority to establish goals for GHG emissions reduction and regulate GHG emissions from certain sources under state law, as described in Section 3.2.2, below.

#### 3.2.1.2 Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the NHTSA worked together on developing a national program of regulations to reduce GHG emissions and improve fuel economy of light-duty vehicles. The USEPA established the first-ever national GHG emissions standards under the federal CAA, and the NHTSA established Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025.

In December 2021, USEPA issued a new rule formally adopting standards previously proposed in August 2021 for model years 2023 and 2024 and finalizing more stringent standards than previously proposed for model years 2025 and 2026. The rule assumes a 17 percent electric vehicle (EV) market penetration by 2026. Although this is a departure from the NHTSA CAFE standards, USEPA did coordinate with NHTSA during the development of the new standards. On March 20, 2024, USEPA announced new, more ambitious final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The final standards build upon USEPA's final standards for federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to result in benefits to Americans ranging from reducing climate pollution, to improving public health, to saving drivers money through reduced fuel and maintenance costs. The standards would phase in over model years 2027 through 2032.

### 3.2.2 State

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, renewable energy and energy procurement, building energy, mobile sources, solid waste, water, and other state regulations and goals. The following text describes executive orders (EOs), legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

#### 3.2.2.1 State Climate Change Targets

##### Executive Order S-3-05

On June 1, 2005, EO S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada mountain range, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to year 2000 levels by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. EOs are not laws and can only provide the governor's direction to state agencies to act within their authority. Therefore, legislation is required to enact the goals of EO S-3-05 and establish frameworks for statewide implementation. AB 32, described below, mandated the 2020 GHG emissions reduction goal of EO S-3-05. The 2050 GHG emissions reduction goal of EO S-3-05 has not been enacted by any legislation and remains only a goal of the EO.

### Assembly Bill 32 – Global Warming Solution Act of 2006

The California Global Warming Solutions Act of 2006 (AB 32 and Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561-38565, 38570, 38571, 38574, 38580, 38590, 38592-38599), widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 enacted the year 2020 GHG emission goals of EO S-3-05.

### Executive Order B-30-15

On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28-nation European Union. The emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050. Senate Bill (SB) 32, described below, mandates the 2030 GHG emission reduction goals of EO B-30-15.

### Senate Bill 32

SB 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the state's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

### Assembly Bill 1279

Approved by Governor Newsom on September 16, 2022, AB 1279, *The California Climate Crisis Act* declares it the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels. AB 1279 anticipates achieving these policies through direct GHG emissions reductions, removal of $CO_2$ from the atmosphere (carbon capture), and almost complete transition away from fossil fuels.

### Senate Bill 905

SB 905, *Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program*, also approved by Governor Newsom on September 16, 2022, requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage Program to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and $CO_2$ removal technologies and facilitate the capture and sequestration of $CO_2$ from those technologies, where appropriate. SB 905 is an integral part of achieving the state policies mandated in AB 1279.

#### California Air Resources Board Scoping Plan

The Scoping Plan is a strategy CARB develops and updates at least once every five years, as required by AB 32. It lays out the transformations needed across society and the economy to reduce emissions and reach established climate targets. The current 2022 Scoping Plan is the third update to the original plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 mandate of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below a business as usual scenario. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG emissions targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 mandate and made the case for addressing short-lived climate pollutants. The 2017 Scoping Plan also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the SB 32 mandate of reducing GHGs by at least 40 percent below 1990 levels by 2030.

On December 15, 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The actions and outcomes in the plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in short-lived climate pollutants; support for sustainable development; increased action on natural and working lands to reduce emissions and sequester carbon; and the capture and storage of carbon (CARB 2022).

### 3.2.2.2 Renewable Energy and Energy Procurement

#### Senate Bill 1078

SB 1078 (Sher) (September 2002) established the Renewable Portfolio Standard (RPS) program, which required an annual increase in renewable energy generation by the utilities equivalent to at least 1 percent of sales, with an aggregate goal of 20 percent by 2017. This goal was subsequently revised as described below.

#### Senate Bill 1368

SB 1368 (September 2006) required the California Energy Commission (CEC) to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local, publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission.

#### Executive Order S-14-08

EO S-14-08 (November 2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33 percent of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The California Natural Resources Agency (CNRA), through collaboration with the CEC and California Department of Fish and Wildlife (formerly the California Department of Fish and Game), was directed to lead this effort.

### Executive Order S-21-09 and Senate Bill X1-2

EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with the California Public Utilities Commission and CEC to ensure that the regulation builds upon the RPS program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs or impacts on public health and can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard. However, this regulation was not finalized because of subsequent legislation (SB X1-2, Simitian, statutes of 2011) signed by Governor Brown in April 2011.

SB X1-2 expanded the RPS by establishing a renewable energy target for the total electricity sold to retail customers in California per year of 20 percent by December 31, 2013, and 33 percent by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet the renewable energy goals previously listed.

### Senate Bill 350

SB 350 (October 2015, Clean Energy and Pollution Reduction Act) further expanded the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year being from renewable sources by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (e.g., heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the California Public Utilities Commission, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. Regarding mobile sources, SB 350 establishes California Public Utilities Code Section 740.12, which involves a statewide policy for widespread electrification of the transportation sector, recognizing that such electrification is required for the achievement of the state's 2030 and 2050 GHG emission reduction targets.

### Senate Bill 100

SB 100 (2018) increased the renewable energy standards set forth in SB 350, establishing that of the total electricity sold to retail customers in California per year, 44 percent by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to California by 2045. This bill also requires that the achievement of 100 percent zero-carbon electricity resources does not increase carbon emissions elsewhere in the western grid and that the achievement does not occur through resource shuffling.

#### Senate Bill 1020

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources:90 percent by December 31, 2035; 95 percent by December 31, 2040; and 100 percent by December 31, 2045.

### 3.2.2.3 Building Energy

#### California Energy Code

CCR Title 24, Part 6 regulations, California's Energy Efficiency Standards for Residential and Non-residential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in GHG emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. These include standards for on-site PV (solar panels) and battery storage systems, electric-ready requirements, indoor air quality requirements, and requirements for EV charging (CEC 2025).

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

#### California Green Building Standards Code

The California Green (CALGreen) Building Standards Code (CCR Title 24, Part 11) is a code with mandatory requirements for all non-residential buildings (including industrial buildings) and residential buildings for which no other state agency has the authority to adopt green building standards. CALGreen also contains voluntary measures (i.e., Tier 1, Tier 2) that exceed minimum regulatory requirements. As is the case for the California Energy Code, CALGreen is updated every three years.

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

#### Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general purpose lighting in order to reduce electricity consumption by 50 percent for indoor residential lighting and 25 percent for indoor commercial lighting.

### 3.2.2.4 Mobile Sources

#### Assembly Bill 1493 and Advanced Clean Cars

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." On September 24, 2009, CARB adopted amendments to the Pavley regulations that intended to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepared California to merge its rules with the federal CAFE rules for passenger vehicles (CARB 2026e).

In January 2012, CARB approved Advanced Clean Cars I, a new emissions-control program for model years 2017 through 2025 including low emissions vehicle and zero-emissions vehicle criteria. The Advanced Clean Cars II regulations were adopted in 2022, imposing the next level of low-emission and zero-emission vehicle standards for model years 2026 through 2035 that contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets.

On May 22, 2025, the U.S. Congress voted to eliminate the USEPA waivers for California's Advanced Clean Trucks and Heavy-Duty Omnibus regulations. Similarly, on June 12, 2025, President Donald Trump signed a Congressional Review Act resolution to revoke CARB's waivers for Advanced Clean Cars II. Immediately after President Trump signed the resolutions, California's Attorney General Rob Bonta, along with Governor Gavin Newsom and a coalition of 10 other states, sued the Trump administration. The lawsuit is still pending. Governor Newsom also signed EO N-27-25, calling on CARB to develop an Advanced Clean Cars III regulation if the federal disapproval of the Advanced Clean Cars II, Advanced Clean Trucks, and Heavy-Duty Omnibus regulations is not invalidated in court.

#### Executive Order S-01-07

EO S-01-07, signed by Governor Schwarzenegger on January 18, 2007, directed that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It ordered a Low Carbon Fuel Standard (LCFS) for transportation fuels to be established for California and directed CARB to determine whether a LCFS could be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit Court of Appeals reversed the District Court's opinion and rejected arguments that implementing a LCFS violates the interstate commerce clause in September 2013. CARB, therefore, is continuing to implement the LCFS statewide.

#### Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act of 2008, supports the state's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the state's metropolitan planning organizations (MPOs). CARB periodically reviews and updates the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy to meet the targets. The alternative planning strategy is not a part of the RTP. Qualified projects consistent with an approved SCS or alternative planning strategy categorized as "transit priority projects" receive incentives to streamline CEQA processing.

#### Executive Order N-79-20

EO N-79-20, signed by Governor Newsom on September 23, 2020, establishes three goals for the implementation of zero emissions vehicles in California: first, 100 percent of in-state sales of new passenger cars and trucks will be zero-emissions by 2035; second, 100 percent of medium- and heavy-duty vehicles in the state will be zero-emissions vehicles by 2045 for all operations where feasible, and by 2035 for drayage trucks; and third, 100 percent of off-road vehicles and equipment will be zero emissions by 2035 where feasible.

### 3.2.2.5 Solid Waste

#### Assembly Bill 939

In 1989, AB 939, known as the Integrated Waste Management Act (California PRC Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board to oversee a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of 25 percent by 1995 and 50 percent by the year 2000 for all solid waste through source reduction, recycling, and composting activities.

#### Assembly Bill 341

The state legislature enacted AB 341 (California PRC Section 42649.2), amending the Integrated Waste Management Act to include a provision declaring that it is the policy goal of the state that no less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general stakeholder workshops and several focused workshops. In August 2015, CalRecycle published a discussion document titled *AB 341 Report to the Legislature*, which identified five priority

strategies that CalRecycle believed would assist the state in reaching the 75 percent goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness (CalRecycle 2019).

#### Assembly Bill 1826

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape, and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

#### Senate Bill 1383

SB 1383 (Chapter 395, Statutes of 2016) established targets to achieve a 50 percent reduction in the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction from the 2014 level by 2025. CalRecycle was granted the regulatory authority required to achieve the organic waste disposal reduction targets and established an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025 (CalRecycle 2019).

### 3.2.2.6 Water

#### Executive Order B-29-15

In response to an ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25 percent relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increased the requirements for landscape water use efficiency and broadened its applicability to include new development projects with smaller landscape areas.

#### Executive Order B-37-16

Issued in May 2016, EO B-37-16 directed the State Water Resources Control Board (SWRCB) to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The SWRCB also developed a proposal to achieve a mandatory reduction of potable urban water usage that built off the mandatory 25 percent reduction called for in EO B-29-15. The SWRCB and Department of Water Resources were required to develop new, permanent water use targets that built upon the existing state law requirements to achieve 20 percent reduction in urban water usage by 2020. EO B-37-16 also specifies that the SWRCB permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

#### Executive Order N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15 percent from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

### 3.2.2.7 Other State Actions

#### Senate Bill 97

SB 97 (Dutton) (August 2007) directed the Governor's Office of Planning and Research (now named the Governor's Office of Land Use & Climate Innovation) to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (Governor's Office of Planning and Research 2008). The advisory further recommended that the lead agency determine the significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance-based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

## 3.2.3 Regional

### 3.2.3.1 San Diego Association of Government's Regional Plan

SANDAG's 2025 Regional Plan (Regional Plan; SANDAG 2025) is the currently approved long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The purpose of the Regional Plan is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the region. The Regional Plan is a 30-year plan that considers how the community will grow, where residents will live, and how residents and visitors will move around the region. It combines the RTP, SCS, and Regional Comprehensive Plan. As such, the Regional Plan must comply with specific state and federal mandates. These include an SCS, per SB 375, that achieves GHG emissions reduction targets set by CARB; compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation. The City College campus is within the areas identified in the SCS land use pattern as accommodating nearly 80 percent of future residential development and employment growth in the region, which are forecasted to occur in areas with a high concentration of transportation options.

## 3.2.4 District

### 3.2.4.1 California Community Colleges Board of Governors Climate Action and Sustainability Framework

The California Community Colleges Board of Governors Climate Action and Sustainability Framework (California Community Colleges 2025) is a comprehensive systemwide plan that builds on the 2019 Climate Change and Sustainability Policy to guide all 116 colleges in the California Community Colleges system toward measurable environmental, social, and educational progress. It calls on community college districts throughout the state to set benchmarks and track their advancement toward 2025, 2030, and 2035 goals. The framework focuses on reducing GHG emissions, integrating sustainability into campus operations, and expanding climate-focused curriculum and workforce development.

### 3.2.4.2 San Diego Community College District Climate Action Plan

The District's 2023 Climate Action Plan (District CAP; District 2023) establishes a 2022 District GHG inventory, which determined that the District's carbon footprint was 62,325 MT $CO_2e$ per year. The main source of these emissions was commuter mobile sources (commuter trips to campus by staff, faculty, and students), which accounted for 73.35 percent of the District's GHG emissions. This was followed by lesser emissions associated with natural gas used in fuel cells, natural gas used for space and water heating, and purchased electricity. The District CAP additionally includes various recommendations for next steps but does not make commitments regarding GHG emission reductions or specific implementation actions. In accordance with CEQA Guidelines Section 15183.5, the District CAP is not a CEQA-qualified CAP and therefore cannot be used for streamlining GHG analyses for future District development projects.

### 3.2.4.3 District Design Guidelines and Standards Manual

**Sustainability & Climate Strategy**

As discussed further under Section 3.1.5.1 above, Section 1.3, *Sustainability & Climate Strategy*, of the District Design Guidelines and Standards Manual includes the Climate Action Plan, Sustainability Plan, Green Policies, and Sustainability Levels. Related to GHG emissions, this includes Materials Impact Goal 2, which outlines the District goal of providing a healthy environment that does not abuse material resources and improves health, with a key performance indicator of maintaining optimal $CO_2$ levels through the use of materials that are low-carbon, recycled, or responsibly sourced. The Sustainability Levels framework included in this section is further described below.

Sustainability Levels

The District's Sustainability Levels are designed to recognize, measure, and promote sustainable practices across District campuses and facilities. They provide a tiered rating system that encourages environmentally responsible design, construction, and operations. All District capital projects, including new construction, major renovations, and modernization, are required to incorporate the principles outlined in the District Sustainability Levels and meet applicable local, state, and District-adopted sustainability policies. District-adopted sustainability standards include the following:

1. Each campus shall facilitate and maintain an ongoing waste recycling program that establishes where facilities on campus will handle recycled materials including paper, cardboard, glass, plastics, and metal.
2. Renewable woods shall be specified and detailed.
3. The designer shall specify the Carpet and Rug Institute's Green Label Plus Program. All carpet cushion installed in the building shall have low emitting materials and backing.
4. The District's Facilities Services have adopted a program of Green cleaning materials and techniques.

The District's Sustainability Levels include categories with specific requirements that each have an assigned point value. The categories include project design, climate resilience, energy and carbon performance, water conservation and management, materials and waste, indoor environmental quality and wellness, community engagement and learning, and innovation. A scorecard is filled out based on the requirements the project achieves, which determines the sustainability level for the project from the following:

- Baseline/ Sagebrush (Baseline Sustainability) – Meets the District's minimum sustainability standards, with basic energy and water conservation measures.
- Certified/ Coast Live Oak (Sustainable Performance) – Demonstrates significant sustainable strategies.
- Silver/ Torrey Pine (High-Performance Green Building) – Meets advanced sustainable quality benchmarks.
- Gold/ Redwood (Leadership in Sustainability) – Implements innovative sustainability strategies.

- Platinum/ Sequoia (Exemplar of Sustainability) – Sets model for sustainable education facilities.

All final programming documents must contain a section related to sustainability. The conceptual design for new building projects must have sustainable features that achieve the Certified/Coastal Live Oak level at a minimum. Conceptual design schemes for major renovation projects should have sustainable features and may be required to achieve a Certified/Coastal Live Oak level; however this is determined on a case-by-case basis based on the feasibility of incorporating such features into a renovation project.

#### 3.2.4.4 District Board Policies and Administrative Procedures

**Board Policy 6970: Green Building Policy and Major Renovation Standards.** The Board of Trustees has established a Green Building Policy and Major Renovation Standards to provide District students, faculty and staff with working and learning environments that are healthy, thermally, visually and acoustically comfortable; energy efficient; material efficient; water efficient; easy to maintain and operate; safe and secure and sited in an environmentally responsible manner. In accordance with this Board Policy, the District will select architects, engineers, and other professionals who have demonstrated expertise in sustainable design and are Leadership in Energy and Environmental Design (LEED) accredited as deemed appropriate as well as encourage District personnel to become familiar with these standards.

**Administrative Procedure 6970: Green Buildings.** The purpose of this procedure is to provide guidance for implementing District policies and standards for the design and construction of green buildings and renovations. Efficient energy use and efficiently designed buildings are central to resource sustainability efforts of the District, City, and state. Energy conservation in building design (1) reduces the operating costs of the District, (2) reduces the carbon footprint of the District, and (3) provides environmental education. This Administrative Procedure goes on to outline criteria for new buildings including, but not limited to, outperforming Title 24 energy efficiency standards by at least 20 percent, striving to achieve a Leadership in Energy and Environmental Design for New Construction (LEED-NC) gold rating, and requiring that at least 5 percent of a project's total energy is generated on site from renewable sources.

### 3.2.5 Local (Non-Regulatory)

The District is not subject to local zoning or land use planning documents, including the City of San Diego's 2022 CAP and associated implementing regulations. However, as the City College campus is within the City, a summary of the City's CAP strategy is provided below for informational purposes.

#### 3.2.5.1 City of San Diego Climate Action Plan

On August 2, 2022, the San Diego City Council adopted the 2022 CAP update to establish a community-wide goal and roadmap to net-zero emissions by 2035. The 2022 CAP includes the following six strategies: decarbonization of the built environment, access to clean and renewable energy, mobility and land use, circular economy and clean communities, resilient infrastructure and healthy ecosystems, and emerging climate actions (City 2022a). The City is in the process of preparing a Climate Action Plan Update to maintain alignment with state targets and goals for reducing emissions, which is anticipated to be complete in 2027.

As proposed in the 2022 CAP, in October 2022, the City Council approved an amendment to the Land Development Code (San Diego Municipal Code Chapter 14, Article 3, Division 14), which established the CAP Consistency Regulations. The CAP Consistency Regulations replaced the CAP Consistency Checklist previously established by the City's 2015 CAP as the measures that could be implemented on a project-

by-project basis to streamline evaluation of GHG emissions under CEQA pursuant to CEQA Guidelines Section 15183.5(b)(1)(D). Implementation of these measures would ensure that new development projects are consistent with relevant CAP strategies that work toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through compliance with the CAP Consistency Regulations may rely on the CAP for the cumulative impact analysis of GHG emissions.

# 4.0 METHODOLOGY AND SIGNIFICANCE CRITERIA

## 4.1 METHODOLOGY

Criteria pollutant and precursor emissions and GHG emissions were calculated using CalEEMod, Version 2022.1. CalEEMod is a computer model used to estimate emissions resulting from land development projects throughout California. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with California air quality management and pollution control districts. The calculation methodology, source of emission factors used, and default data are described in the CalEEMod User's Guide Appendices C, D, and G (CAPCOA 2022).

In brief, CalEEMod is a computer model that estimates criteria air pollutant and GHG emissions from mobile (i.e., vehicular) sources, area sources (fireplaces, woodstoves, and landscape maintenance equipment), energy use (electricity and natural gas used in space heating, ventilation, and cooling; lighting; and plug-in appliances), water use and wastewater generation, solid waste disposal, and stationary sources. In various places, the user can input additional information and/or override the default assumptions to account for project- or location-specific parameters. For the assessment of air quality impacts, the inputs focus on mobile, area, energy (natural gas), and stationary sources, while the quantification of GHG emissions also incorporates inputs related to electricity use, water use and wastewater generation, solid waste disposal, and refrigerants. Default parameters were not changed unless otherwise noted below.

### 4.1.1 Construction Emissions

As described above, construction emissions are assessed using CalEEMod, Version 2022.1. The CalEEMod output files for construction of each of the near-term projects (Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects) are included in Appendix B, *Near-Term Construction CalEEMod Output*.

CalEEMod contains OFFROAD2011 and EMFAC2021 emission factors from CARB's models for off-road equipment and on-road vehicles, respectively. In response to the Public Laws passed in June 2025 as discussed in Section 3.1.3, CARB developed off-model adjustment factors that remove the estimated emissions benefits attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy-Duty Omnibus regulations from EMFAC2021, which were approved by the USEPA in November 2025. The default on-road emissions factors utilized in CalEEMod do include the emissions benefits attributed to the prior regulations listed above. The benefits and adjustment factors would only apply to the emissions associated with truck trips during construction. As the majority (approximately 86 percent) of construction vehicle trips are not truck trips, application of the adjustment factors would yield resulting

emissions that vary from those estimated herein by less than 0.1 percent. Therefore, the Public Laws would have a negligible effect on calculated mobile source construction emissions.

The construction analysis included modeling of the projected construction equipment that would be used during each construction phase. Construction input data for CalEEMod include, but are not limited to, (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; (3) areas to be excavated and graded; and (4) volumes of materials to be exported from and imported to the project area. The analysis assessed maximum daily emissions from individual construction activities associated with implementation of the near-term projects, which are each expected to include demolition, site preparation, grading, utility undergrounding, building construction, architectural coating, and paving. The District anticipates that grading would be balanced on-site for future projects, and as such the model did not include import or export during construction. The models additionally included the approximate building square footage which would be demolished based on information provided by the District. Based on these inputs, the model calculates emissions of CO, $PM_{10}$, $PM_{2.5}$, $SO_2$, and the ozone precursors VOC and $NO_X$.

The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in CalEEMod; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

#### 4.1.1.1 Construction Activities

Construction emissions were estimated based on the overall construction timeline provided by the District Architect for each of the near-term projects. The length of individual construction phases relied on CalEEMod defaults which were then proportionally scaled to the overall construction timelines. See Appendix B for the assumed construction schedules for the near-term projects.

CalEEMod has the capability to calculate reductions in construction emissions from the effects of dust control, diesel-engine classifications, and other selected emissions reduction measures. In compliance with SDAPCD Rule 55, fugitive dust emission calculations assume application of water on exposed surfaces a minimum of two times per day. Based on CalEEMod defaults, the dust control efficiency for material movement from watering two times per day is 61 percent, and the dust control efficiency for demolition from watering two times per day is 36 percent.

#### 4.1.1.2 Construction Off-Road Equipment

Construction would require the use of heavy off-road equipment throughout the full term of construction. Construction equipment estimates for the project were all based on default values in CalEEMod, except for the utilities undergrounding phases in which one dozer and one excavator were manually added to the model.

#### 4.1.1.3 Construction On-Road Trips

Worker commute trips and vendor delivery trips were modeled based on CalEEMod defaults. Default vendor trips are not included for demolition, grading, paving, and site preparation phases. As such, vendor trips were added to each of these phases as applicable based on the Proposed Construction Activity Default Updates Memorandum prepared by Ramboll (2023). For the demolition phases of each of the near-term projects, hauling trips were modeled based on CalEEMod default values for the size of the buildings which would be demolished during implementation of the near-term projects. CalEEMod default worker, vendor, and haul trip distances and fleet mixes were used in the model.

#### 4.1.1.4 Construction Architectural Coatings

Architectural coatings applied during construction were assumed to be building interior and exterior coatings and parking coatings according to CalEEMod defaults for the proposed building and parking areas. Per CalEEMod defaults for the County, all interior and exterior building coatings would have a maximum VOC content of 50 g/L, and all parking area coatings would have a maximum VOC content of 100 g/L. These VOC content assumptions are consistent with the SDAPCD Rule 67.0.1 VOC limits discussed in Section 3.1.4.

### 4.1.2 Operational Emissions

Operational emissions associated with the buildout of the FMP were estimated using CalEEMod. The CalEEMod output files for the full buildout of the FMP are included in Appendix C, *FMP Full Buildout CalEEMod Output.* Operational sources of emissions include mobile (on-road vehicles), area, energy, water/wastewater, solid waste, refrigerant, and stationary. The FMP would not include the addition of new stationary equipment such as emergency generators; therefore, these sources are not discussed further. The methodology for each of the remaining sources is discussed below.

#### 4.1.2.1 Vehicular (Mobile) Sources

Operational emissions from mobile sources are associated with project-related vehicle trip generation and trip length. According to the VMT Analysis, the campus trip rate would be 1.15 ADT per student (LLG 2026a). This trip rate was applied to the projected 2045 City College on-campus enrollment of 8,856 students, resulting in an estimate of 10,184 ADT for buildout conditions. CalEEMod default vehicle speeds, trip purposes, and trip distances were applied to the trips associated with growth in on-campus enrollment.

EMFAC2021 emission factors from CARB's models for on-road vehicles are incorporated in CalEEMod by default and were used in the model for the project. To account for the Public Laws discussed in Section 3.1.3 and 4.1.1, the 2045 adjustment factors published by CARB were applied to the on-road vehicle (mobile source) exhaust emissions. To apply these adjustment factors to the CalEEMod output data, a weighted adjustment factor was calculated for each pollutant or GHG based on the fleet mix and CARB adjustment factors for each vehicle type. These weighted adjustment factors were then applied to the exhaust portion of the maximum daily mobile source emissions calculated in CalEEMod for each respective pollutant or GHG.

#### 4.1.2.2 Area Sources

Area sources include emissions from landscaping equipment, the use of consumer products, the reapplication of architectural coatings for maintenance in accordance with SDAPCD Rule 67.0.1, and hearths. The landscaped area associated with City College campus was assumed to be approximately 20 percent of the total campus acreage. Projects implemented under the FMP would not include any natural gas fireplaces, wood fireplaces, or wood stoves. Accordingly, the number of hearths was set to zero in CalEEMod. Emissions associated with all other area sources were estimated using the CalEEMod default values.

#### 4.1.2.3 Energy Sources

Projects implemented under the FMP would use energy for lighting, heating, and cooling, among other building functions. Direct emissions from the burning of natural gas typically result from furnaces, hot water heaters, and cooking appliances. A portion of electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which occurs at the power plant(s). A building's electricity use is thus associated with off-site or indirect emissions at the source of electricity generation, and these emissions are not included in the analysis of a land use development project's local or regional air quality impacts but do contribute to GHG emissions.

To calculate the electricity and natural gas that would be consumed upon buildout of the FMP, energy consumption rates per square foot were calculated based on energy bills for the period from March 2024 to February 2025. In accordance with District policies, future buildings constructed as part of the project would be all-electric (would not use natural gas). Therefore, the natural gas use per square foot for the newly proposed buildings was converted to the equivalent energy in electricity based on the methods described in CAPCOA's Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity for measure E-15, Require All-Electric Development (CAPCOA 2024) and added to the future electricity use that was calculated using the District energy consumption rates. The existing buildings which would remain under the FMP were assumed to consume electricity and natural gas at the rates calculated for existing conditions.

#### 4.1.2.4 Water and Wastewater Sources

Water-related GHG emissions are from the conveyance and treatment of water and wastewater. To calculate the water and wastewater that would be used upon buildout of the FMP, water consumption rates per square foot were calculated based on water bills provided by the District for the period from October 2024 to September 2025. As these bills did not specify indoor and outdoor water use, these water and wastewater amounts were then separated out in the model based on the default ratios of indoor-to-outdoor water use within CalEEMod for the community college land use type in CalEEMod (Junior College [2yr]).

#### 4.1.2.5 Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. Portions of these emissions are biogenic. CalEEMod methods for quantifying GHG emissions from solid waste are based on the IPCC method using the degradable organic content of waste. Solid waste emissions were modeled using CalEEMod default waste generation rates.

#### 4.1.2.6 Refrigerants

CalEEMod calculates GHG emissions associated with refrigerants (typically HFCs or blends of gases containing HFCs), which are emitted through leakage or maintenance from project refrigeration systems, freezers, and air conditioning systems. Refrigerant emissions were calculated using CalEEMod defaults.

## 4.2 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE

### 4.2.1 Air Quality

Thresholds used to evaluate potential air quality and odor impacts are based on applicable criteria in the CEQA Guidelines Appendix G. A significant air quality and/or odor impact could occur if the implementation of the proposed FMP would:

***Threshold 1:*** *Conflict with or obstruct implementation of the applicable air quality plan; or*

***Threshold 2:*** *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard; or*

***Threshold 3:*** *Expose sensitive receptors to substantial pollutant concentrations; or*

***Threshold 4:*** *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. Therefore, to determine whether a project would result in a cumulatively considerable net increase of $PM_{10}$, $PM_{2.5}$, or ozone precursors ($NO_X$ and VOCs), project emissions can be evaluated in comparison with the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rules 20.2 and 20.3 for the preparation of Air Quality Impact Assessments. In the absence of SDAPCD adopted thresholds for VOCs, the City's screening threshold is used in this analysis (City 2022b).

The screening criteria were developed by SDAPCD with the purpose of attaining the NAAQS and CAAQS. Therefore, for CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to regional air quality. The screening thresholds are included in Table 9, *Screening-Level Thresholds for Air Quality Impact Analysis*.

**Table 9**
**SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS**

| Pollutant | Emissions | | |
|---|---|---|---|
| | Pounds per Hour | Pounds per Day | Tons per Year |
| Respirable Particulate Matter ($PM_{10}$) | -- | 100 | 15 |
| Fine Particulate Matter ($PM_{2.5}$) | -- | 67 | 10 |
| Oxides of Nitrogen ($NO_X$) | 25 | 250 | 40 |
| Oxides of Sulfur ($SO_X$) | 25 | 250 | 40 |
| Carbon Monoxide (CO) | 100 | 550 | 100 |

| Pollutant | Emissions | | |
|---|---|---|---|
| | Pounds per Hour | Pounds per Day | Tons per Year |
| Lead and Lead Compounds | -- | 3.2 | 0.6 |
| Volatile Organic Compounds (VOC) | -- | 137 | 15 |

Source: SDAPCD 2019; City 2022b

### 4.2.2 Greenhouse Gases

Given the relatively small levels of GHG emissions generated by a typical development in relation to the total amount of GHG emissions generated on a national or global basis, individual development projects are not expected to result in significant, direct impacts to climate change. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, the potential for a significant GHG emissions impact is limited to cumulative impacts.

According to Appendix G of the CEQA Guidelines, a project would have a significant GHG emissions impact if it would:

***Threshold 1:*** *Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or*

***Threshold 2:*** *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.*

The determination of significance for GHG emissions is governed by CEQA Guidelines 15064.4, titled "Determining the Significance of Impacts from Greenhouse Gas Emissions." CEQA Guidelines Section 15064.4(a) states, "[t]he determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to … [use a quantitative model or qualitative model]." CEQA Guidelines Section 15064.4(b) clarifies that a lead agency should consider the following factors when determining the significance of impacts from GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting.

2. Whether project emissions exceed a threshold of significance that the lead agency determines applies to a project.

3. The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, consistent with CEQA Guidelines Section 15064.4, the GHG emissions analysis for the FMP relies upon a threshold based on the exercise of careful judgment and believed to be appropriate in the context of the project.

Neither the State of California, SDAPCD, nor District has adopted a quantitative emission-based threshold to determine significance for GHG emissions associated with campus development under CEQA. In the absence of an adopted numeric threshold, the significance of GHG emissions for the project is evaluated based on consistency with statewide goals for the reduction of GHG emissions as outlined in the 2022 Scoping Plan. As the California Supreme Court held in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) (62 Cal. 4th 204), the evaluation of a project based on its effect on California's efforts to meet long-term climate goals is an appropriate significance criterion under CEQA. A project that would be consistent with meeting those goals can be found to have a less than significant impact on climate change under CEQA. If a project would contribute its "fair share" of what would be required to achieve those long-term climate goals, then a reviewing agency can find that the impact would not be significant because the project would help to solve the problem of global climate change (62 Cal. 4th 220-223; Bay Area Air District 2022).

As discussed further in Section 3.2.2, the 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D to the 2022 Scoping Plan specifically includes recommendations for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies and approval of new land use development. Project consistency with these locally recommended strategies would demonstrate that proposed development is in alignment with state goals and incorporates the design features necessary to contribute its fair share to the state's goal of carbon neutrality by 2045. Therefore, if the project complies with the local strategy recommendations, it can be found to contribute its "fair share" to achieve the state's long-term climate goals and have a less than significant GHG emissions impact.

# 5.0 AIR QUALITY IMPACT ANALYSIS

## 5.1 ISSUE 1: CONFLICT WITH AIR QUALITY PLANS

*Would the project conflict with or obstruct implementation of the applicable air quality plan?*

### 5.1.1 Impacts

#### 5.1.1.1 Program-Level Analysis

The SDAPCD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SDAB is in nonattainment. Strategies to achieve these emissions reductions are developed in the Attainment Plan, RAQS, and SIP, prepared by the SDAPCD for the region. The Attainment Plan, RAQS, and SIP are based on SANDAG population projections, as well as land use designations and population projections included in general plans for cities and the County. Regional population growth is typically associated with the construction of residential units or large employment centers.

Projects that propose development that is consistent with the growth anticipated by SANDAG would be consistent with the Attainment Plan and RAQS. If a project proposes development that is less intensive than anticipated within the applicable general plan or land use assumptions used by SANDAG to develop its projections, the project would likewise be consistent with the Attainment Plan and RAQS. If a project proposes development that is more emissions-intensive than that anticipated in the applicable general plan or growth projections upon which the Attainment Plan and RAQS are based, the project could

conflict with the Attainment Plan and RAQS and may have a potentially significant impact on air quality. This situation would warrant further analysis to determine whether the project and the surrounding projects exceed the growth projections used in the Attainment Plan and RAQS for the specific subregional area.

The purpose of the proposed FMP is to implement campus wide improvements to modernize existing facilities, improve programming, and accommodate on-campus student enrollment growth anticipated through 2045 within the existing City College campus. The project would accommodate regional growth that is projected through 2045 and would include land uses that are generally consistent with the existing campus land use types. Therefore, the project would not increase the regional population beyond SANDAG's growth forecasts. The RAQS and Attainment Plan rely on the same information from the SANDAG growth forecast to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. Because the project would not generate population growth beyond the levels assumed for the region, the project would not conflict with population growth projections for the region and would, therefore, be consistent with the RAQS and Attainment Plan. In addition, as detailed in Section 5.2, below, the project would not exceed daily screening level thresholds for emissions of ozone precursors or criteria air pollutants.

#### 5.1.1.2 Project-Level Analysis

As individual components of the FMP described in the program-level analysis above, the near-term projects would be consistent with the existing campus land use types and would not generate population growth beyond the levels assumed for the region. As such, the near-term projects would not conflict with population projections for the region and would, therefore, be consistent with the RAQS and Attainment Plan. In addition, as detailed in Section 5.2, below, the near-term projects would not exceed daily screening level thresholds for emissions of ozone precursors or criteria air pollutants.

### 5.1.2 Significance of Impacts

Implementation of the FMP, including the near-term projects, would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant. Therefore, no mitigation is required.

## 5.2 ISSUE 2: CUMULATIVELY CONSIDERABLE NET INCREASE OF NONATTAINMENT CRITERIA POLLUTANTS

*Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?*

### 5.2.1 Impacts

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB. The region is a federal and/or state nonattainment area for ozone, $PM_{10}$, and $PM_{2.5}$. Implementation of the FMP would generate criteria pollutants and ozone precursors sporadically during construction activities and on an ongoing basis during campus operation. To determine whether the project would result in a cumulatively considerable net increase in criteria pollutants that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, the near-term project construction

emissions and the FMP buildout operational emissions are evaluated in comparison with the quantitative screening thresholds discussed in Section 4.2.1 and shown in Table 9.

#### 5.2.1.1 Program-Level Analysis

**Construction Emissions**

Construction of the long-term projects proposed under the FMP would be similar in scale and construction intensity, would require similar types of construction activity, and would utilize similar types of construction equipment to the near-term projects, the maximum daily emissions for which are presented in Section 5.2.1.2 below and do not exceed applicable screening thresholds. Further, even if the maximum day of emissions associated with each of the three near-term projects occurred on the same day, the screening thresholds would not be exceeded. Simultaneous construction of these three projects is a reasonably conservative scenario for the intensity of concurrent construction that may occur during implementation of the FMP. The use of equipment for minor renovations or other maintenance projects would be less intensive than for the near-term or long-term redevelopment projects. As the criteria pollutant and precursor emissions associated with construction of each of the near-term projects would be below the applicable screening thresholds, even with concurrent construction, it can be assumed that future construction activities required for buildout of the FMP also would not exceed these screening thresholds.

**Operational Emissions**

The net increase in operational emissions associated with full buildout of the FMP over existing conditions (refer to Table 2) was estimated using CalEEMod, as described in Section 4.1.2. Buildout of the FMP is anticipated to be complete in 2045. Operational emissions calculations and model outputs are provided in Appendix C. Table 10, *Net Daily Operational Emissions at Buildout*, presents the summary of the net increase in daily operational emissions for the project in comparison with the daily thresholds provided in Table 9.

**Table 10**
**NET DAILY OPERATIONAL EMISSIONS AT BUILDOUT**

| Category | Pollutant Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile | 22.5 | 13.9 | 167.0 | 0.5 | 54.0 | 13.8 |
| Area | 39.8 | -- | 78.0 | <0.1 | 0.1 | 0.1 |
| Energy | 0.2 | 4.3 | 3.6 | <0.1 | 0.3 | 0.3 |
| **Total Daily Emissions[1]** | **62.5** | **18.2** | **250.3** | **0.5** | **54.5** | **14.2** |
| Existing Daily Emissions (Table 2) | 48.2 | 15.1 | 186.3 | 0.4 | 40.6 | 10.7 |
| **Net Daily Emissions[1]** | **14.3** | **3.1** | **64.0** | **0.1** | **13.9** | **3.5** |
| *Screening Thresholds* | *137* | *250* | *550* | *250* | *100* | *67* |
| ***Significant Impact?*** | ***No*** | ***No*** | ***No*** | ***No*** | ***No*** | ***No*** |

Source: CalEEMod (output data is provided in Appendix C)
[1] Totals and differences may not compute due to rounding.
VOC = volatile organic compound; $NO_X$ = nitrogen oxides; CO = carbon monoxide; $SO_2$ = sulfur dioxide; $PM_{10}$ = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 10, the net increase in emissions of all criteria pollutants and ozone precursors associated with operation of the project would be below the daily screening thresholds.

### 5.2.1.2 Project-Level Analysis

#### Construction Emissions

The near-term project construction emissions were estimated using CalEEMod as described in Section 4.1.1. Emissions estimated for construction assume conformance with SDAPCD Rules 55 and 67.0.1, specifically watering exposed areas twice per day, limiting vehicle speeds on unpaved on-site roads, and limiting the VOC content of architectural coatings to 50 g/L for building coatings and 100 g/L for parking lot markings.

The results of the emissions calculations for construction of each of the near-term projects are shown in Table 11, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for each of the near-term projects. As certain phases of construction would occur concurrently for the near-term projects and could similarly occur concurrently during future construction, the combined maximum daily emissions are additionally presented and compared to the applicable screening thresholds as a conservative construction scenario. The complete CalEEMod output is provided in Appendix B to this report.

**Table 11**
**MAXIMUM DAILY CONSTRUCTION EMISSIONS**

| Year | Pollutant Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| **Building A Expansion** | | | | | | |
| 2027 | 2.3 | 21.4 | 19.7 | <0.1 | 2.1 | 1.0 |
| 2028 | 3.1 | 27.5 | 29.0 | <0.1 | 9.0 | 5.0 |
| 2029 | 1.1 | 9.2 | 14.8 | <0.1 | 0.8 | 0.4 |
| 2030 | 8.0 | 8.0 | 9.4 | <0.1 | 0.4 | 0.3 |
| ***Building A Expansion Maximum Daily Emissions*** | ***8.0*** | ***27.5*** | ***29.0*** | ***<0.1*** | ***9.0*** | ***5.0*** |
| **Performing Arts Center** | | | | | | |
| 2027 | 0.5 | 4.5 | 6.1 | <0.1 | 0.6 | 0.2 |
| 2028 | 1.0 | 8.5 | 9.9 | <0.1 | 2.5 | 1.4 |
| 2029 | 3.8 | 8.2 | 8.0 | <0.1 | 0.4 | 0.3 |
| ***Performing Arts Center Maximum Daily Emissions*** | ***3.8*** | ***8.5*** | ***9.9*** | ***<0.1*** | ***2.5*** | ***1.4*** |
| **North Campus Athletic Fields** | | | | | | |
| 2026 | 2.3 | 20.8 | 19.6 | <0.1 | 1.0 | 0.8 |
| 2027 | 3.1 | 28.1 | 28.9 | <0.1 | 9.0 | 5.1 |
| ***North Campus Athletic Fields Maximum Daily Emissions*** | ***3.1*** | ***28.1*** | ***28.9*** | ***<0.1*** | ***9.0*** | ***5.1*** |
| **Combined Maximum Daily Emissions[1]** | **14.9** | **64.1** | **67.8** | **<0.1** | **20.5** | **11.5** |
| *Screening Threshold* | *137* | *250* | *550* | *250* | *100* | *67* |
| ***Significant Impact?*** | ***No*** | ***No*** | ***No*** | ***No*** | ***No*** | ***No*** |

Source: CalEEMod (output data is provided in Appendix B)

[1] Combined maximum daily emissions are presented without regard for construction year to represent the maximum daily emissions anticipated to be generated by simultaneous construction projects during FMP implementation.

VOC = volatile organic compound; $NO_X$ = nitrogen oxides; CO = carbon monoxide; $SO_X$ = sulfur oxides;
$PM_{10}$ = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 11, the near-term project's combined short-term construction-related criteria pollutant and precursor emissions would be below the screening thresholds during concurrent construction.

**Operational Emissions**

Operational emissions from the near-term projects proposed under the FMP are accounted for in the emissions calculated for the full buildout of the FMP and provided in Table 10 above, which demonstrates that the net increase in operational emissions would be below the applicable thresholds. The incremental change in pollutant and precursor emissions as each near-term project becomes operational would be minimal as these projects would replace similar uses with new but expanded facilities. As shown in Table 10, mobile sources contribute the most to daily emissions and campus-related trips; however, trip generation would not be affected by the near-term projects. The increase in building area proposed by the near-term projects would result in a slight increase in area emissions as these are proportional to building square footage. While the expanded buildings would likely require more energy, they would remove the use of natural gas which contributes to air pollutant and precursor emissions.

### 5.2.2 Significance of Impacts

Implementation of the FMP, including the near-term projects, would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard and impacts would be less than significant. Therefore, no mitigation is required.

## 5.3 ISSUE 3: IMPACTS TO SENSITIVE RECEPTORS

*Would the project expose sensitive receptors to substantial pollutant concentrations?*

### 5.3.1 Impacts

#### 5.3.1.1 Program-Level Analysis

**Construction Activities**

Implementation of the FMP would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC DPM. CARB has declared that DPM from diesel engine exhaust is a TAC, and OEHHA has determined that chronic exposure to DPM can cause carcinogenic and non-carcinogenic health effects. For this reason, although other pollutants would be generated from project construction, DPM is the primary pollutant of concern.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has to the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer HRAs are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long-duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary

and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). In addition, concentrations of mobile-source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500 feet (CARB 2005).

Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the construction activity, the construction-related emissions to which nearby receptors are exposed would also vary throughout the construction period. During some equipment-intensive activities, such as site preparation or grading, construction-related emissions would be higher than during other, less equipment-intensive activities, such as building construction. Considering the short duration when intensive off-road diesel equipment would be used on the campus, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the campus (not concentrated near any single receptor for extended periods), construction projects implemented under the FMP would not expose sensitive receptors to substantial DPM concentrations.

### Operational Activities

Potential impacts to sensitive receptors during project operation are analyzed for CO hotspots and exposure to land uses that typically generate TACs.

#### CO Hotspots

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (i.e., congested intersection) increases. The increased trips associated with future increases in on-campus enrollment have the potential of contributing to localized “hot spots” of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections.

The SDAPCD does not have screening criteria for when an intersection or road segment might generate CO hotspots. However, the volume of vehicles required to result in a CO hotspot is very high. For example, the Bay Area Air District’s screening criteria for CO hotspots is intersections with more than 44,000 vehicles per hour, or intersections with 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway; Bay Area Air District 2023). Based on the Local Mobility Analysis prepared for the FMP, the project is estimated to generate approximately 2,623 ADT (LLG 2026b). The addition of these trips to nearby intersections would not be of a quantity to generate a CO hotspot, given roadway segments near the project site are projected to carry up to 14,407 vehicles per day in 2045 (LLG 2026b) and do not include roadway types where vertical and/or horizontal mixing is substantially limited.

#### Sensitive Receptors

CARB siting recommendations within the *Air Quality and Land Use Handbook* suggest a detailed health risk assessment should be conducted for sensitive receptors within 1,000 feet of a warehouse distribution center, within 300 feet of a large gas station (defined as a facility with a throughput of

3.6 million gallons per year or greater), 50 feet of a typical gas dispensing facilities, within 300 feet of a dry cleaning facility that uses perchloroethylene, or 500 feet of a freeway or urban road with 100,000 or more vehicles per day (CARB 2005).

The FMP would include academic, recreational, and parking uses and would not include these types of sources and would not represent a substantial source of TACs. No new generators or other utility equipment that would generate substantial TACs are proposed by the FMP. Continued operation of existing equipment and future replacements of existing equipment generating TACs, primarily within the Central Utility Plant, would be subject to SDAPCD permitting requirements, including Rule 1200, which ensures that emissions of TACs do not result in unacceptable health risks. As such, the project would not expose sensitive receptors to substantial pollutant concentrations.

#### 5.3.1.2 Project-Level Analysis

**Construction**

Implementation of the near-term projects under the FMP would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles which could generate the TAC DPM. However, as detailed further under the Program-Level Analysis above, based on the short duration when intensive off-road diesel equipment would be used during construction of the near-term projects, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations (not concentrated near any single receptor for extended periods), construction of the near-term projects would not expose sensitive receptors to substantial DPM concentrations.

**Operation**

Potential impacts to sensitive receptors during operation of the near-term projects are analyzed for CO hotspots and exposure to land uses that typically generate TACs similar to the Program-Level Analysis above.

CO Hotspots

As discussed under the program-level analysis above, buildout of the FMP would not result in the generation of CO hotspots as the addition of campus-related trips to nearby intersections would not exceed screening criteria established by the Bay Area Air District. As such, the near-term projects, which are not directly associated with the generation of additional vehicle trips, would not result in CO hotspots.

Sensitive Receptors

The near-term projects include recreational, educational, and administrative land uses and would not include the land uses or other equipment that generate substantial TACs as described under the program-level analysis above. As such, the near-term projects would not expose sensitive receptors to substantial pollutant concentrations.

### 5.3.2 Significance of Impacts

Implementation of the FMP, including the near-term projects, would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant. Therefore, no mitigation is required.

## 5.4 ISSUE 4: OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS)

*Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

### 5.4.1 Impacts

#### 5.4.1.1 Program-Level Analysis

As discussed above in Section 2.3, California Health and Safety Code Sections 41700 and 41705, and SDAPCD Rule 51 prohibit emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. An unreasonable odor discernible at the property line of the project site is considered a significant odor impact.

Implementation of the FMP could produce temporary odors during proposed construction activities from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings. However, odors emitted during construction would be temporary, short-term, and intermittent in nature, as they would cease upon the completion of the respective phase of construction. Accordingly, the FMP would not create objectionable odors affecting a substantial number of people during construction.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations (SCAQMD 1993). The FMP, involving academic, recreational, and parking uses, would not include these uses. Although the FMP would include outdoor planting and farm space for the sustainable agriculture program offered at the City College, it would not involve livestock raising that generates the most substantial agricultural odors and would not be of a scale to produce odor at the property line or elicit odor complaints off-site. The FMP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

#### 5.4.1.2 Project-Level Analysis

The near-term projects proposed under the FMP could produce odors during construction activities from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings. However, odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, the near-term projects proposed under the FMP would not include the land uses associated with odor complaints as described under Section 5.4.1.1. The near-term projects would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### 5.4.2 Significance of Impacts

Implementation of the FMP, including the near-term projects, would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant. No mitigation is required.

# 6.0 GREENHOUSE GAS IMPACT ANALYSIS

## 6.1 ISSUE 1: GREENHOUSE GAS EMISSIONS

*Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?*

### 6.1.1 Impacts

#### 6.1.1.1 Program-Level Analysis

**Project-Generated Emissions**

CEQA Guidelines Section 15064.4 states, "[a] lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project." While project GHG emissions impacts are based on implementation of 2022 Scoping Plan strategies as described in Section 4.2.2 above, the following discussion presents an estimate of the GHG emissions generated by project construction for informational purposes.

Construction Emissions

The GHG emissions associated with construction of the FMP are quantified for the near-term projects in Section 6.1.1.2 below. These near-term projects would consist of similar construction phases, utilize similar construction equipment, and be similar in scale and construction intensity to future projects; therefore, their quantified GHG emissions are generally reflective of the additional projects which would be implemented under the FMP in the future. During concurrent construction of the three near-term projects, the year with the highest GHG emissions would be 2028, with 581.6 MT $CO_2e$ produced from construction. Construction activity would vary by year throughout implementation of the FMP but can be anticipated to result in similar GHG emissions as anticipated annually for the near-term projects. This is a relatively conservative scenario for concurrent construction activity that may occur within a single year for construction of the remaining FMP projects.

Operational Emissions

The GHG emissions associated with buildout of the FMP were estimated using CalEEMod as described in Section 4.1.2. For informational purposes, the campus' total annual and net new with FMP GHG emissions for the buildout year of 2045 are shown in Table 12, *Operational GHG Emissions*. Appendix C contains the CalEEMod output files.

**Table 12**
**OPERATIONAL GHG EMISSIONS**

| Emission Sources | 2045 Emissions (MT $CO_2e$) |
|---|---|
| Vehicular (Mobile) | 6,694.5 |
| Area | 26.9 |
| Energy | 1,839.0 |
| Water/Wastewater | 24.8 |
| Solid Waste | 562.8 |
| Refrigerants | 0.8 |
| **Campus Total[1]** | **9,148.8** |
| *Existing Campus GHG Emissions (Table 5)* | *7,029.5* |
| **Net New FMP GHG Emissions** | **2,119.3** |

Source: CalEEMod (output data is provided in Appendix C)
[1] Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; $CO_2e$ = carbon dioxide equivalent

Although operational emissions would increase with FMP buildout, the increase reflects intensified educational use and campus programming and is reduced by design through building electrification, improvements in transportation efficiency, and consistency with state decarbonization strategies.

### Scoping Plan Consistency Analysis

The Scoping Plan (approved by CARB in 2008 and updated in 2014, 2017, and 2022) provides a framework to reduce California's GHG emissions in accordance with AB 32. The 2022 Scoping Plan identified additional GHG reduction measures necessary to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045 in accordance with goals set in AB 1279. The Scoping Plan requires CARB and other state agencies to adopt regulations and other strategies to reduce GHGs. As many of the strategies identified in the Scoping Plan are not directly applicable to specific projects, the 2022 Scoping Plan included Appendix D providing recommendations and clarification on local GHG-reduction strategies and project-level environmental review. As described in Section 4.2.2, consistency with the 2022 Scoping Plan was determined to be an appropriate methodology for assessment of project GHG emissions impact significance as implementation of these strategies would represent the project's "fair share" contribution to meeting state GHG reduction targets.

Table 1 of Appendix D of the 2022 Scoping Plan provides impactful GHG reduction strategies that can be implemented by local governments that address the three local priority areas: (1) transportation electrification, (2) VMT reduction, and (3) building electrification. These areas and strategies are designated as "priority" because they are the GHG reduction opportunities over which local governments have the most authority and that have the highest GHG reduction potential. The project's consistency with these strategies is provided in Table 13, *Scoping Plan Consistency Analysis*.

**Table 13**
**SCOPING PLAN CONSISTENCY ANALYSIS**

| 2022 Scoping Plan Priority Areas | 2022 Scoping Plan Priority GHG Reduction Strategies | Project Consistency Statement |
|---|---|---|
| **Transportation Electrification** | Convert local government fleets to ZEVs and provide EV charging at public sites | **Consistent.** EV charging stations are currently available to City College students, staff, visitors, and the general public in Parking Structure P200. The FMP parking improvements would additionally include new EV charging stations on campus, though parking at EV chargers is regulated consistent with campus parking requirements. Further, the District is currently purchasing ZEVs for maintenance and facilities staff as the fleet requires replacement, and development of the FMP would not conflict with policies regarding the conversion of fleets to ZEVs. |
| | Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans) | **Consistent.** The FMP would not inhibit the implementation of City or other jurisdiction's actions to support statewide ZEV deployment. The District is currently in the process of purchasing ZEVs for maintenance and facilities staff as vehicles are replaced. As described above, vehicle charging locations within City College parking areas are also available. |
| **VMT Reduction** | Reduce or eliminate minimum parking standards | **Consistent.** The District does not have minimum parking standards for its campuses. Although the FMP would include new parking facilities, these improvements would accommodate anticipated student growth and would not result in increased VMT due to the provision of excessive parking (refer to discussion of parking pricing below). |
| | Implement Complete Streets policies and investments, consistent with general plan circulation element requirements | **Consistent.** Although the District is not subject to municipal regulations or plans such as the City's Complete Streets Policy or General Plan Circulation Element, the FMP would not impede implementation of these policies or future complete street improvements on City roadways. The FMP would also include elements to improve on-campus circulation and safety through the construction of pedestrian walkways, a widened crosswalk, and bicycle storage. |

| 2022 Scoping Plan Priority Areas | 2022 Scoping Plan Priority GHG Reduction Strategies | Project Consistency Statement |
|---|---|---|
| **VMT Reduction (cont.)** | Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc. | **Consistent.** The FMP would increase the density of the City College campus, which is located within a transit priority area with easy access to trolley and bus services. The District would continue to provide transit passes for sale at the discounted student rate established by MTS. |
| | Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking | **Consistent.** The FMP would encourage clean mobility options by including improvements such as pedestrian walkways over Park Boulevard and B Street, a raised and widened crosswalk across B Street, and bicycle storage across the campus. |
| | Implement parking pricing or transportation demand management pricing strategies | **Consistent.** Parking within the City College campus requires the purchase of a permit, which would align with pricing strategies to encourage the use of public transit in the area. Carpooling is also encouraged through the discounted carpool parking permit option. |
| | Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood) | **Consistent.** The FMP would implement higher density infill development projects within the City College campus, which is within a walkable area with high quality transit options. |
| | Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements) | **Consistent.** The FMP would implement infill development projects within the boundaries of the City College campus, which is fully developed with campus uses and surrounded by urban development. Therefore, no greenfield conversion would occur. |
| **Building Decarbonization** | Adopt all-electric new construction reach codes for residential and commercial uses | **Consistent.** The new buildings constructed under the FMP would be all-electric in accordance with District sustainability policies outlined in the District Design Guidelines and Standards Manual. Construction on campus would be required to comply with Title 24 standards, and projects are further incentivized to reach energy efficiency above the Title 24 baseline as outlined in the District’s Sustainability Levels framework. In addition, Administrative Procedure 6970 includes the goals of outperforming Title 24 energy efficiency standards by at least 20 percent, striving to achieve a LEED-NC gold rating, and requiring that at least 5 percent of a project’s total energy is generated on site from renewable sources. |

| 2022 Scoping Plan Priority Areas | 2022 Scoping Plan Priority GHG Reduction Strategies | Project Consistency Statement |
|---|---|---|
| **Building Decarbonization (cont.)** | Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers) | **Consistent.** The District would continue to implement green building standards in campus facilities in accordance with Board Policy 6970 (Green Building Policy and Major Renovation Standards) and Administrative Procedure 6970 (Green Buildings) as outlined in Section 3.2.4.2. Administrative Procedure 6970 requires that the renovation of buildings that require 100 percent replacement of mechanical, electrical, and plumbing systems and replacement of over 50 percent of all non-shell areas (interior walls, doors, floor coverings and ceiling systems) would at a minimum achieve LEED Silver or an equivalent certification. |
| | Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances | **Consistent.** The District Design Guidelines and Standards Manual includes policies related to building electrification, including a goal to achieve a 75 percent reduction in natural gas usage by 2035. To reduce natural gas usage, the District builds new facilities with no natural gas connections, except in rare circumstances for specialized equipment, and replaces gas-powered equipment with electric equivalents when replacement is needed. |
| | Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing) | **Consistent.** The City College campus currently hosts solar panels rated approximately one megawatt that generate renewable energy. The District has previously used programs intended to increase renewable energy generation, such as power purchase agreements for solar panels on other campuses. While no specific renewable energy facilities are part of the FMP, the District would continue to evaluate the feasibility of incorporating such technology on campus as it is available and economically feasible. |

| 2022 Scoping Plan Priority Areas | 2022 Scoping Plan Priority GHG Reduction Strategies | Project Consistency Statement |
|---|---|---|
| **Building Decarbonization (cont.)** | Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings) | **Consistent.** The City College campus currently already has the maximum one megawatt of solar panel capacity from which excess energy can be sold to the grid; therefore, new solar panels are not currently being considered for new buildings. City College additionally has a 650-kilowatt hydrogen fuel cell grid located between Building A and Russ Boulevard. Additional renewable energy production and storage technologies are considered by the District as feasible. |

Source: CARB 2022

As shown in Table 13, the FMP would not impede implementation of the GHG reduction strategies identified in the 2022 Scoping Plan. Rather, many of the District and City College policies would be consistent with these GHG reduction strategies. Therefore, buildout of the FMP would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.

### 6.1.1.2 Project-Level Analysis

#### Construction Emissions

GHG emissions would be associated with the construction phases of each of the near-term projects through the use of off-road heavy equipment and vehicle trips from construction worker, vendor, and haul trips. An inventory of construction GHG emissions for each of the near-term projects is provided below for informational purposes.

GHG emissions associated with construction of the near-term projects were estimated using CalEEMod, as described in Section 4.1.1. Construction emissions calculations and model outputs are provided in Appendix B. Table 14, *Near-Term Construction GHG Emissions by Year*, presents the summary of the total GHG emissions associated with the construction of the near-term projects.

**Table 14**
**NEAR-TERM CONSTRUCTION GHG EMISSIONS BY YEAR**

| Year | Building A Expansion (MT $CO_2e$) | Performing Arts Center (MT $CO_2e$) | North Campus Athletic Fields (MT $CO_2e$) | Total Annual Emissions (MT $CO_2e$) |
|---|---|---|---|---|
| 2026 | -- | -- | 32.8 | 32.8 |
| 2027 | 33.5 | 3.4 | 153.2 | 190.1 |
| 2028 | 410.6 | 171.0 | -- | 581.6 |
| 2029 | 372.5 | 143.3 | -- | 515.8 |
| 2030 | 46.7 | -- | -- | 46.7 |
| **Total Construction Emissions** | **863.3** | **317.7** | **186.0** | **--** |

Source: CalEEMod (output data is provided in Appendix B)
MT = metric tons; $CO_2e$ = carbon dioxide equivalent

#### Operational Emissions

Operation of the near-term projects proposed under the FMP is accounted for in the GHG emissions calculated for the full buildout of the FMP provided for informational purposes in Table 12 above and the Scoping Plan consistency analysis contained in Table 13. The incremental change in GHG emissions as each near-term project becomes operational would be minimal as these projects would replace similar uses with new but expanded facilities that incorporate more stringent energy efficiency standards. As the near-term projects would be consistent with the Scoping Plan, operation of the near-term projects would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.

### 6.1.2 Significance of Impacts

The FMP, including the near-term projects, would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment, and impacts would be less than significant. No mitigation is required.

## 6.2 ISSUE 2: CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF REDUCING GREENHOUSE GAS EMISSIONS

*Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

### 6.2.1 Impacts

#### 6.2.1.1 Program-Level Analysis

There are numerous state plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Impacts of the FMP are evaluated based on whether the project would conflict with or obstruct implementation of CARB's 2022 Scoping Plan or the California Community Colleges Sustainability and Climate Action goals.

#### California Air Resources Board 2022 Scoping Plan

As discussed in Section 3.2.4, the 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D to the 2022 Scoping Plan includes recommendations for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies and approval of new land use development. As demonstrated in Section 6.1.1 above, the project would be consistent with the priority GHG reduction strategies identified in Appendix D of the 2022 Scoping Plan and therefore address the three key priorities identified by the 2022 Scoping Plan for local jurisdictions.

### California Community Colleges Board of Governors Climate Action and Sustainability Framework

The California Community College Climate Action and Sustainability Framework provides goals and recommendations for community college districts in response to the Board of Governors Climate Change and Sustainability Policy. The latest version of this framework aligned the California Community Colleges with the 2017 Scoping Plan; therefore, the analysis provided in Section 6.1.1 related to the 2022 Scoping Plan demonstrates that the project would be consistent with the more recent state goals and recommendations. Nonetheless, the following describes how District programs and the FMP align with the Climate Action and Sustainability Framework goals, which are intended to be specifically relevant to community colleges.

#### Greenhouse Gas Emissions Reduction

The GHG Emissions Reduction goals of the Climate Action and Sustainability Framework recommends that each campus submits to the Chancellor's Office measurable sustainability objectives, including carbon emissions baselines, carbon emissions inventories and local Climate Action Plans to reduce emissions by at least 75 percent by 2030, and then continues to track and report campus GHG emissions. To achieve statewide goals, campuses are then recommended to reduce campus/district GHG emissions (purchases of electricity and natural gas; fleet and marine vessel usage; and other emissions over which the entity has direct control) by at least 75 percent by 2030 and 100 percent by 2035. While emissions from these sources are outside of a district's control, the community colleges are encouraged to promote the use of alternative transportation and/or alternative fuels to reduce transportation emissions. Lastly, new construction and renovation projects are encouraged to emphasize optimum energy utilization, low life cycle operating costs, and compliance with all applicable energy codes (enhanced Title 24 energy codes) and regulations, including for specialized construction types (e.g., historical buildings) that are not regulated through the current energy codes.

As summarized in Section 3.2.4.1, the District completed its carbon emission baseline inventory and the District CAP in 2023 (District 2023). In addition, as discussed further under Green Buildings below, the District has Board Policies and Administrative Procedures which mandate certain green building techniques to reduce GHG emissions for new construction and renovation projects. In addition, the Sustainability Levels provide incentives for exceeding Title 24 regulations as discussed further under Energy below. All new buildings constructed under the FMP would be all-electric and would therefore be consistent with the goals outlined above.

#### Green Buildings

The Green Buildings goals of the Climate Action and Sustainability Framework encourage districts to benchmark energy usage intensity for each building and develop a zero net energy and campus electrification strategy or conduct LEED or WELL assessment of existing buildings. By 2030, it is recommended that new buildings and major renovations are constructed as zero net energy ready, new buildings be certified LEED or WELL Gold, and natural gas use in buildings be reduced by 30 percent. Building on these goals, by 2035 it is recommended that new buildings and major renovations are constructed as zero net energy and certified Zero Carbon, existing buildings are certified LEED Operations and Maintenance Gold or WELL Gold equivalent, and natural gas use in buildings be reduced by 75 percent.

The District Energy and Environmental Plan within the Strategic Energy and Environmental Plan included a LEED assessment of existing District buildings. The District currently implements green building

standards in campus facilities in accordance with Board Policy 6970 (Green Building Policy and Major Renovation Standards) and Administrative Procedure 6970 (Green Buildings) as outlined in Section 3.2.4.2. Board Policy 6970 requires the District to select architects, engineers and other professionals who have demonstrated expertise in sustainable design and are accredited. Administrative Procedure 6970 provides guidance for implementing District policies and standards for the design and construction of green buildings and renovations and outlines criteria for new buildings including, but not limited to, outperforming Title 24 energy efficiency standards by at least 20 percent, striving to achieve a LEED-NC gold rating, and requiring that at least five percent of a project's total energy is generated on site from renewable sources. The District has additionally developed the Sustainability Levels, which provide a tiered rating system that encourages environmentally responsible design, construction, and operations and applies to new construction, major renovations, and modernization projects. See Section 3.2.4.3 for additional details regarding this program. The projects implemented under the FMP would continue to comply with these policies throughout design, construction, and operation of individual projects.

Energy

The Energy goals of the Climate Action and Sustainability Framework state that California's local community colleges should consider establishing a campus Energy Use Intensity score, conduct Effective Useful Life analysis of all gas-using appliances and systems, and plan for electrification of systems with Effective Useful Life of less than 10 years. In addition, the Energy goals encourage colleges to decrease Energy Use Intensity by 25 percent compared to the campus benchmark and annually produce or procure 75 percent of on-site electrical consumption using renewable energy by 2030. Lastly, the Energy goals encourage college campuses to decrease Energy Use Intensity by 40 percent compared to the campus benchmark and accomplish Net Zero Energy Campus by 2035.

The District has identified a goal of maximizing the amount of on-site renewable energy generation with a key performance indicator of solar panels installed on every new building. The City College campus currently already has the maximum of one megawatt of solar panel capacity from which excess energy can be sold to the grid; therefore, new solar panels are not currently being considered for new buildings. The District has additionally identified the goal of decreasing energy consumption through metering on-campus buildings, utilizing cool roofs, and utilizing natural daylight for lighting through the installation of skylights. Existing gas-powered appliances, especially heating and cooling systems, are replaced with electric appliances as they require replacement. The Sustainability Levels framework additionally identifies incentives for energy and carbon performance standards, including energy efficiency greater than Title 24 requirements, integration of on-site renewable energy sources and battery storage, and all-electric construction. Further, as stated in the District Design Guidelines and Standards Manual, it is the policy of the District for all projects to be as energy efficient and as space efficient as possible.

Water

The Water goals of the Climate Action and Sustainability Framework encourage community colleges to manage water more sustainably by using local benchmarks for potable water consumption, identifying non-potable water sources, and adopting best-practice programs such as the California Community College Model Stormwater Management Program. They are additionally encouraged to reduce potable water use by 25 percent through measures such as separately metering large irrigation systems, prioritizing native plants, limiting turf grass, and aligning with Municipal Separate Storm Sewer Systems requirements by 2030. By 2035, colleges should aim for a 50 percent reduction in potable water use from baseline levels and ensure stormwater runoff and discharge match predevelopment conditions by

incorporating green infrastructure and low-impact development across campuses and in new construction.

The District has identified a goal of decreasing water usage on their campuses with supporting actions including separating landscape from domestic water reporting, implementing rainwater capture, using water efficient plumbing fixtures, and planting native and water efficient planting. In addition, the Sustainability Levels establish incentives for District projects to incorporate water conversation measures, including low-flow plumbing fixtures, reduction in potable water use, and utilizing native and/or drought tolerant species for landscaping. The District Design Guidelines and Standards Manual further includes the Storm Water Management Requirements section, which states that the District has elected to comply with Municipal Separate Storm Sewer Systems requirements. Low impact development strategies would also be incorporated into site designs to promote stormwater infiltration. Projects implemented under the FMP would incorporate these actions as feasible into their design and would therefore support these goals.

### Waste

The Waste goals of the Climate Action and Sustainability Framework encourage Districts and community colleges to strengthen their waste-reduction efforts by conducting waste categorization assessments, benchmarking material use, complying with relevant Title 14 regulations, assessing AB 341 compliance, and centralizing waste-reporting systems by 2025. By 2030, they should work toward zero waste to landfills, complete a circularity analysis, and reduce total material consumption by 10 percent. By 2035, they are encouraged to increase material circularity by 25 percent and reduce overall material consumption by 25 percent.

The District Design Guidelines and Standards Manual includes a list of sustainability standards adopted by the District, which states that each campus shall facilitate and maintain an ongoing waste recycling program that establishes where facilities on campus will handle recycled materials including paper, cardboard, glass, plastics, and metal. The City College campus would continue to maintain this program, and implementation of the FMP, including the near-term projects, would not impede implementation of this program. In addition, the District Design Guidelines and Standards Manual identifies the goal of achieving a minimum “end-of-project” recycling rate of 75 percent for non-hazardous solid waste and a further goal of 90 percent diversion from landfills and incinerators by weight, including both demolition and construction waste. Projects are required to implement construction waste management plans to reduce the amount of construction waste that is disposed of in landfills. The projects implemented under the FMP would implement these waste reduction goals as feasible to be consistent with the Waste goals of the Climate Action and Sustainability Framework.

### Purchasing and Procurement

The Purchasing and Procurement goals of the Climate Action and Sustainability Framework encourage Districts and community colleges to strengthen sustainable purchasing practices by benchmarking the environmental performance of current products and services, adopting sustainable procurement policies, and prioritizing environmentally preferable electronics by 2025. By 2030, they should work to increase their procurement of sustainable goods and services by 25 percent above baseline levels, and by 2035, they are encouraged to expand that progress to a 50 percent increase. In order for the state’s community colleges to reach these goals, campuses can promote use of suppliers and/or vendors who reduce waste, re-purpose recycled material, or support other environmentally friendly practices in the provision of goods or services. In order to move to zero waste, campus practices can: (1) encourage use

of products that minimize the volume of trash sent to landfills or incinerators; (2) participate in the CalRecycle Buy-Recycled program or equivalent; and (3) increase recycled content purchases in all Buy-Recycled program product categories.

The Sustainability Levels establish incentives for on-campus projects to incorporate sustainability practices into each phase of project implementation. Specifically, the Sustainability Levels identify incentives for implementing sustainable procurement policies and using at least 30 percent recycled building materials. Individual projects under the FMP would incorporate these sustainability measures as feasible in order to achieve a score that meets the baseline sustainability requirements outlined in the Sustainability Levels section of the District Design Guidelines and Standards Manual. As such, the FMP would implement the Purchasing and Procurement goals during the construction and operation phases of each project, which would further ensure that the FMP is consistent with these goals.

### Transportation

The Transportation goals of the Climate Action and Sustainability Framework encourage Districts and community colleges to improve sustainable transportation by assessing the condition and electrification potential of their fleet vehicles, expanding EV-charging infrastructure, promoting shared and accessible transportation options, and enhancing pedestrian and bicycle access by 2025. By 2030, they should aim for half of all new fleet vehicles and rolling stock to be zero-emission and may consider green parking permits. By 2035, they are encouraged to transition fully so that 100 percent of new fleet vehicles and rolling stock are zero-emission, supporting a long-term shift toward cleaner campus mobility.

The City College campus is within a Transit Priority Area as defined under SB 743 and is surrounded by a variety of high-quality public transit options accessible via existing pedestrian infrastructure. The use of shared or public transportation is encouraged through the requirement to pay for on-campus parking, with a discounted option for carpool permits. The long-term projects under the FMP that include parking would expand EV-charging infrastructure through the installation of EV-charging stations at new parking facilities at the City College campus. In addition, projects planned under the FMP would include secure bicycle storage, widened crosswalks, and pedestrian walkways. The District also anticipates continuing to electrify its vehicle fleet as existing vehicles require replacement.

### Food Systems

The Food Systems goals of the Climate Action and Sustainability Framework encourage Districts and colleges to improve the sustainability of their food systems by having food service providers track and report sustainable food purchases using the Real Food Challenge guidelines or an equivalent framework. By 2030, they should work toward ensuring that 20 percent of their total food budget goes to sustainable options, and by 2035, aim for 80 percent of all food served on campus to meet Real Food Challenge standards or similar criteria, strengthening long-term commitments to ethical, healthy, and environmentally responsible dining.

Implementation of the FMP would not prevent implementation of the practices and policies related to food systems that the District is implementing or preparing to implement at its campuses, including City College. In addition, projects implemented under the FMP that include dining facilities, such as the Building A Expansion project, would be required to implement the specific sustainable food procurement policies outlined in the Food Systems goals above as they are implemented by the District.

#### 6.2.1.2 Project-Level Analysis

The District's consistency with applicable plans, policies, and regulations related to GHG emissions that are implemented at the District level is discussed above. Of these, the ones that would apply at the individual project level would include Board Policy 6970 (Green Building Policy and Major Renovation Standards), Administrative Procedure 6970 (Green Buildings), implementation of the goals in the Sustainability Levels as feasible, and installation of EV Charging stations at new parking facilities. In accordance with Administrative Procedure 6970, new buildings constructed on the City College campus would be designed and built to a minimum standard equivalent to a LEED-NC Silver rating and would strive to achieve a standard equivalent to a LEED- NC gold rating. Renovation of buildings that require 100 percent replacement of mechanical, electrical, and plumbing systems and replacement of over 50 percent of all nonshell areas (interior walls, doors, floor coverings and ceiling systems) would at a minimum comply with LEED Silver or an equivalent rating. With adherence to these District policies, implementation of the near-term projects would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

### 6.2.2 Significance of Impacts

The FMP, including the near-term projects, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. No mitigation is required.

# 7.0 LIST OF PREPARERS

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# Appendix A

## Existing Campus CalEEMod Output

In response to Public Laws 119-15, 119-16, and 119-17, CARB developed off-model adjustment factors that remove the estimated emissions benefits attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy-Duty Omnibus regulations from EMFAC2021, which were approved by the USEPA in November 2025. To apply these adjustment factors to the CalEEMod output data, a weighted adjustment factor was calculated for each pollutant or GHG based on the fleet mix and CARB adjustment factors for each vehicle type. The weighted adjustment factors are shown below.

| | Weighted Adjustment Factors | | | | | | |
|---|---|---|---|---|---|---|---|
| Year | NOx (exh) | Total PM2.5 (exh, bw, and tw) | Total PM10 (exh, bw, and tw) | Total ROG (exh and evap) | CO2 (exh) | CH4 (exh) | N2O (exh) |
| 2045 | 1.023998 | 1.025635 | 1.026269 | 1.016728 | 1.021467 | 1.020657 | 1.0219763 |

The weighted adjustment factors were applied to the exhaust portion of the maximum daily mobile source emissions calculated in CalEEMod for each respective pollutant or GHG, as shown below. The additional adjusted emissions for each pollutant or GHG were then added to the total maximum daily mobile source emissions presented in the following CalEEMod output file.

| | ROG | NOx | PM10E | PM2.5E | PM10D | PM2.5D | PM10TOT | PM2.5TOT | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FMP Mobile Source Exhaust (pounds/day)** | 16.43 | 9.154 | 0.149 | 0.14 | 38.91 | 9.861 | 39.06 | 10 | 36,328 | 1.235 | 1.289 | 36,752 |
| **Adjustment Factor** | 1.01672826 | 1.023998 | 1.02626913 | 1.0256355 | 1.02626913 | 1.0256355 | | | 1.021467145 | 1.02065683 | 1.02197634 | |
| **Additional Adjusted Emissions** | **0.27484531** | **0.21967768** | **0.0039141** | **0.00358897** | **1.02213182** | **0.25279163** | **1.026045921** | **0.256380598** | **779.8584455** | **0.02551118** | **0.0283275** | **788.93782** |

# FMP - Existing Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | FMP - Existing |
| Operational Year | 2045 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 12.6000 |
| Location | 32.719105608322025, -117.15290421685977 |
| County | San Diego |
| City | San Diego |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6417 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.41 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 933.136 | 1000sqft | 44.0000 | 933,135 | 383,400 | 383,400 | — | — |
| Enclosed Parking with Elevator | 384.408 | 1000sqft | 0.00000 | 384,408 | 0.00000 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| High School | 12.4880 | 1000sqft | 0.00000 | 12,488.0 | 0.00000 | 0.00000 | — | — |
| User Defined Industrial | 1.000000 | User Defined Unit | 0.00000 | 0.00000 | 0.00000 | — | — | — |
| Movie Theater (No Matinee) | 10.00000 | 1000sqft | 0.00000 | 10,000.00 | 0.00000 | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

### 2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 50.2798 | 47.9377 | 14.4597 | 186.307 | 0.38964 | 0.61889 | 38.9082 | 39.5271 | 0.58400 | 9.86125 | 10.4452 | 711.170 | 46,317.6 | 47,028.8 | 73.6579 | 1.44028 | 12.3510 | 49,311.8 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 39.8535 | 38.3056 | 14.9250 | 120.039 | 0.36975 | 0.51544 | 38.9082 | 39.4236 | 0.50582 | 9.86125 | 10.3671 | 711.170 | 44,417.8 | 45,129.0 | 73.7138 | 1.51571 | 3.93903 | 47,427.5 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 39.7494 | 38.1749 | 12.1421 | 115.826 | 0.27585 | 0.52376 | 27.5662 | 28.0900 | 0.50443 | 6.98741 | 7.49184 | 711.170 | 34,809.8 | 35,521.0 | 73.3335 | 1.11525 | 6.37861 | 37,693.1 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 7.25426 | 6.96691 | 2.21593 | 21.1382 | 0.05034 | 0.09559 | 5.03084 | 5.12642 | 0.09206 | 1.27520 | 1.36726 | 117.742 | 5,763.17 | 5,880.91 | 12.1412 | 0.18464 | 1.05605 | 6,240.52 |

### 2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 17.7061 | 16.4288 | 9.15353 | 123.980 | 0.35727 | 0.14937 | 38.9082 | 39.0576 | 0.13975 | 9.86125 | 10.0010 | — | 36,328.3 | 36,328.3 | 1.23518 | 1.28932 | 8.63592 | 36,752.0 |
| Area | 32.0440 | 31.2440 | 0.49042 | 58.2816 | 0.00348 | 0.10352 | — | 0.10352 | 0.07826 | — | 0.07826 | — | 239.660 | 239.660 | 0.01005 | 0.00206 | — | 240.524 |
| Energy | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 9,705.29 | 9,705.29 | 1.27874 | 0.10418 | — | 9,768.30 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 693.243 | 0.00000 | 693.243 | 69.2871 | 0.00000 | — | 2,425.42 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.71508 | 3.71508 |
| Total | 50.2798 | 47.9377 | 14.4597 | 186.307 | 0.38964 | 0.61889 | 38.9082 | 39.5271 | 0.58400 | 9.86125 | 10.4452 | 711.170 | 46,317.6 | 47,028.8 | 73.6579 | 1.44028 | 12.3510 | 49,311.8 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 17.6595 | 16.3766 | 10.1092 | 115.994 | 0.34086 | 0.14945 | 38.9082 | 39.0576 | 0.13982 | 9.86125 | 10.0011 | — | 34,668.2 | 34,668.2 | 1.30113 | 1.36681 | 0.22395 | 35,108.2 |
| Area | 21.6642 | 21.6642 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 9,705.29 | 9,705.29 | 1.27874 | 0.10418 | — | 9,768.30 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 693.243 | 0.00000 | 693.243 | 69.2871 | 0.00000 | — | 2,425.42 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.71508 | 3.71508 |
| Total | 39.8535 | 38.3056 | 14.9250 | 120.039 | 0.36975 | 0.51544 | 38.9082 | 39.4236 | 0.50582 | 9.86125 | 10.3671 | 711.170 | 44,417.8 | 45,129.0 | 73.7138 | 1.51571 | 3.93903 | 47,427.5 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 12.4367 | 11.5215 | 7.08448 | 83.0389 | 0.24524 | 0.10672 | 27.5662 | 27.6729 | 0.09984 | 6.98741 | 7.08725 | — | 24,942.0 | 24,942.0 | 0.91589 | 0.96534 | 2.66353 | 25,255.2 |
| Area | 26.7830 | 26.3885 | 0.24185 | 28.7416 | 0.00171 | 0.05105 | — | 0.05105 | 0.03859 | — | 0.03859 | — | 118.189 | 118.189 | 0.00496 | 0.00101 | — | 118.615 |
| Energy | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 9,705.29 | 9,705.29 | 1.27874 | 0.10418 | — | 9,768.30 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 693.243 | 0.00000 | 693.243 | 69.2871 | 0.00000 | — | 2,425.42 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.71508 | 3.71508 |
| Total | 39.7494 | 38.1749 | 12.1421 | 115.826 | 0.27585 | 0.52376 | 27.5662 | 28.0900 | 0.50443 | 6.98741 | 7.49184 | 711.170 | 34,809.8 | 35,521.0 | 73.3335 | 1.11525 | 6.37861 | 37,693.1 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 2.26969 | 2.10268 | 1.29292 | 15.1546 | 0.04476 | 0.01948 | 5.03084 | 5.05031 | 0.01822 | 1.27520 | 1.29342 | — | 4,129.43 | 4,129.43 | 0.15164 | 0.15982 | 0.44098 | 4,181.29 |
| Area | 4.88789 | 4.81590 | 0.04414 | 5.24534 | 0.00031 | 0.00932 | — | 0.00932 | 0.00704 | — | 0.00704 | — | 19.5675 | 19.5675 | 0.00082 | 0.00017 | — | 19.6380 |
| Energy | 0.09668 | 0.04834 | 0.87887 | 0.73825 | 0.00527 | 0.06679 | — | 0.06679 | 0.06679 | — | 0.06679 | — | 1,606.82 | 1,606.82 | 0.21171 | 0.01725 | — | 1,617.25 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 2.96797 | 7.34891 | 10.3169 | 0.30576 | 0.00740 | — | 20.1673 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 114.774 | 0.00000 | 114.774 | 11.4713 | 0.00000 | — | 401.556 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.61507 | 0.61507 |
| Total | 7.25426 | 6.96691 | 2.21593 | 21.1382 | 0.05034 | 0.09559 | 5.03084 | 5.12642 | 0.09206 | 1.27520 | 1.36726 | 117.742 | 5,763.17 | 5,880.91 | 12.1412 | 0.18464 | 1.05605 | 6,240.52 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 17.7061 | 16.4288 | 9.15353 | 123.980 | 0.35727 | 0.14937 | 38.9082 | 39.0576 | 0.13975 | 9.86125 | 10.0010 | — | 36,328.3 | 36,328.3 | 1.23518 | 1.28932 | 8.63592 | 36,752.0 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 17.7061 | 16.4288 | 9.15353 | 123.980 | 0.35727 | 0.14937 | 38.9082 | 39.0576 | 0.13975 | 9.86125 | 10.0010 | — | 36,328.3 | 36,328.3 | 1.23518 | 1.28932 | 8.63592 | 36,752.0 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 17.6595 | 16.3766 | 10.1092 | 115.994 | 0.34086 | 0.14945 | 38.9082 | 39.0576 | 0.13982 | 9.86125 | 10.0011 | — | 34,668.2 | 34,668.2 | 1.30113 | 1.36681 | 0.22395 | 35,108.2 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 17.6595 | 16.3766 | 10.1092 | 115.994 | 0.34086 | 0.14945 | 38.9082 | 39.0576 | 0.13982 | 9.86125 | 10.0011 | — | 34,668.2 | 34,668.2 | 1.30113 | 1.36681 | 0.22395 | 35,108.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 2.26969 | 2.10268 | 1.29292 | 15.1546 | 0.04476 | 0.01948 | 5.03084 | 5.05031 | 0.01822 | 1.27520 | 1.29342 | — | 4,129.43 | 4,129.43 | 0.15164 | 0.15982 | 0.44098 | 4,181.29 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 2.26969 | 2.10268 | 1.29292 | 15.1546 | 0.04476 | 0.01948 | 5.03084 | 5.05031 | 0.01822 | 1.27520 | 1.29342 | — | 4,129.43 | 4,129.43 | 0.15164 | 0.15982 | 0.44098 | 4,181.29 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 3,959.30 | 3,959.30 | 0.77022 | 0.09336 | — | 4,006.38 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 3,959.30 | 3,959.30 | 0.77022 | 0.09336 | — | 4,006.38 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 3,959.30 | 3,959.30 | 0.77022 | 0.09336 | — | 4,006.38 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 3,959.30 | 3,959.30 | 0.77022 | 0.09336 | — | 4,006.38 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 655.508 | 655.508 | 0.12752 | 0.01546 | — | 663.302 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 655.508 | 655.508 | 0.12752 | 0.01546 | — | 663.302 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 5,745.98 | 5,745.98 | 0.50852 | 0.01082 | — | 5,761.92 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 5,745.98 | 5,745.98 | 0.50852 | 0.01082 | — | 5,761.92 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 5,745.98 | 5,745.98 | 0.50852 | 0.01082 | — | 5,761.92 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.52973 | 0.26487 | 4.81574 | 4.04522 | 0.02889 | 0.36600 | — | 0.36600 | 0.36600 | — | 0.36600 | — | 5,745.98 | 5,745.98 | 0.50852 | 0.01082 | — | 5,761.92 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 0.09668 | 0.04834 | 0.87887 | 0.73825 | 0.00527 | 0.06679 | — | 0.06679 | 0.06679 | — | 0.06679 | — | 951.313 | 951.313 | 0.08419 | 0.00179 | — | 953.951 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.09668 | 0.04834 | 0.87887 | 0.73825 | 0.00527 | 0.06679 | — | 0.06679 | 0.06679 | — | 0.06679 | — | 951.313 | 951.313 | 0.08419 | 0.00179 | — | 953.951 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 20.4503 | 20.4503 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 1.21386 | 1.21386 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 10.3798 | 9.57984 | 0.49042 | 58.2816 | 0.00348 | 0.10352 | — | 0.10352 | 0.07826 | — | 0.07826 | — | 239.660 | 239.660 | 0.01005 | 0.00206 | — | 240.524 |
| Total | 32.0440 | 31.2440 | 0.49042 | 58.2816 | 0.00348 | 0.10352 | — | 0.10352 | 0.07826 | — | 0.07826 | — | 239.660 | 239.660 | 0.01005 | 0.00206 | — | 240.524 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 20.4503 | 20.4503 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 1.21386 | 1.21386 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 21.6642 | 21.6642 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Product | 3.73219 | 3.73219 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.22153 | 0.22153 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.93418 | 0.86219 | 0.04414 | 5.24534 | 0.00031 | 0.00932 | — | 0.00932 | 0.00704 | — | 0.00704 | — | 19.5675 | 19.5675 | 0.00082 | 0.00017 | — | 19.6380 |
| Total | 4.88789 | 4.81590 | 0.04414 | 5.24534 | 0.00031 | 0.00932 | — | 0.00932 | 0.00704 | — | 0.00704 | — | 19.5675 | 19.5675 | 0.00082 | 0.00017 | — | 19.6380 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 17.9267 | 44.3878 | 62.3145 | 1.84681 | 0.04472 | — | 121.812 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 2.96797 | 7.34891 | 10.3169 | 0.30576 | 0.00740 | — | 20.1673 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.96797 | 7.34891 | 10.3169 | 0.30576 | 0.00740 | — | 20.1673 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 653.774 | 0.00000 | 653.774 | 65.3424 | 0.00000 | — | 2,287.33 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 8.74935 | 0.00000 | 8.74935 | 0.87447 | 0.00000 | — | 30.6110 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 30.7195 | 0.00000 | 30.7195 | 3.07030 | 0.00000 | — | 107.477 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 693.243 | 0.00000 | 693.243 | 69.2871 | 0.00000 | — | 2,425.42 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 653.774 | 0.00000 | 653.774 | 65.3424 | 0.00000 | — | 2,287.33 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 8.74935 | 0.00000 | 8.74935 | 0.87447 | 0.00000 | — | 30.6110 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 30.7195 | 0.00000 | 30.7195 | 3.07030 | 0.00000 | — | 107.477 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 693.243 | 0.00000 | 693.243 | 69.2871 | 0.00000 | — | 2,425.42 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 108.240 | 0.00000 | 108.240 | 10.8182 | 0.00000 | — | 378.694 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 1.44855 | 0.00000 | 1.44855 | 0.14478 | 0.00000 | — | 5.06800 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 5.08597 | 0.00000 | 5.08597 | 0.50832 | 0.00000 | — | 17.7941 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 114.774 | 0.00000 | 114.774 | 11.4713 | 0.00000 | — | 401.556 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.60456 | 3.60456 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04824 | 0.04824 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.06228 | 0.06228 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.71508 | 3.71508 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.60456 | 3.60456 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04824 | 0.04824 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.06228 | 0.06228 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.71508 | 3.71508 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.59678 | 0.59678 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00799 | 0.00799 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.01031 | 0.01031 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.61507 | 0.61507 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 7,561.25 | 0.00000 | 0.00000 | 1,971,326 | 55,185.1 | 0.00000 | 0.00000 | 14,387,543 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

| Land Use | Hearth Type | Unmitigated (number) | Mitigated (number) |
|---|---|---|---|
| Junior College (2yr) | Wood Fireplaces | 0 | 0 |

| | | | |
|---|---|---|---|
| Junior College (2yr) | Gas Fireplaces | 0 | 0 |
| Junior College (2yr) | Propane Fireplaces | 0 | 0 |
| Junior College (2yr) | Electric Fireplaces | 0 | 0 |
| Junior College (2yr) | No Fireplaces | 0 | 0 |
| Junior College (2yr) | Conventional Wood Stoves | 0 | 0 |
| Junior College (2yr) | Catalytic Wood Stoves | 0 | 0 |
| Junior College (2yr) | Non-Catalytic Wood Stoves | 0 | 0 |
| Junior College (2yr) | Pellet Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Wood Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Gas Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Propane Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Electric Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | No Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Conventional Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Non-Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Pellet Wood Stoves | 0 | 0 |
| High School | Wood Fireplaces | 0 | 0 |
| High School | Gas Fireplaces | 0 | 0 |
| High School | Propane Fireplaces | 0 | 0 |
| High School | Electric Fireplaces | 0 | 0 |
| High School | No Fireplaces | 0 | 0 |
| High School | Conventional Wood Stoves | 0 | 0 |
| High School | Catalytic Wood Stoves | 0 | 0 |
| High School | Non-Catalytic Wood Stoves | 0 | 0 |
| High School | Pellet Wood Stoves | 0 | 0 |
| User Defined Industrial | Wood Fireplaces | 0 | 0 |
| User Defined Industrial | Gas Fireplaces | 0 | 0 |

| | | | |
|---|---|---|---|
| User Defined Industrial | Propane Fireplaces | 0 | 0 |
| User Defined Industrial | Electric Fireplaces | 0 | 0 |
| User Defined Industrial | No Fireplaces | 0 | 0 |
| User Defined Industrial | Conventional Wood Stoves | 0 | 0 |
| User Defined Industrial | Catalytic Wood Stoves | 0 | 0 |
| User Defined Industrial | Non-Catalytic Wood Stoves | 0 | 0 |
| User Defined Industrial | Pellet Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Wood Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Gas Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Propane Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Electric Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | No Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Conventional Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Catalytic Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Non-Catalytic Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Pellet Wood Stoves | 0 | 0 |

## 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0.00000 | 0.00000 | 1,433,435 | 477,812 | — |

## 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00000 |
| Summer Days | day/yr | 180.000 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Junior College (2yr) | 8,519,109 | 169.636 | 0.0330 | 0.0040 | 17,929,000 |
| Enclosed Parking with Elevator | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| High School | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| User Defined Industrial | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Junior College (2yr) | 9,355,163 | 5,996,900 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Junior College (2yr) | 1,213.08 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |

| | | |
|---|---|---|
| High School | 16.2344 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 57.0000 | 0.00000 |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Junior College (2yr) | Household refrigerators and/or freezers | R-134a | 1,430.00 | 0.01679 | 0.60000 | 0.00000 | 1.000000 |
| Junior College (2yr) | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| Junior College (2yr) | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.00004 | 1.000000 | 0.00000 | 1.000000 |
| Junior College (2yr) | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |
| High School | Household refrigerators and/or freezers | R-134a | 1,430.00 | 0.01679 | 0.60000 | 0.00000 | 1.000000 |
| High School | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| High School | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.00004 | 1.000000 | 0.00000 | 1.000000 |
| High School | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |
| Movie Theater (No Matinee) | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| Movie Theater (No Matinee) | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.03750 | 1.000000 | 0.00000 | 1.000000 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

### 5.16.2. Process Boilers

## 5.17. User Defined

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.59000 | annual days of extreme heat |
| Extreme Precipitation | 2.55000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.66000 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | 1 | 1 | 1 | 2 |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.8942 |

| | |
|---|---|
| AQ-PM | 51.6988 |
| AQ-DPM | 99.0790 |
| Drinking Water | 28.9871 |
| Lead Risk Housing | 10.6994 |
| Pesticides | 0.00000 |
| Toxic Releases | 48.0995 |
| Traffic | 49.8125 |
| Effect Indicators | — |
| CleanUp Sites | 68.9436 |
| Groundwater | 96.5466 |
| Haz Waste Facilities/Generators | 92.0053 |
| Impaired Water Bodies | 66.7367 |
| Solid Waste | 80.5956 |
| Sensitive Population | — |
| Asthma | 80.0474 |
| Cardio-vascular | 33.9232 |
| Low Birth Weights | 29.8820 |
| Socioeconomic Factor Indicators | — |
| Education | 31.3591 |
| Housing | 81.8378 |
| Linguistic | 15.6449 |
| Poverty | 65.5402 |
| Unemployment | 55.0234 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 23.93173361 |
| Employed | 29.10304119 |
| Median HI | 11.89529065 |
| Education | — |
| Bachelor's or higher | 82.49711279 |
| High school enrollment | 100 |
| Preschool enrollment | 52.2776851 |
| Transportation | — |
| Auto Access | 2.1429488 |
| Active commuting | 94.34107532 |
| Social | — |
| 2-parent households | 1.770819967 |
| Voting | 21.73745669 |
| Neighborhood | — |
| Alcohol availability | 9.829334018 |
| Park access | 54.18965738 |
| Retail density | 98.04953163 |
| Supermarket access | 94.25125112 |
| Tree canopy | 7.994353907 |
| Housing | — |
| Homeownership | 3.682792249 |
| Housing habitability | 7.481072758 |
| Low-inc homeowner severe housing cost burden | 92.13396638 |
| Low-inc renter severe housing cost burden | 40.20274605 |
| Uncrowded housing | 52.3675093 |
| Health Outcomes | — |
| Insured adults | 58.50121904 |
| Arthritis | 78.8 |

| | |
|---|---|
| Asthma ER Admissions | 16.3 |
| High Blood Pressure | 59.9 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 40.2 |
| Coronary Heart Disease | 66.7 |
| Chronic Obstructive Pulmonary Disease | 47.8 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 14.3 |
| Cognitively Disabled | 1.6 |
| Physically  Disabled | 22.7 |
| Heart Attack ER Admissions | 32.2 |
| Mental Health Not Good | 42.4 |
| Chronic Kidney Disease | 73.0 |
| Obesity | 47.2 |
| Pedestrian Injuries | 95.4 |
| Physical Health Not Good | 58.2 |
| Stroke | 58.2 |
| Health Risk Behaviors | — |
| Binge Drinking | 7.0 |
| Current Smoker | 38.5 |
| No Leisure Time for Physical Activity | 60.4 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 82.0 |
| Elderly | 79.3 |
| English Speaking | 58.6 |
| Foreign-born | 43.8 |

| | |
|---|---|
| Outdoor Workers | 93.1 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 0.3 |
| Traffic Density | 76.5 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 28.9 |
| Other Decision Support | — |
| 2016 Voting | 40.1 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 64.0000 |
| Healthy Places Index Score for Project Location (b) | 22.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | The existing on campus buildings and land uses are based on the Building Report provided by the District. Landscape area was estimated as 20% of the total acreage on campus. |
| Operations: Vehicle Data | Existing trips were modeled based on the trip rate of 1.15 trips per student (LLG 2026), which was multiplied by the City College enrollment for 2025 (6,575 students) and then applied to the Junior College land use ((1.15*6,575)/933.136) = 8.103053. |
| Operations: Energy Use | The existing electricity and natural gas consumption on the City College campus was provided via energy bills from the District for 2024. |
| Operations: Water and Waste Water | Existing water consumption on campus was provided via water bills from the District for October 2024 through September 2025. The indoor/outdoor split was determined using a ratio of 1.56 indoor:1 outdoor based on CalEEMod defaults. |

## 8.3. Land Use

| Model Parameter | Units | Default Value | New Value |
|---|---|---|---|
| Lot Area | acre | 21.4219 | 44.0000 |
| Building Area | sq. ft | 933,136 | 933,135 |
| Landscape Area | sq. ft | — | 383,400 |
| Lot Area | acre | 8.82479 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |
| Lot Area | acre | 0.28669 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |
| Lot Area | acre | 0.22957 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |

## 8.5. Operations

### 8.5.1. Mobile Sources

#### 8.5.1.1. Vehicle Data

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Weekday Trip Rate | size/day | 20.2500 | 8.10305 |
| Junior College (2yr) | Saturday Trip Rate | size/day | 11.2300 | 0.00000 |
| Junior College (2yr) | Sunday Trip Rate | size/day | 1.21000 | 0.00000 |
| Junior College (2yr) | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Junior College (2yr) | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Junior College (2yr) | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Junior College (2yr) | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Junior College (2yr) | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Junior College (2yr) | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Enclosed Parking with Elevator | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Enclosed Parking with Elevator | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Enclosed Parking with Elevator | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Enclosed Parking with Elevator | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Enclosed Parking with Elevator | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Enclosed Parking with Elevator | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| High School | Weekday Trip Rate | size/day | 14.0700 | 0.00000 |
| High School | Saturday Trip Rate | size/day | 3.98000 | 0.00000 |
| High School | Sunday Trip Rate | size/day | 1.71000 | 0.00000 |
| High School | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| High School | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| High School | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| High School | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| High School | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| High School | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| User Defined Industrial | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| User Defined Industrial | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| User Defined Industrial | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |

| | | | | |
|---|---|---|---|---|
| User Defined Industrial | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| User Defined Industrial | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| User Defined Industrial | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Movie Theater (No Matinee) | Weekday Trip Rate | size/day | 78.0900 | 0.00000 |
| Movie Theater (No Matinee) | Saturday Trip Rate | size/day | 99.3200 | 0.00000 |
| Movie Theater (No Matinee) | Sunday Trip Rate | size/day | 81.9300 | 0.00000 |
| Movie Theater (No Matinee) | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Movie Theater (No Matinee) | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Movie Theater (No Matinee) | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Movie Theater (No Matinee) | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Movie Theater (No Matinee) | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Movie Theater (No Matinee) | Non-Res O-O Trip | % | 58.7364 | 50.6464 |

## 8.5.3. Energy Usage

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Electricity | kWh/yr | 12,207,640 | 8,519,109 |
| Junior College (2yr) | Electricity (Subject to Title 24) | kWh/yr | 9,567,192 | 6,673,677 |
| Junior College (2yr) | Electricity (Not Subject to Title 24) | kWh/yr | 2,640,449 | 1,841,868 |
| Junior College (2yr) | Natural Gas | kBTU/yr | 57,942,718 | 17,929,000 |
| Junior College (2yr) | Natural Gas (Subject to Title 24) | kBTU/yr | 52,917,293 | 16,374,001 |
| Junior College (2yr) | Natural Gas (Not Subject to Title 24) | kBTU/yr | 5,025,425 | 1,554,999 |
| Enclosed Parking with Elevator | Electricity | kWh/yr | 1,419,016 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Subject to Title 24) | kWh/yr | 1,345,978 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Not Subject to Title 24) | kWh/yr | 73,037.5 | 0.00000 |
| High School | Electricity | kWh/yr | 84,243.3 | 0.00000 |
| High School | Electricity (Subject to Title 24) | kWh/yr | 70,786.3 | 0.00000 |
| High School | Electricity (Not Subject to Title 24) | kWh/yr | 13,457.0 | 0.00000 |
| High School | Natural Gas | kBTU/yr | 196,677 | 0.00000 |

| | | | | |
|---|---|---|---|---|
| High School | Natural Gas (Subject to Title 24) | kBTU/yr | 108,797 | 0.00000 |
| High School | Natural Gas (Not Subject to Title 24) | kBTU/yr | 87,880.2 | 0.00000 |
| Movie Theater (No Matinee) | Electricity | kWh/yr | 89,734.2 | 0.00000 |
| Movie Theater (No Matinee) | Electricity (Subject to Title 24) | kWh/yr | 74,198.9 | 0.00000 |
| Movie Theater (No Matinee) | Electricity (Not Subject to Title 24) | kWh/yr | 15,535.3 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas | kBTU/yr | 403,643 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas (Subject to Title 24) | kBTU/yr | 207,047 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas (Not Subject to Title 24) | kBTU/yr | 196,596 | 0.00000 |

### 8.5.4. Water and Waste Water

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Indoor Water | gal/year | 45,769,418 | 9,355,163 |
| Junior College (2yr) | Outdoor Water | gal/year | 12,732,427 | 5,996,900 |
| High School | Indoor Water | gal/year | 414,660 | 0.00000 |
| Movie Theater (No Matinee) | Indoor Water | gal/year | 4,016,015 | 0.00000 |

# Appendix B

## Near-Term Construction CalEEMod Output

# FMP - Building A Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | FMP - Building A |
| Construction Start Date | 12/10/2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 12.6000 |
| Location | 32.72073904090402, -117.15197222467809 |
| County | San Diego |
| City | San Diego |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6406 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.38 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 110.000 | 1000sqft | 5.00000 | 110,000 | 43,560.0 | 43,560.0 | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 7.99488 | 7.97382 | 9.55697 | 14.9736 | 0.02643 | 0.30630 | 0.50611 | 0.81242 | 0.28228 | 0.12347 | 0.40575 | — | 3,234.68 | 3,234.68 | 0.12049 | 0.09550 | 2.10260 | 3,268.25 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 7.99488 | 7.97361 | 27.5337 | 28.9603 | 0.04909 | 1.14409 | 7.82064 | 8.96473 | 1.05259 | 3.97641 | 5.02900 | — | 5,471.83 | 5,471.83 | 0.21897 | 0.20199 | 0.06686 | 5,492.85 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.54771 | 1.52508 | 8.43691 | 11.6984 | 0.02061 | 0.29577 | 0.94418 | 1.23994 | 0.27226 | 0.38719 | 0.65945 | — | 2,458.09 | 2,458.09 | 0.09435 | 0.06485 | 0.56952 | 2,480.34 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.28246 | 0.27833 | 1.53974 | 2.13496 | 0.00376 | 0.05398 | 0.17231 | 0.22629 | 0.04969 | 0.07066 | 0.12035 | — | 406.965 | 406.965 | 0.01562 | 0.01074 | 0.09429 | 410.649 |

## 2.2. Construction Emissions by Year

### 2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2028 | 1.38998 | 1.16405 | 9.55697 | 14.9736 | 0.02643 | 0.30630 | 0.50611 | 0.81242 | 0.28228 | 0.12347 | 0.40575 | — | 3,234.68 | 3,234.68 | 0.12049 | 0.09550 | 2.10260 | 3,268.25 |
| 2029 | 1.34819 | 1.13227 | 9.17566 | 14.8307 | 0.02643 | 0.28171 | 0.50611 | 0.78782 | 0.25662 | 0.12347 | 0.38009 | — | 3,214.86 | 3,214.86 | 0.11944 | 0.09246 | 1.87907 | 3,247.28 |
| 2030 | 7.99488 | 7.97382 | 0.80445 | 1.42472 | 0.00173 | 0.01097 | 0.07815 | 0.08911 | 0.01009 | 0.01832 | 0.02841 | — | 213.663 | 213.663 | 0.00664 | 0.00413 | 0.19945 | 215.260 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 2.77435 | 2.28994 | 21.3566 | 19.7113 | 0.03977 | 0.81635 | 1.24541 | 2.06176 | 0.74609 | 0.23456 | 0.98065 | — | 4,629.49 | 4,629.49 | 0.20012 | 0.20199 | 0.06686 | 4,694.75 |
| 2028 | 3.68019 | 3.09598 | 27.5337 | 28.9603 | 0.04909 | 1.14409 | 7.82064 | 8.96473 | 1.05259 | 3.97641 | 5.02900 | — | 5,471.83 | 5,471.83 | 0.21897 | 0.20134 | 0.06125 | 5,492.85 |
| 2029 | 1.34678 | 1.12842 | 9.21138 | 14.6183 | 0.02643 | 0.34881 | 0.50611 | 0.78782 | 0.32091 | 0.12347 | 0.38009 | — | 3,192.59 | 3,192.59 | 0.12148 | 0.09246 | 0.04872 | 3,223.23 |
| 2030 | 7.99488 | 7.97361 | 7.98608 | 9.42315 | 0.01403 | 0.34209 | 0.18195 | 0.38438 | 0.31472 | 0.04318 | 0.32463 | — | 1,561.25 | 1,561.25 | 0.06244 | 0.02396 | 0.01309 | 1,566.98 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.11947 | 0.09860 | 0.91944 | 0.84878 | 0.00171 | 0.03515 | 0.05350 | 0.08864 | 0.03212 | 0.01007 | 0.04219 | — | 199.351 | 199.351 | 0.00860 | 0.00867 | 0.04792 | 202.197 |
| 2028 | 1.18925 | 0.99553 | 8.43691 | 11.6984 | 0.02061 | 0.29577 | 0.94418 | 1.23994 | 0.27226 | 0.38719 | 0.65945 | — | 2,458.09 | 2,458.09 | 0.09435 | 0.06485 | 0.56952 | 2,480.34 |
| 2029 | 0.95432 | 0.79954 | 6.54223 | 10.2359 | 0.01846 | 0.20345 | 0.34338 | 0.54683 | 0.18544 | 0.08374 | 0.26918 | — | 2,228.39 | 2,228.39 | 0.08411 | 0.06343 | 0.55389 | 2,249.95 |
| 2030 | 1.54771 | 1.52508 | 1.05024 | 1.70523 | 0.00238 | 0.03209 | 0.04083 | 0.07292 | 0.02952 | 0.00965 | 0.03917 | — | 280.287 | 280.287 | 0.01048 | 0.00439 | 0.04802 | 281.906 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.02180 | 0.01800 | 0.16780 | 0.15490 | 0.00031 | 0.00641 | 0.00976 | 0.01618 | 0.00586 | 0.00184 | 0.00770 | — | 33.0049 | 33.0049 | 0.00142 | 0.00144 | 0.00793 | 33.4760 |
| 2028 | 0.21704 | 0.18168 | 1.53974 | 2.13496 | 0.00376 | 0.05398 | 0.17231 | 0.22629 | 0.04969 | 0.07066 | 0.12035 | — | 406.965 | 406.965 | 0.01562 | 0.01074 | 0.09429 | 410.649 |
| 2029 | 0.17416 | 0.14592 | 1.19396 | 1.86805 | 0.00337 | 0.03713 | 0.06267 | 0.09980 | 0.03384 | 0.01528 | 0.04912 | — | 368.936 | 368.936 | 0.01393 | 0.01050 | 0.09170 | 372.505 |
| 2030 | 0.28246 | 0.27833 | 0.19167 | 0.31120 | 0.00043 | 0.00586 | 0.00745 | 0.01331 | 0.00539 | 0.00176 | 0.00715 | — | 46.4048 | 46.4048 | 0.00173 | 0.00073 | 0.00795 | 46.6727 |

### 2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2028 | 1.18481 | 0.99143 | 8.92495 | 12.9352 | 0.02340 | 0.30024 | 0.00000 | 0.30024 | 0.27622 | 0.00000 | 0.27622 | — | 2,397.46 | 2,397.46 | 0.09725 | 0.01945 | 0.00000 | 2,405.68 |
| 2029 | 1.15336 | 0.96514 | 8.58166 | 12.9012 | 0.02340 | 0.27564 | 0.00000 | 0.27564 | 0.25359 | 0.00000 | 0.25359 | — | 2,396.83 | 2,396.83 | 0.09723 | 0.01945 | 0.00000 | 2,405.06 |
| 2030 | 7.96516 | 7.94449 | 0.78473 | 1.10719 | 0.00173 | 0.01097 | 0.00000 | 0.01097 | 0.01009 | 0.00000 | 0.01009 | — | 133.513 | 133.513 | 0.00542 | 0.00108 | 0.00000 | 133.971 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 2.63907 | 2.21478 | 19.9005 | 18.6307 | 0.03253 | 0.79594 | 0.82913 | 1.62507 | 0.73226 | 0.12555 | 0.85782 | — | 3,426.90 | 3,426.90 | 0.13901 | 0.02780 | 0.00000 | 3,438.66 |
| 2028 | 3.61333 | 3.03620 | 27.4549 | 28.3524 | 0.04893 | 1.14375 | 7.66623 | 8.80999 | 1.05225 | 3.93995 | 4.99221 | — | 5,300.02 | 5,300.02 | 0.21499 | 0.04300 | 0.00000 | 5,318.21 |
| 2029 | 1.15336 | 0.96514 | 8.58166 | 12.9012 | 0.02340 | 0.34881 | 0.00000 | 0.34881 | 0.32091 | 0.00000 | 0.32091 | — | 2,396.83 | 2,396.83 | 0.09723 | 0.01945 | 0.00000 | 2,405.06 |
| 2030 | 7.96516 | 7.94449 | 7.97376 | 8.79479 | 0.01403 | 0.34209 | 0.00000 | 0.34209 | 0.31472 | 0.00000 | 0.31472 | — | 1,520.28 | 1,520.28 | 0.06167 | 0.01233 | 0.00000 | 1,525.50 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.11362 | 0.09535 | 0.85677 | 0.80210 | 0.00140 | 0.03427 | 0.03570 | 0.06996 | 0.03153 | 0.00541 | 0.03693 | — | 147.538 | 147.538 | 0.00598 | 0.00120 | 0.00000 | 148.044 |
| 2028 | 1.06399 | 0.89163 | 8.01201 | 10.5556 | 0.01866 | 0.29172 | 0.63035 | 0.92207 | 0.26838 | 0.31056 | 0.57894 | — | 1,941.03 | 1,941.03 | 0.07874 | 0.01575 | 0.00000 | 1,947.69 |
| 2029 | 0.82312 | 0.68892 | 6.11691 | 9.04612 | 0.01640 | 0.19932 | 0.00000 | 0.19932 | 0.18338 | 0.00000 | 0.18338 | — | 1,682.87 | 1,682.87 | 0.06826 | 0.01365 | 0.00000 | 1,688.64 |
| 2030 | 1.53253 | 1.51042 | 1.03210 | 1.56040 | 0.00233 | 0.03204 | 0.00000 | 0.03204 | 0.02947 | 0.00000 | 0.02947 | — | 235.374 | 235.374 | 0.00955 | 0.00191 | 0.00000 | 236.182 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.02074 | 0.01740 | 0.15636 | 0.14638 | 0.00026 | 0.00625 | 0.00651 | 0.01277 | 0.00575 | 0.00099 | 0.00674 | — | 24.4265 | 24.4265 | 0.00099 | 0.00020 | 0.00000 | 24.5104 |
| 2028 | 0.19418 | 0.16272 | 1.46219 | 1.92641 | 0.00341 | 0.05324 | 0.11504 | 0.16828 | 0.04898 | 0.05668 | 0.10566 | — | 321.359 | 321.359 | 0.01304 | 0.00261 | 0.00000 | 322.462 |
| 2029 | 0.15022 | 0.12573 | 1.11634 | 1.65092 | 0.00299 | 0.03638 | 0.00000 | 0.03638 | 0.03347 | 0.00000 | 0.03347 | — | 278.618 | 278.618 | 0.01130 | 0.00226 | 0.00000 | 279.574 |
| 2030 | 0.27969 | 0.27565 | 0.18836 | 0.28477 | 0.00043 | 0.00585 | 0.00000 | 0.00585 | 0.00538 | 0.00000 | 0.00538 | — | 38.9689 | 38.9689 | 0.00158 | 0.00032 | 0.00000 | 39.1026 |

### 2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2028 | 0.20517 | 0.17262 | 0.63202 | 2.03839 | 0.00303 | 0.00607 | 0.50611 | 0.51218 | 0.00607 | 0.12347 | 0.12953 | — | 837.221 | 837.221 | 0.02324 | 0.07605 | 2.10260 | 862.567 |
| 2029 | 0.19483 | 0.16713 | 0.59400 | 1.92949 | 0.00303 | 0.00607 | 0.50611 | 0.51218 | 0.00303 | 0.12347 | 0.12650 | — | 818.029 | 818.029 | 0.02222 | 0.07302 | 1.87907 | 842.223 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2030 | 0.02973 | 0.02932 | 0.01972 | 0.31753 | 0.00000 | 0.00000 | 0.07815 | 0.07815 | 0.00000 | 0.01832 | 0.01832 | — | 80.1498 | 80.1498 | 0.00122 | 0.00305 | 0.19945 | 81.2886 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.13527 | 0.07516 | 1.45604 | 1.08058 | 0.00724 | 0.02041 | 0.41628 | 0.43668 | 0.01383 | 0.10900 | 0.12283 | — | 1,202.59 | 1,202.59 | 0.06111 | 0.17419 | 0.06686 | 1,256.10 |
| 2028 | 0.20256 | 0.16979 | 1.39970 | 1.82226 | 0.00724 | 0.02041 | 0.50611 | 0.51218 | 0.01383 | 0.12347 | 0.12953 | — | 1,172.04 | 1,172.04 | 0.04982 | 0.17353 | 0.06125 | 1,225.06 |
| 2029 | 0.19341 | 0.16328 | 0.62973 | 1.71703 | 0.00303 | 0.00607 | 0.50611 | 0.51218 | 0.00303 | 0.12347 | 0.12650 | — | 795.753 | 795.753 | 0.02425 | 0.07302 | 0.04872 | 818.167 |
| 2030 | 0.06735 | 0.06454 | 0.10374 | 0.62836 | 0.00034 | 0.00034 | 0.18195 | 0.18228 | 0.00034 | 0.04318 | 0.04352 | — | 208.013 | 208.013 | 0.00454 | 0.01301 | 0.01309 | 212.016 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00585 | 0.00325 | 0.06267 | 0.04668 | 0.00031 | 0.00088 | 0.01780 | 0.01868 | 0.00060 | 0.00466 | 0.00526 | — | 51.8136 | 51.8136 | 0.00262 | 0.00747 | 0.04792 | 54.1532 |
| 2028 | 0.12526 | 0.10390 | 0.42490 | 1.14274 | 0.00195 | 0.00405 | 0.31382 | 0.31787 | 0.00388 | 0.07662 | 0.08051 | — | 517.062 | 517.062 | 0.01561 | 0.04911 | 0.56952 | 532.655 |
| 2029 | 0.13119 | 0.11061 | 0.42532 | 1.18979 | 0.00207 | 0.00413 | 0.34338 | 0.34751 | 0.00207 | 0.08374 | 0.08580 | — | 545.525 | 545.525 | 0.01585 | 0.04978 | 0.55389 | 561.310 |
| 2030 | 0.01519 | 0.01466 | 0.01814 | 0.14484 | 0.00005 | 0.00005 | 0.04083 | 0.04088 | 0.00005 | 0.00965 | 0.00970 | — | 44.9133 | 44.9133 | 0.00093 | 0.00248 | 0.04802 | 45.7238 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00107 | 0.00059 | 0.01144 | 0.00852 | 0.00006 | 0.00016 | 0.00325 | 0.00341 | 0.00011 | 0.00085 | 0.00096 | — | 8.57833 | 8.57833 | 0.00043 | 0.00124 | 0.00793 | 8.96568 |
| 2028 | 0.02286 | 0.01896 | 0.07755 | 0.20855 | 0.00036 | 0.00074 | 0.05727 | 0.05801 | 0.00071 | 0.01398 | 0.01469 | — | 85.6055 | 85.6055 | 0.00259 | 0.00813 | 0.09429 | 88.1872 |
| 2029 | 0.02394 | 0.02019 | 0.07762 | 0.21714 | 0.00038 | 0.00075 | 0.06267 | 0.06342 | 0.00038 | 0.01528 | 0.01566 | — | 90.3179 | 90.3179 | 0.00262 | 0.00824 | 0.09170 | 92.9313 |
| 2030 | 0.00277 | 0.00268 | 0.00331 | 0.02643 | 0.00001 | 0.00001 | 0.00745 | 0.00746 | 0.00001 | 0.00176 | 0.00177 | — | 7.43591 | 7.43591 | 0.00015 | 0.00041 | 0.00795 | 7.57010 |

# 3. Construction Emissions Details

## 3.1. Demolition (2027)

### 3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.63907 | 2.21478 | 19.9005 | 18.6307 | 0.03253 | 0.79594 | — | 0.79594 | 0.73226 | — | 0.73226 | — | 3,426.90 | 3,426.90 | 0.13901 | 0.02780 | — | 3,438.66 |
| Demolition | — | — | — | — | — | — | 0.82913 | 0.82913 | — | 0.12555 | 0.12555 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11362 | 0.09535 | 0.85677 | 0.80210 | 0.00140 | 0.03427 | — | 0.03427 | 0.03153 | — | 0.03153 | — | 147.538 | 147.538 | 0.00598 | 0.00120 | — | 148.044 |
| Demolition | — | — | — | — | — | — | 0.03570 | 0.03570 | — | 0.00541 | 0.00541 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02074 | 0.01740 | 0.15636 | 0.14638 | 0.00026 | 0.00625 | — | 0.00625 | 0.00575 | — | 0.00575 | — | 24.4265 | 24.4265 | 0.00099 | 0.00020 | — | 24.5104 |
| Demolition | — | — | — | — | — | — | 0.00651 | 0.00651 | — | 0.00099 | 0.00099 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05685 | 0.05157 | 0.04621 | 0.54000 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 129.450 | 129.450 | 0.00693 | 0.00528 | 0.01149 | 131.209 |
| Vendor | 0.00343 | 0.00155 | 0.06286 | 0.02909 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 48.1170 | 48.1170 | 0.00187 | 0.00674 | 0.00279 | 50.1766 |
| Hauling | 0.07500 | 0.02204 | 1.34697 | 0.51149 | 0.00691 | 0.01974 | 0.27662 | 0.29635 | 0.01316 | 0.07573 | 0.08889 | — | 1,025.03 | 1,025.03 | 0.05230 | 0.16216 | 0.05259 | 1,074.71 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00243 | 0.00221 | 0.00198 | 0.02353 | 0.00000 | 0.00000 | 0.00542 | 0.00542 | 0.00000 | 0.00127 | 0.00127 | — | 5.62306 | 5.62306 | 0.00028 | 0.00021 | 0.00826 | 5.70194 |
| Vendor | 0.00015 | 0.00007 | 0.00269 | 0.00125 | 0.00001 | 0.00003 | 0.00055 | 0.00058 | 0.00003 | 0.00015 | 0.00018 | — | 2.07077 | 2.07077 | 0.00008 | 0.00029 | 0.00200 | 2.16132 |
| Hauling | 0.00327 | 0.00098 | 0.05800 | 0.02189 | 0.00030 | 0.00085 | 0.01184 | 0.01269 | 0.00057 | 0.00324 | 0.00381 | — | 44.1197 | 44.1197 | 0.00225 | 0.00697 | 0.03767 | 46.2900 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00044 | 0.00040 | 0.00036 | 0.00429 | 0.00000 | 0.00000 | 0.00099 | 0.00099 | 0.00000 | 0.00023 | 0.00023 | — | 0.93096 | 0.93096 | 0.00005 | 0.00004 | 0.00137 | 0.94402 |
| Vendor | 0.00003 | 0.00001 | 0.00049 | 0.00023 | < 0.000005 | 0.00001 | 0.00010 | 0.00011 | 0.00001 | 0.00003 | 0.00003 | — | 0.34284 | 0.34284 | 0.00001 | 0.00005 | 0.00033 | 0.35783 |
| Hauling | 0.00060 | 0.00018 | 0.01059 | 0.00400 | 0.00005 | 0.00016 | 0.00216 | 0.00232 | 0.00010 | 0.00059 | 0.00070 | — | 7.30453 | 7.30453 | 0.00037 | 0.00115 | 0.00624 | 7.66383 |

## 3.2. Demolition (2028)

### 3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 2.61361 | 2.19353 | 19.5832 | 18.6629 | 0.03255 | 0.77585 | — | 0.77585 | 0.71378 | — | 0.71378 | — | 3,428.57 | 3,428.57 | 0.13908 | 0.02782 | — | 3,440.33 |
| Demolition | — | — | — | — | — | — | 0.82913 | 0.82913 | — | 0.12555 | 0.12555 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06649 | 0.05580 | 0.49820 | 0.47479 | 0.00083 | 0.01974 | — | 0.01974 | 0.01816 | — | 0.01816 | — | 87.2239 | 87.2239 | 0.00354 | 0.00071 | — | 87.5232 |
| Demolition | — | — | — | — | — | — | 0.02109 | 0.02109 | — | 0.00319 | 0.00319 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01213 | 0.01018 | 0.09092 | 0.08665 | 0.00015 | 0.00360 | — | 0.00360 | 0.00331 | — | 0.00331 | — | 14.4409 | 14.4409 | 0.00059 | 0.00012 | — | 14.4905 |
| Demolition | — | — | — | — | — | — | 0.00385 | 0.00385 | — | 0.00058 | 0.00058 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.05586 | 0.05058 | 0.04192 | 0.50898 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 127.154 | 127.154 | 0.00265 | 0.00495 | 0.01042 | 128.706 |
| Vendor | 0.00339 | 0.00155 | 0.05982 | 0.02824 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 46.9110 | 46.9110 | 0.00179 | 0.00674 | 0.00248 | 48.9681 |
| Hauling | 0.06842 | 0.02204 | 1.29796 | 0.50491 | 0.00691 | 0.01974 | 0.27662 | 0.29635 | 0.01316 | 0.07573 | 0.08889 | — | 997.976 | 997.976 | 0.04539 | 0.16183 | 0.04835 | 1,047.39 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00140 | 0.00127 | 0.00106 | 0.01312 | 0.00000 | 0.00000 | 0.00320 | 0.00320 | 0.00000 | 0.00075 | 0.00075 | — | 3.26372 | 3.26372 | 0.00007 | 0.00013 | 0.00442 | 3.30735 |
| Vendor | 0.00009 | 0.00004 | 0.00151 | 0.00071 | 0.00001 | 0.00002 | 0.00032 | 0.00034 | 0.00002 | 0.00009 | 0.00011 | — | 1.19293 | 1.19293 | 0.00005 | 0.00017 | 0.00105 | 1.24625 |
| Hauling | 0.00176 | 0.00058 | 0.03286 | 0.01277 | 0.00018 | 0.00050 | 0.00699 | 0.00750 | 0.00033 | 0.00192 | 0.00225 | — | 25.3824 | 25.3824 | 0.00115 | 0.00412 | 0.02049 | 26.6586 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00026 | 0.00023 | 0.00019 | 0.00240 | 0.00000 | 0.00000 | 0.00058 | 0.00058 | 0.00000 | 0.00014 | 0.00014 | — | 0.54035 | 0.54035 | 0.00001 | 0.00002 | 0.00073 | 0.54757 |
| Vendor | 0.00002 | 0.00001 | 0.00028 | 0.00013 | < 0.000005 | < 0.000005 | 0.00006 | 0.00006 | < 0.000005 | 0.00002 | 0.00002 | — | 0.19750 | 0.19750 | 0.00001 | 0.00003 | 0.00017 | 0.20633 |
| Hauling | 0.00032 | 0.00011 | 0.00600 | 0.00233 | 0.00003 | 0.00009 | 0.00128 | 0.00137 | 0.00006 | 0.00035 | 0.00041 | — | 4.20234 | 4.20234 | 0.00019 | 0.00068 | 0.00339 | 4.41364 |

## 3.3. Site Preparation (2028)

### 3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.61333 | 3.03620 | 27.4549 | 28.3524 | 0.04893 | 1.14375 | — | 1.14375 | 1.05225 | — | 1.05225 | — | 5,300.02 | 5,300.02 | 0.21499 | 0.04300 | — | 5,318.21 |
| Dust From Material Movemer | — | — | — | — | — | — | 7.66623 | 7.66623 | — | 3.93995 | 3.93995 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19799 | 0.16637 | 1.50438 | 1.55356 | 0.00268 | 0.06267 | — | 0.06267 | 0.05766 | — | 0.05766 | — | 290.412 | 290.412 | 0.01178 | 0.00236 | — | 291.409 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.42007 | 0.42007 | — | 0.21589 | 0.21589 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03613 | 0.03036 | 0.27455 | 0.28352 | 0.00049 | 0.01144 | — | 0.01144 | 0.01052 | — | 0.01052 | — | 48.0811 | 48.0811 | 0.00195 | 0.00039 | — | 48.2461 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.07666 | 0.07666 | — | 0.03940 | 0.03940 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06517 | 0.05901 | 0.04891 | 0.59381 | 0.00000 | 0.00000 | 0.14800 | 0.14800 | 0.00000 | 0.03469 | 0.03469 | — | 148.346 | 148.346 | 0.00309 | 0.00578 | 0.01215 | 150.157 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00169 | 0.00078 | 0.02991 | 0.01412 | 0.00017 | 0.00034 | 0.00640 | 0.00674 | 0.00034 | 0.00177 | 0.00210 | — | 23.4555 | 23.4555 | 0.00089 | 0.00337 | 0.00124 | 24.4840 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00353 | 0.00319 | 0.00266 | 0.03298 | 0.00000 | 0.00000 | 0.00804 | 0.00804 | 0.00000 | 0.00188 | 0.00188 | — | 8.20113 | 8.20113 | 0.00017 | 0.00032 | 0.01111 | 8.31078 |
| Vendor | 0.00010 | 0.00004 | 0.00163 | 0.00076 | 0.00001 | 0.00002 | 0.00035 | 0.00037 | 0.00002 | 0.00010 | 0.00011 | — | 1.28470 | 1.28470 | 0.00005 | 0.00018 | 0.00113 | 1.34212 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00064 | 0.00058 | 0.00049 | 0.00602 | 0.00000 | 0.00000 | 0.00147 | 0.00147 | 0.00000 | 0.00034 | 0.00034 | — | 1.35779 | 1.35779 | 0.00003 | 0.00005 | 0.00184 | 1.37594 |
| Vendor | 0.00002 | 0.00001 | 0.00030 | 0.00014 | < 0.000005 | < 0.000005 | 0.00006 | 0.00007 | < 0.000005 | 0.00002 | 0.00002 | — | 0.21270 | 0.21270 | 0.00001 | 0.00003 | 0.00019 | 0.22220 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.4. Grading (2028)

### 3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.85583 | 1.55941 | 13.7880 | 17.3209 | 0.02734 | 0.56820 | — | 0.56820 | 0.52275 | — | 0.52275 | — | 2,960.88 | 2,960.88 | 0.12011 | 0.02402 | — | 2,971.04 |
| Dust From Material Movemer | — | — | — | — | — | — | 2.76221 | 2.76221 | — | 1.33565 | 1.33565 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12711 | 0.10681 | 0.94439 | 1.18636 | 0.00187 | 0.03892 | — | 0.03892 | 0.03580 | — | 0.03580 | — | 202.800 | 202.800 | 0.00823 | 0.00165 | — | 203.496 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.18919 | 0.18919 | — | 0.09148 | 0.09148 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02320 | 0.01949 | 0.17235 | 0.21651 | 0.00034 | 0.00710 | — | 0.00710 | 0.00653 | — | 0.00653 | — | 33.5758 | 33.5758 | 0.00136 | 0.00027 | — | 33.6911 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.03453 | 0.03453 | — | 0.01670 | 0.01670 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05586 | 0.05058 | 0.04192 | 0.50898 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 127.154 | 127.154 | 0.00265 | 0.00495 | 0.01042 | 128.706 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00508 | 0.00233 | 0.08973 | 0.04237 | 0.00050 | 0.00101 | 0.01920 | 0.02021 | 0.00101 | 0.00530 | 0.00631 | — | 70.3665 | 70.3665 | 0.00268 | 0.01012 | 0.00372 | 73.4521 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00378 | 0.00342 | 0.00285 | 0.03533 | 0.00000 | 0.00000 | 0.00862 | 0.00862 | 0.00000 | 0.00202 | 0.00202 | — | 8.78693 | 8.78693 | 0.00018 | 0.00034 | 0.01190 | 8.90440 |
| Vendor | 0.00036 | 0.00016 | 0.00610 | 0.00286 | 0.00003 | 0.00007 | 0.00131 | 0.00138 | 0.00007 | 0.00036 | 0.00043 | — | 4.81761 | 4.81761 | 0.00018 | 0.00069 | 0.00425 | 5.03295 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00069 | 0.00062 | 0.00052 | 0.00645 | 0.00000 | 0.00000 | 0.00157 | 0.00157 | 0.00000 | 0.00037 | 0.00037 | — | 1.45478 | 1.45478 | 0.00003 | 0.00006 | 0.00197 | 1.47423 |
| Vendor | 0.00007 | 0.00003 | 0.00111 | 0.00052 | 0.00001 | 0.00001 | 0.00024 | 0.00025 | 0.00001 | 0.00007 | 0.00008 | — | 0.79761 | 0.79761 | 0.00003 | 0.00011 | 0.00070 | 0.83326 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.5. Building Construction (2028)

### 3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.18481 | 0.99143 | 8.92495 | 12.9352 | 0.02340 | 0.30024 | — | 0.30024 | 0.27622 | — | 0.27622 | — | 2,397.46 | 2,397.46 | 0.09725 | 0.01945 | — | 2,405.68 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.18481 | 0.99143 | 8.92495 | 12.9352 | 0.02340 | 0.30024 | — | 0.30024 | 0.27622 | — | 0.27622 | — | 2,397.46 | 2,397.46 | 0.09725 | 0.01945 | — | 2,405.68 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.67240 | 0.56265 | 5.06504 | 7.34094 | 0.01328 | 0.17039 | — | 0.17039 | 0.15676 | — | 0.15676 | — | 1,360.59 | 1,360.59 | 0.05519 | 0.01104 | — | 1,365.26 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12271 | 0.10268 | 0.92437 | 1.33972 | 0.00242 | 0.03110 | — | 0.03110 | 0.02861 | — | 0.02861 | — | 225.262 | 225.262 | 0.00914 | 0.00183 | — | 226.035 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.17306 | 0.15781 | 0.11284 | 1.79093 | 0.00000 | 0.00000 | 0.39073 | 0.39073 | 0.00000 | 0.09159 | 0.09159 | — | 414.651 | 414.651 | 0.00713 | 0.01525 | 1.23958 | 420.612 |
| Vendor | 0.03211 | 0.01481 | 0.51917 | 0.24745 | 0.00303 | 0.00607 | 0.11539 | 0.12145 | 0.00607 | 0.03188 | 0.03795 | — | 422.571 | 422.571 | 0.01611 | 0.06080 | 0.86302 | 441.955 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.17204 | 0.15577 | 0.12911 | 1.56765 | 0.00000 | 0.00000 | 0.39073 | 0.39073 | 0.00000 | 0.09159 | 0.09159 | — | 391.634 | 391.634 | 0.00815 | 0.01525 | 0.03208 | 396.413 |
| Vendor | 0.03052 | 0.01401 | 0.53925 | 0.25461 | 0.00303 | 0.00607 | 0.11539 | 0.12145 | 0.00607 | 0.03188 | 0.03795 | — | 422.879 | 422.879 | 0.01611 | 0.06080 | 0.02238 | 441.423 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09648 | 0.08725 | 0.07269 | 0.90173 | 0.00000 | 0.00000 | 0.21995 | 0.21995 | 0.00000 | 0.05153 | 0.05153 | — | 224.242 | 224.242 | 0.00462 | 0.00865 | 0.30375 | 227.240 |
| Vendor | 0.01777 | 0.00795 | 0.30355 | 0.14246 | 0.00172 | 0.00344 | 0.06504 | 0.06848 | 0.00344 | 0.01798 | 0.02142 | — | 239.890 | 239.890 | 0.00914 | 0.03451 | 0.21142 | 250.612 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01761 | 0.01592 | 0.01327 | 0.16457 | 0.00000 | 0.00000 | 0.04014 | 0.04014 | 0.00000 | 0.00940 | 0.00940 | — | 37.1259 | 37.1259 | 0.00077 | 0.00143 | 0.05029 | 37.6222 |
| Vendor | 0.00324 | 0.00145 | 0.05540 | 0.02600 | 0.00031 | 0.00063 | 0.01187 | 0.01250 | 0.00063 | 0.00328 | 0.00391 | — | 39.7165 | 39.7165 | 0.00151 | 0.00571 | 0.03500 | 41.4918 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.6. Building Construction (2029)

### 3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15336 | 0.96514 | 8.58166 | 12.9012 | 0.02340 | 0.27564 | — | 0.27564 | 0.25359 | — | 0.25359 | — | 2,396.83 | 2,396.83 | 0.09723 | 0.01945 | — | 2,405.06 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15336 | 0.96514 | 8.58166 | 12.9012 | 0.02340 | 0.27564 | — | 0.27564 | 0.25359 | — | 0.25359 | — | 2,396.83 | 2,396.83 | 0.09723 | 0.01945 | — | 2,405.06 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.78546 | 0.65728 | 5.84426 | 8.78597 | 0.01593 | 0.18772 | — | 0.18772 | 0.17270 | — | 0.17270 | — | 1,632.29 | 1,632.29 | 0.06621 | 0.01324 | — | 1,637.89 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14335 | 0.11995 | 1.06658 | 1.60344 | 0.00291 | 0.03426 | — | 0.03426 | 0.03152 | — | 0.03152 | — | 270.243 | 270.243 | 0.01096 | 0.00219 | — | 271.171 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.16695 | 0.15272 | 0.09963 | 1.68929 | 0.00000 | 0.00000 | 0.39073 | 0.39073 | 0.00000 | 0.09159 | 0.09159 | — | 407.533 | 407.533 | 0.00611 | 0.01525 | 1.11580 | 413.345 |
| Vendor | 0.02788 | 0.01441 | 0.49437 | 0.24020 | 0.00303 | 0.00607 | 0.11539 | 0.12145 | 0.00303 | 0.03188 | 0.03491 | — | 410.496 | 410.496 | 0.01611 | 0.05777 | 0.76327 | 428.877 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.16593 | 0.14966 | 0.11488 | 1.47311 | 0.00000 | 0.00000 | 0.39073 | 0.39073 | 0.00000 | 0.09159 | 0.09159 | — | 384.933 | 384.933 | 0.00815 | 0.01525 | 0.02894 | 389.709 |
| Vendor | 0.02749 | 0.01362 | 0.51484 | 0.24392 | 0.00303 | 0.00607 | 0.11539 | 0.12145 | 0.00303 | 0.03188 | 0.03491 | — | 410.821 | 410.821 | 0.01611 | 0.05777 | 0.01978 | 428.458 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.11161 | 0.10054 | 0.07754 | 1.01839 | 0.00000 | 0.00000 | 0.26394 | 0.26394 | 0.00000 | 0.06183 | 0.06183 | — | 264.480 | 264.480 | 0.00486 | 0.01038 | 0.32770 | 268.023 |
| Vendor | 0.01899 | 0.00954 | 0.34737 | 0.16601 | 0.00207 | 0.00413 | 0.07805 | 0.08218 | 0.00207 | 0.02158 | 0.02364 | — | 279.647 | 279.647 | 0.01097 | 0.03934 | 0.22446 | 291.870 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02037 | 0.01835 | 0.01415 | 0.18586 | 0.00000 | 0.00000 | 0.04817 | 0.04817 | 0.00000 | 0.01128 | 0.01128 | — | 43.7876 | 43.7876 | 0.00080 | 0.00172 | 0.05425 | 44.3743 |
| Vendor | 0.00347 | 0.00174 | 0.06340 | 0.03030 | 0.00038 | 0.00075 | 0.01424 | 0.01500 | 0.00038 | 0.00394 | 0.00431 | — | 46.2988 | 46.2988 | 0.00182 | 0.00651 | 0.03716 | 48.3223 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.7. Paving (2030)

### 3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.71247 | 0.59730 | 5.60977 | 8.79479 | 0.01295 | 0.18523 | — | 0.18523 | 0.17041 | — | 0.17041 | — | 1,349.81 | 1,349.81 | 0.05475 | 0.01095 | — | 1,354.44 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10541 | 0.08837 | 0.82994 | 1.30115 | 0.00192 | 0.02740 | — | 0.02740 | 0.02521 | — | 0.02521 | — | 199.697 | 199.697 | 0.00810 | 0.00162 | — | 200.383 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01924 | 0.01613 | 0.15146 | 0.23746 | 0.00035 | 0.00500 | — | 0.00500 | 0.00460 | — | 0.00460 | — | 33.0622 | 33.0622 | 0.00134 | 0.00027 | — | 33.1756 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06435 | 0.06303 | 0.04929 | 0.60206 | 0.00000 | 0.00000 | 0.16915 | 0.16915 | 0.00000 | 0.03965 | 0.03965 | — | 163.876 | 163.876 | 0.00309 | 0.00660 | 0.01117 | 165.931 |
| Vendor | 0.00300 | 0.00151 | 0.05445 | 0.02630 | 0.00034 | 0.00034 | 0.01280 | 0.01314 | 0.00034 | 0.00354 | 0.00387 | — | 44.1372 | 44.1372 | 0.00145 | 0.00641 | 0.00192 | 46.0850 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00939 | 0.00919 | 0.00645 | 0.08985 | 0.00000 | 0.00000 | 0.02482 | 0.02482 | 0.00000 | 0.00582 | 0.00582 | — | 24.4604 | 24.4604 | 0.00046 | 0.00098 | 0.02758 | 24.7904 |
| Vendor | 0.00045 | 0.00023 | 0.00803 | 0.00383 | 0.00005 | 0.00005 | 0.00188 | 0.00193 | 0.00005 | 0.00052 | 0.00057 | — | 6.52664 | 6.52664 | 0.00021 | 0.00095 | 0.00474 | 6.81927 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00171 | 0.00168 | 0.00118 | 0.01640 | 0.00000 | 0.00000 | 0.00453 | 0.00453 | 0.00000 | 0.00106 | 0.00106 | — | 4.04970 | 4.04970 | 0.00008 | 0.00016 | 0.00457 | 4.10433 |
| Vendor | 0.00008 | 0.00004 | 0.00146 | 0.00070 | 0.00001 | 0.00001 | 0.00034 | 0.00035 | 0.00001 | 0.00009 | 0.00010 | — | 1.08056 | 1.08056 | 0.00004 | 0.00016 | 0.00078 | 1.12901 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

# 3.8. Architectural Coating (2030)

## 3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11905 | 0.09839 | 0.78473 | 1.10719 | 0.00173 | 0.01097 | — | 0.01097 | 0.01009 | — | 0.01009 | — | 133.513 | 133.513 | 0.00542 | 0.00108 | — | 133.971 |
| Architectural Coatings | 7.84610 | 7.84610 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11905 | 0.09839 | 0.78473 | 1.10719 | 0.00173 | 0.01097 | — | 0.01097 | 0.01009 | — | 0.01009 | — | 133.513 | 133.513 | 0.00542 | 0.00108 | — | 133.971 |
| Architectural Coatings | 7.84610 | 7.84610 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.02120 | 0.01752 | 0.13975 | 0.19717 | 0.00031 | 0.00195 | — | 0.00195 | 0.00180 | — | 0.00180 | — | 23.7763 | 23.7763 | 0.00096 | 0.00019 | — | 23.8579 |
| Architectural Coatings | 1.39725 | 1.39725 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00387 | 0.00320 | 0.02550 | 0.03598 | 0.00006 | 0.00036 | — | 0.00036 | 0.00033 | — | 0.00033 | — | 3.93643 | 3.93643 | 0.00016 | 0.00003 | — | 3.94994 |
| Architectural Coatings | 0.25500 | 0.25500 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02973 | 0.02932 | 0.01972 | 0.31753 | 0.00000 | 0.00000 | 0.07815 | 0.07815 | 0.00000 | 0.01832 | 0.01832 | — | 80.1498 | 80.1498 | 0.00122 | 0.00305 | 0.19945 | 81.2886 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02973 | 0.02912 | 0.02277 | 0.27815 | 0.00000 | 0.00000 | 0.07815 | 0.07815 | 0.00000 | 0.01832 | 0.01832 | — | 75.7106 | 75.7106 | 0.00143 | 0.00305 | 0.00516 | 76.6602 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00522 | 0.00511 | 0.00358 | 0.04997 | 0.00000 | 0.00000 | 0.01380 | 0.01380 | 0.00000 | 0.00323 | 0.00323 | — | 13.6027 | 13.6027 | 0.00025 | 0.00054 | 0.01534 | 13.7862 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00095 | 0.00093 | 0.00065 | 0.00912 | 0.00000 | 0.00000 | 0.00252 | 0.00252 | 0.00000 | 0.00059 | 0.00059 | — | 2.25208 | 2.25208 | 0.00004 | 0.00009 | 0.00254 | 2.28247 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.9. Undergrounding Utilities (2029)

### 3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.13215 | 0.95132 | 8.19565 | 7.81995 | 0.01403 | 0.34881 | — | 0.34881 | 0.32091 | — | 0.32091 | — | 1,520.39 | 1,520.39 | 0.06167 | 0.01233 | — | 1,525.61 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.03766 | 0.03165 | 0.27265 | 0.26015 | 0.00047 | 0.01160 | — | 0.01160 | 0.01068 | — | 0.01068 | — | 50.5805 | 50.5805 | 0.00205 | 0.00041 | — | 50.7541 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00687 | 0.00578 | 0.04976 | 0.04748 | 0.00009 | 0.00212 | — | 0.00212 | 0.00195 | — | 0.00195 | — | 8.37418 | 8.37418 | 0.00034 | 0.00007 | — | 8.40292 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01796 | 0.01620 | 0.01243 | 0.15943 | 0.00000 | 0.00000 | 0.04229 | 0.04229 | 0.00000 | 0.00991 | 0.00991 | — | 41.6594 | 41.6594 | 0.00088 | 0.00165 | 0.00313 | 42.1763 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00059 | 0.00053 | 0.00041 | 0.00538 | 0.00000 | 0.00000 | 0.00140 | 0.00140 | 0.00000 | 0.00033 | 0.00033 | — | 1.39827 | 1.39827 | 0.00003 | 0.00005 | 0.00173 | 1.41700 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00011 | 0.00010 | 0.00007 | 0.00098 | 0.00000 | 0.00000 | 0.00025 | 0.00025 | 0.00000 | 0.00006 | 0.00006 | — | 0.23150 | 0.23150 | < 0.000005 | 0.00001 | 0.00029 | 0.23460 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.10. Undergrounding Utilities (2030)

### 3.10.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.10722 | 0.93037 | 7.97376 | 7.93059 | 0.01403 | 0.34209 | — | 0.34209 | 0.31472 | — | 0.31472 | — | 1,520.28 | 1,520.28 | 0.06167 | 0.01233 | — | 1,525.50 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00867 | 0.00728 | 0.06242 | 0.06208 | 0.00011 | 0.00268 | — | 0.00268 | 0.00246 | — | 0.00246 | — | 11.9004 | 11.9004 | 0.00048 | 0.00010 | — | 11.9413 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00158 | 0.00133 | 0.01139 | 0.01133 | 0.00002 | 0.00049 | — | 0.00049 | 0.00045 | — | 0.00045 | — | 1.97025 | 1.97025 | 0.00008 | 0.00002 | — | 1.97701 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.10.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01609 | 0.01576 | 0.01232 | 0.15052 | 0.00000 | 0.00000 | 0.04229 | 0.04229 | 0.00000 | 0.00991 | 0.00991 | — | 40.9689 | 40.9689 | 0.00077 | 0.00165 | 0.00279 | 41.4828 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00012 | 0.00012 | 0.00009 | 0.00119 | 0.00000 | 0.00000 | 0.00033 | 0.00033 | 0.00000 | 0.00008 | 0.00008 | — | 0.32355 | 0.32355 | 0.00001 | 0.00001 | 0.00036 | 0.32792 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00002 | 0.00002 | 0.00002 | 0.00022 | 0.00000 | 0.00000 | 0.00006 | 0.00006 | 0.00000 | 0.00001 | 0.00001 | — | 0.05357 | 0.05357 | < 0.000005 | < 0.000005 | 0.00006 | 0.05429 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 12/10/2027 | 1/13/2028 | 5.00000 | 25.0000 | — |
| Site Preparation | Site Preparation | 1/14/2028 | 2/10/2028 | 5.00000 | 20.0000 | — |
| Grading | Grading | 2/11/2028 | 3/16/2028 | 5.00000 | 25.0000 | — |
| Building Construction | Building Construction | 3/17/2028 | 12/14/2029 | 5.00000 | 456.000 | — |
| Paving | Paving | 1/5/2030 | 3/21/2030 | 5.00000 | 54.0000 | — |
| Architectural Coating | Architectural Coating | 3/22/2030 | 6/20/2030 | 5.00000 | 65.0000 | — |
| Undergrounding Utilities | Trenching | 12/15/2029 | 1/4/2030 | 5.00000 | 15.0000 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.000000 | 8.00000 | 33.0000 | 0.73000 |
| Demolition | Excavators | Diesel | Average | 3.00000 | 8.00000 | 36.0000 | 0.38000 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 2.00000 | 8.00000 | 367.000 | 0.40000 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 3.00000 | 8.00000 | 367.000 | 0.40000 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 4.00000 | 8.00000 | 84.0000 | 0.37000 |
| Grading | Excavators | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |
| Grading | Graders | Diesel | Average | 1.000000 | 8.00000 | 148.000 | 0.41000 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Rubber Tired Dozers | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.40000 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 3.00000 | 8.00000 | 84.0000 | 0.37000 |
| Building Construction | Cranes | Diesel | Average | 1.000000 | 7.00000 | 367.000 | 0.29000 |
| Building Construction | Forklifts | Diesel | Average | 3.00000 | 8.00000 | 82.0000 | 0.20000 |
| Building Construction | Generator Sets | Diesel | Average | 1.000000 | 8.00000 | 14.0000 | 0.74000 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 3.00000 | 7.00000 | 84.0000 | 0.37000 |
| Building Construction | Welders | Diesel | Average | 1.000000 | 8.00000 | 46.0000 | 0.45000 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 2.00000 | 6.00000 | 10.00000 | 0.56000 |
| Paving | Pavers | Diesel | Average | 1.000000 | 8.00000 | 81.0000 | 0.42000 |
| Paving | Paving Equipment | Diesel | Average | 2.00000 | 6.00000 | 89.0000 | 0.36000 |
| Paving | Rollers | Diesel | Average | 2.00000 | 6.00000 | 36.0000 | 0.38000 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.000000 | 8.00000 | 84.0000 | 0.37000 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.000000 | 6.00000 | 37.0000 | 0.48000 |
| Undergrounding Utilities | Rubber Tired Dozers | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.40000 |
| Undergrounding Utilities | Excavators | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | Worker | 15.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Demolition | Hauling | 14.9200 | 20.0000 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Worker | 17.5000 | 11.9700 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 1.000000 | 7.63000 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00000 | 20.0000 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | Worker | 15.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Grading | Vendor | 3.00000 | 7.63000 | HHDT,MHDT |
| Grading | Hauling | 0.00000 | 20.0000 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | Worker | 46.2000 | 11.9700 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 18.0290 | 7.63000 | HHDT,MHDT |
| Building Construction | Hauling | 0.00000 | 20.0000 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | Worker | 20.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Paving | Hauling | 0.00000 | 20.0000 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | Worker | 9.24000 | 11.9700 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63000 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00000 | 20.0000 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Undergrounding Utilities | Worker | 5.00000 | 11.9700 | LDA,LDT1,LDT2 |
| Undergrounding Utilities | Vendor | — | 7.63000 | HHDT,MHDT |
| Undergrounding Utilities | Hauling | 0.00000 | 20.0000 | HHDT |
| Undergrounding Utilities | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00000 | 0.00000 | 165,000 | 55,000.0 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00000 | 0.00000 | 0.00000 | 32,399.0 | 0.00000 |
| Site Preparation | — | — | 30.0000 | 0.00000 | 0.00000 |
| Grading | — | — | 25.0000 | 0.00000 | 0.00000 |
| Paving | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 1.000000 |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |
| Water Demolished Area | 2 | 36% | 36% |

## 5.7. Construction Paving

| Phase Name | Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|---|
| Paving | Junior College (2yr) | 1.000000 | 0% |

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2027 | 0.00000 | 588.983 | 0.03300 | 0.00400 |
| 2028 | 0.00000 | 588.983 | 0.03300 | 0.00400 |
| 2029 | 0.00000 | 588.983 | 0.03300 | 0.00400 |
| 2030 | 0.00000 | 588.983 | 0.03300 | 0.00400 |

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.59000 | annual days of extreme heat |

| | | |
|---|---|---|
| Extreme Precipitation | 2.55000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.66000 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | 1 | 1 | 1 | 2 |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.8942 |
| AQ-PM | 48.8239 |
| AQ-DPM | 97.6478 |
| Drinking Water | 28.9871 |
| Lead Risk Housing | 3.39004 |
| Pesticides | 0.00000 |
| Toxic Releases | 44.0360 |
| Traffic | 44.4625 |

| | |
|---|---|
| Effect Indicators | — |
| CleanUp Sites | 90.2016 |
| Groundwater | 89.8390 |
| Haz Waste Facilities/Generators | 94.0569 |
| Impaired Water Bodies | 77.2995 |
| Solid Waste | 86.5063 |
| Sensitive Population | — |
| Asthma | 79.6735 |
| Cardio-vascular | 33.2129 |
| Low Birth Weights | 4.79856 |
| Socioeconomic Factor Indicators | — |
| Education | 35.8770 |
| Housing | 36.6540 |
| Linguistic | 30.0176 |
| Poverty | 34.2085 |
| Unemployment | 0.91098 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 61.86321057 |
| Employed | 99.80751957 |
| Median HI | 47.65815475 |
| Education | — |
| Bachelor's or higher | 89.76004106 |
| High school enrollment | 13.5249583 |
| Preschool enrollment | 86.0259207 |

| | |
|---|---|
| Transportation | — |
| Auto Access | 3.195175157 |
| Active commuting | 93.44283331 |
| Social | — |
| 2-parent households | 99.56371102 |
| Voting | 70.088541 |
| Neighborhood | — |
| Alcohol availability | 9.765173874 |
| Park access | 81.35506224 |
| Retail density | 98.6141409 |
| Supermarket access | 85.66662389 |
| Tree canopy | 19.72282818 |
| Housing | — |
| Homeownership | 10.18863082 |
| Housing habitability | 35.69870397 |
| Low-inc homeowner severe housing cost burden | 70.29385346 |
| Low-inc renter severe housing cost burden | 63.03092519 |
| Uncrowded housing | 61.41408957 |
| Health Outcomes | — |
| Insured adults | 80.31566791 |
| Arthritis | 82.7 |
| Asthma ER Admissions | 16.8 |
| High Blood Pressure | 83.5 |
| Cancer (excluding skin) | 42.8 |
| Asthma | 76.7 |
| Coronary Heart Disease | 79.3 |
| Chronic Obstructive Pulmonary Disease | 86.1 |
| Diagnosed Diabetes | 89.0 |

| | |
|---|---|
| Life Expectancy at Birth | 43.9 |
| Cognitively Disabled | 50.3 |
| Physically  Disabled | 5.0 |
| Heart Attack ER Admissions | 33.8 |
| Mental Health Not Good | 78.4 |
| Chronic Kidney Disease | 85.5 |
| Obesity | 73.2 |
| Pedestrian Injuries | 99.3 |
| Physical Health Not Good | 90.6 |
| Stroke | 84.7 |
| Health Risk Behaviors | — |
| Binge Drinking | 3.5 |
| Current Smoker | 76.6 |
| No Leisure Time for Physical Activity | 88.3 |
| Climate Change Exposures | — |
| Wildfire Risk | 10.6 |
| SLR Inundation Area | 0.0 |
| Children | 99.4 |
| Elderly | 12.6 |
| English Speaking | 55.7 |
| Foreign-born | 28.8 |
| Outdoor Workers | 95.2 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 2.7 |
| Traffic Density | 74.3 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 3.3 |

| | |
|---|---|
| Other Decision Support | — |
| 2016 Voting | 70.8 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 44.0000 |
| Healthy Places Index Score for Project Location (b) | 80.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | The land use and size were provided by the District Architect. The lot acreage was estimated using measurements on aerials maps, and the landscape area was estimated as 20% of the lot. |

| | |
|---|---|
| Construction: Construction Phases | The length of construction was provided by the District Architect in the SDCCD Program Schedule. The lengths of individual phases of construction relied on CalEEMod defaults which were adjusted to fit the overall construction length. |
| Construction: Off-Road Equipment | Equipment was added to the utilities undergrounding phases based on similar project types and sizes. |
| Construction: Paving | 20% of the 5 acre site was estimated to include concrete (non-asphalt) paving. |

## 8.3. Land Use

| Model Parameter | Units | Default Value | New Value |
|---|---|---|---|
| Lot Area | acre | 2.52525 | 5.00000 |
| Landscape Area | sq. ft | — | 43,560.0 |

## 8.4. Construction

### 8.4.1. Construction Phases

| Phase Type | Phase Name | Model Parameter | Default Value | New Value |
|---|---|---|---|---|
| Demolition | Demolition | End Date | 1/7/2028 | 1/13/2028 |
| Demolition | Demolition | Work Days per Phase | 20.0000 | 25.0000 |
| Site Preparation | Site Preparation | Start Date | 1/8/2028 | 1/14/2028 |
| Site Preparation | Site Preparation | End Date | 1/22/2028 | 2/10/2028 |
| Site Preparation | Site Preparation | Work Days per Phase | 10.00000 | 20.0000 |
| Grading | Grading | Start Date | 1/23/2028 | 2/11/2028 |
| Grading | Grading | End Date | 2/20/2028 | 3/16/2028 |
| Grading | Grading | Work Days per Phase | 20.0000 | 25.0000 |
| Building Construction | Building Construction | Start Date | 2/21/2028 | 3/17/2028 |
| Building Construction | Building Construction | End Date | 1/8/2029 | 12/14/2029 |
| Building Construction | Building Construction | Work Days per Phase | 230.000 | 456.000 |
| Paving | Paving | Start Date | 1/9/2029 | 1/5/2030 |
| Paving | Paving | End Date | 2/6/2029 | 3/21/2030 |

| | | | | |
|---|---|---|---|---|
| Paving | Paving | Work Days per Phase | 20.0000 | 54.0000 |
| Architectural Coating | Architectural Coating | Start Date | 2/7/2029 | 3/22/2030 |
| Architectural Coating | Architectural Coating | End Date | 3/7/2029 | 6/20/2030 |
| Architectural Coating | Architectural Coating | Work Days per Phase | 20.0000 | 65.0000 |

### 8.4.9. Paving

| Phase Name | Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|---|
| Paving | Junior College (2yr) | Area Paved | acres | 0.00000 | 1.000000 |

# FMP - Performing Arts Center Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | FMP - Performing Arts Center |
| Construction Start Date | 12/24/2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 12.6000 |
| Location | 32.71725752430996, -117.15165268110056 |
| County | San Diego |
| City | San Diego |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6417 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.41 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | 20.0000 | 1000sqft | 0.70000 | 20,000.0 | 6,100.00 | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.15022 | 0.96785 | 8.20643 | 8.00277 | 0.01403 | 0.34881 | 0.16080 | 0.39110 | 0.32091 | 0.03823 | 0.33082 | — | 1,564.50 | 1,564.50 | 0.06234 | 0.02441 | 0.50732 | 1,570.34 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 3.83895 | 3.81687 | 8.52903 | 9.88885 | 0.01634 | 0.37638 | 2.15429 | 2.53066 | 0.34635 | 1.02191 | 1.36826 | — | 1,849.14 | 1,849.14 | 0.07358 | 0.06717 | 0.02666 | 1,858.89 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.64743 | 0.58459 | 3.24290 | 5.15717 | 0.00893 | 0.11167 | 0.14467 | 0.25633 | 0.10271 | 0.04697 | 0.14969 | — | 1,028.75 | 1,028.75 | 0.04066 | 0.01944 | 0.12810 | 1,035.69 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.11816 | 0.10669 | 0.59183 | 0.94118 | 0.00163 | 0.02038 | 0.02640 | 0.04678 | 0.01875 | 0.00857 | 0.02732 | — | 170.321 | 170.321 | 0.00673 | 0.00322 | 0.02121 | 171.470 |

## 2.2. Construction Emissions by Year

### 2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2028 | 0.58384 | 0.49063 | 4.41740 | 7.27756 | 0.01260 | 0.14989 | 0.09202 | 0.24191 | 0.13798 | 0.02245 | 0.16043 | — | 1,456.78 | 1,456.78 | 0.05714 | 0.02441 | 0.38229 | 1,465.86 |
| 2029 | 1.15022 | 0.96785 | 8.20643 | 8.00277 | 0.01403 | 0.34881 | 0.16080 | 0.39110 | 0.32091 | 0.03823 | 0.33082 | — | 1,564.50 | 1,564.50 | 0.06234 | 0.02386 | 0.50732 | 1,570.34 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.57027 | 0.46498 | 4.45259 | 6.09692 | 0.01123 | 0.12538 | 0.43857 | 0.56395 | 0.11387 | 0.08546 | 0.19933 | — | 1,302.29 | 1,302.29 | 0.05718 | 0.06717 | 0.02666 | 1,323.77 |
| 2028 | 1.19090 | 1.00057 | 8.52903 | 9.88885 | 0.01634 | 0.37638 | 2.15429 | 2.53066 | 0.34635 | 1.02191 | 1.36826 | — | 1,849.14 | 1,849.14 | 0.07358 | 0.06685 | 0.02433 | 1,858.89 |
| 2029 | 3.83895 | 3.81687 | 4.22752 | 7.20662 | 0.01260 | 0.14787 | 0.16080 | 0.30867 | 0.13575 | 0.03823 | 0.17398 | — | 1,448.79 | 1,448.79 | 0.05731 | 0.02386 | 0.01316 | 1,457.35 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00893 | 0.00728 | 0.06970 | 0.09550 | 0.00018 | 0.00196 | 0.00685 | 0.00881 | 0.00178 | 0.00133 | 0.00312 | — | 20.3987 | 20.3987 | 0.00089 | 0.00105 | 0.00695 | 20.7399 |
| 2028 | 0.43020 | 0.36068 | 3.24290 | 5.15717 | 0.00893 | 0.11167 | 0.14467 | 0.25633 | 0.10271 | 0.04697 | 0.14969 | — | 1,028.75 | 1,028.75 | 0.04066 | 0.01944 | 0.12810 | 1,035.69 |
| 2029 | 0.64743 | 0.58459 | 2.83805 | 4.45176 | 0.00759 | 0.09670 | 0.06434 | 0.16104 | 0.08871 | 0.01554 | 0.10426 | — | 866.064 | 866.064 | 0.03389 | 0.01398 | 0.09811 | 871.177 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00163 | 0.00133 | 0.01272 | 0.01743 | 0.00003 | 0.00036 | 0.00125 | 0.00161 | 0.00033 | 0.00024 | 0.00057 | — | 3.37724 | 3.37724 | 0.00015 | 0.00017 | 0.00115 | 3.43372 |
| 2028 | 0.07851 | 0.06582 | 0.59183 | 0.94118 | 0.00163 | 0.02038 | 0.02640 | 0.04678 | 0.01875 | 0.00857 | 0.02732 | — | 170.321 | 170.321 | 0.00673 | 0.00322 | 0.02121 | 171.470 |
| 2029 | 0.11816 | 0.10669 | 0.51794 | 0.81245 | 0.00138 | 0.01765 | 0.01174 | 0.02939 | 0.01619 | 0.00284 | 0.01903 | — | 143.387 | 143.387 | 0.00561 | 0.00232 | 0.01624 | 144.233 |

### 2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2028 | 0.54653 | 0.45924 | 4.30249 | 6.90694 | 0.01205 | 0.14878 | 0.00000 | 0.14878 | 0.13688 | 0.00000 | 0.13688 | — | 1,304.56 | 1,304.56 | 0.05292 | 0.01058 | 0.00000 | 1,309.03 |
| 2029 | 1.13215 | 0.95132 | 8.19565 | 7.81995 | 0.01403 | 0.34881 | 0.00000 | 0.34881 | 0.32091 | 0.00000 | 0.32091 | — | 1,520.39 | 1,520.39 | 0.06167 | 0.01233 | 0.00000 | 1,525.61 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.50582 | 0.42226 | 3.94364 | 5.55013 | 0.00877 | 0.11863 | 0.25591 | 0.37454 | 0.10914 | 0.03875 | 0.14789 | — | 851.847 | 851.847 | 0.03455 | 0.00691 | 0.00000 | 854.771 |
| 2028 | 1.15789 | 0.97295 | 8.41834 | 9.59200 | 0.01583 | 0.37537 | 2.07166 | 2.44702 | 0.34534 | 1.00174 | 1.34707 | — | 1,715.20 | 1,715.20 | 0.06958 | 0.01392 | 0.00000 | 1,721.08 |
| 2029 | 3.83292 | 3.81142 | 4.11303 | 6.89444 | 0.01205 | 0.14719 | 0.00000 | 0.14719 | 0.13542 | 0.00000 | 0.13542 | — | 1,304.11 | 1,304.11 | 0.05290 | 0.01058 | 0.00000 | 1,308.59 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00792 | 0.00661 | 0.06174 | 0.08689 | 0.00014 | 0.00186 | 0.00401 | 0.00586 | 0.00171 | 0.00061 | 0.00232 | — | 13.3362 | 13.3362 | 0.00054 | 0.00011 | 0.00000 | 13.3819 |
| 2028 | 0.40322 | 0.33868 | 3.13969 | 4.91245 | 0.00845 | 0.11060 | 0.07595 | 0.18655 | 0.10176 | 0.03010 | 0.13186 | — | 909.503 | 909.503 | 0.03689 | 0.00738 | 0.00000 | 912.624 |
| 2029 | 0.62222 | 0.56296 | 2.77280 | 4.22280 | 0.00729 | 0.09611 | 0.00000 | 0.09611 | 0.08842 | 0.00000 | 0.08842 | — | 772.810 | 772.810 | 0.03135 | 0.00627 | 0.00000 | 775.462 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00145 | 0.00121 | 0.01127 | 0.01586 | 0.00003 | 0.00034 | 0.00073 | 0.00107 | 0.00031 | 0.00011 | 0.00042 | — | 2.20795 | 2.20795 | 0.00009 | 0.00002 | 0.00000 | 2.21553 |
| 2028 | 0.07359 | 0.06181 | 0.57299 | 0.89652 | 0.00154 | 0.02019 | 0.01386 | 0.03405 | 0.01857 | 0.00549 | 0.02406 | — | 150.579 | 150.579 | 0.00611 | 0.00122 | 0.00000 | 151.095 |
| 2029 | 0.11356 | 0.10274 | 0.50604 | 0.77066 | 0.00133 | 0.01754 | 0.00000 | 0.01754 | 0.01614 | 0.00000 | 0.01614 | — | 127.947 | 127.947 | 0.00519 | 0.00104 | 0.00000 | 128.387 |

### 2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2028 | 0.03730 | 0.03139 | 0.11491 | 0.37062 | 0.00055 | 0.00110 | 0.09202 | 0.09312 | 0.00110 | 0.02245 | 0.02355 | — | 152.222 | 152.222 | 0.00422 | 0.01383 | 0.38229 | 156.830 |
| 2029 | 0.06633 | 0.05945 | 0.10800 | 0.66653 | 0.00055 | 0.00110 | 0.16080 | 0.16148 | 0.00055 | 0.03823 | 0.03856 | — | 199.906 | 199.906 | 0.00410 | 0.01328 | 0.50732 | 204.147 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.06445 | 0.04273 | 0.50895 | 0.54679 | 0.00247 | 0.00676 | 0.18266 | 0.18941 | 0.00473 | 0.04671 | 0.05144 | — | 450.444 | 450.444 | 0.02262 | 0.06026 | 0.02666 | 468.995 |
| 2028 | 0.06172 | 0.04207 | 0.48794 | 0.52323 | 0.00247 | 0.00676 | 0.18266 | 0.18941 | 0.00473 | 0.04671 | 0.05144 | — | 439.367 | 439.367 | 0.01755 | 0.05994 | 0.02433 | 457.692 |
| 2029 | 0.06590 | 0.05820 | 0.11450 | 0.58505 | 0.00055 | 0.00110 | 0.16080 | 0.16148 | 0.00055 | 0.03823 | 0.03856 | — | 191.381 | 191.381 | 0.00487 | 0.01328 | 0.01316 | 195.147 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00101 | 0.00067 | 0.00796 | 0.00861 | 0.00004 | 0.00011 | 0.00284 | 0.00295 | 0.00007 | 0.00073 | 0.00080 | — | 7.06257 | 7.06257 | 0.00035 | 0.00094 | 0.00695 | 7.35793 |
| 2028 | 0.02698 | 0.02200 | 0.10321 | 0.24473 | 0.00048 | 0.00107 | 0.06872 | 0.06979 | 0.00096 | 0.01687 | 0.01783 | — | 119.247 | 119.247 | 0.00377 | 0.01206 | 0.12810 | 123.064 |
| 2029 | 0.02521 | 0.02163 | 0.06525 | 0.22896 | 0.00030 | 0.00059 | 0.06434 | 0.06493 | 0.00030 | 0.01554 | 0.01584 | — | 93.2546 | 93.2546 | 0.00255 | 0.00771 | 0.09811 | 95.7149 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00018 | 0.00012 | 0.00145 | 0.00157 | 0.00001 | 0.00002 | 0.00052 | 0.00054 | 0.00001 | 0.00013 | 0.00015 | — | 1.16929 | 1.16929 | 0.00006 | 0.00016 | 0.00115 | 1.21819 |
| 2028 | 0.00492 | 0.00401 | 0.01883 | 0.04466 | 0.00009 | 0.00019 | 0.01254 | 0.01274 | 0.00017 | 0.00308 | 0.00325 | — | 19.7427 | 19.7427 | 0.00062 | 0.00200 | 0.02121 | 20.3747 |
| 2029 | 0.00460 | 0.00395 | 0.01191 | 0.04179 | 0.00005 | 0.00011 | 0.01174 | 0.01185 | 0.00005 | 0.00284 | 0.00289 | — | 15.4394 | 15.4394 | 0.00042 | 0.00128 | 0.01624 | 15.8467 |

# 3. Construction Emissions Details

## 3.1. Demolition (2027)

### 3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.50582 | 0.42226 | 3.94364 | 5.55013 | 0.00877 | 0.11863 | — | 0.11863 | 0.10914 | — | 0.10914 | — | 851.847 | 851.847 | 0.03455 | 0.00691 | — | 854.771 |
| Demolition | — | — | — | — | — | — | 0.25591 | 0.25591 | — | 0.03875 | 0.03875 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00792 | 0.00661 | 0.06174 | 0.08689 | 0.00014 | 0.00186 | — | 0.00186 | 0.00171 | — | 0.00171 | — | 13.3362 | 13.3362 | 0.00054 | 0.00011 | — | 13.3819 |
| Demolition | — | — | — | — | — | — | 0.00401 | 0.00401 | — | 0.00061 | 0.00061 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00145 | 0.00121 | 0.01127 | 0.01586 | 0.00003 | 0.00034 | — | 0.00034 | 0.00031 | — | 0.00031 | — | 2.20795 | 2.20795 | 0.00009 | 0.00002 | — | 2.21553 |
| Demolition | — | — | — | — | — | — | 0.00073 | 0.00073 | — | 0.00011 | 0.00011 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03790 | 0.03438 | 0.03081 | 0.36000 | 0.00000 | 0.00000 | 0.08457 | 0.08457 | 0.00000 | 0.01982 | 0.01982 | — | 86.3001 | 86.3001 | 0.00462 | 0.00352 | 0.00766 | 87.4725 |
| Vendor | 0.00343 | 0.00155 | 0.06286 | 0.02909 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 48.1170 | 48.1170 | 0.00187 | 0.00674 | 0.00279 | 50.1766 |
| Hauling | 0.02312 | 0.00679 | 0.41528 | 0.15770 | 0.00213 | 0.00608 | 0.08528 | 0.09137 | 0.00406 | 0.02335 | 0.02741 | — | 316.027 | 316.027 | 0.01612 | 0.05000 | 0.01621 | 331.346 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.00059 | 0.00053 | 0.00048 | 0.00570 | 0.00000 | 0.00000 | 0.00131 | 0.00131 | 0.00000 | 0.00031 | 0.00031 | — | 1.36316 | 1.36316 | 0.00007 | 0.00005 | 0.00200 | 1.38229 |
| Vendor | 0.00005 | 0.00003 | 0.00098 | 0.00045 | 0.00001 | 0.00001 | 0.00020 | 0.00021 | 0.00001 | 0.00006 | 0.00007 | — | 0.75301 | 0.75301 | 0.00003 | 0.00011 | 0.00073 | 0.78593 |
| Hauling | 0.00037 | 0.00011 | 0.00650 | 0.00245 | 0.00003 | 0.00010 | 0.00133 | 0.00142 | 0.00006 | 0.00036 | 0.00043 | — | 4.94640 | 4.94640 | 0.00025 | 0.00078 | 0.00422 | 5.18971 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00011 | 0.00010 | 0.00009 | 0.00104 | 0.00000 | 0.00000 | 0.00024 | 0.00024 | 0.00000 | 0.00006 | 0.00006 | — | 0.22569 | 0.22569 | 0.00001 | 0.00001 | 0.00033 | 0.22885 |
| Vendor | 0.00001 | < 0.000005 | 0.00018 | 0.00008 | < 0.000005 | < 0.000005 | 0.00004 | 0.00004 | < 0.000005 | 0.00001 | 0.00001 | — | 0.12467 | 0.12467 | < 0.000005 | 0.00002 | 0.00012 | 0.13012 |
| Hauling | 0.00007 | 0.00002 | 0.00119 | 0.00045 | 0.00001 | 0.00002 | 0.00024 | 0.00026 | 0.00001 | 0.00007 | 0.00008 | — | 0.81893 | 0.81893 | 0.00004 | 0.00013 | 0.00070 | 0.85922 |

## 3.2. Demolition (2028)

### 3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.49143 | 0.41031 | 3.84324 | 5.55099 | 0.00877 | 0.10716 | — | 0.10716 | 0.09859 | — | 0.09859 | — | 851.919 | 851.919 | 0.03456 | 0.00691 | — | 854.843 |
| Demolition | — | — | — | — | — | — | 0.25591 | 0.25591 | — | 0.03875 | 0.03875 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02597 | 0.02168 | 0.20307 | 0.29330 | 0.00046 | 0.00566 | — | 0.00566 | 0.00521 | — | 0.00521 | — | 45.0133 | 45.0133 | 0.00183 | 0.00037 | — | 45.1678 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demoliti | — | — | — | — | — | — | 0.01352 | 0.01352 | — | 0.00205 | 0.00205 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00474 | 0.00396 | 0.03706 | 0.05353 | 0.00008 | 0.00103 | — | 0.00103 | 0.00095 | — | 0.00095 | — | 7.45247 | 7.45247 | 0.00030 | 0.00006 | — | 7.47805 |
| Demolition | — | — | — | — | — | — | 0.00247 | 0.00247 | — | 0.00037 | 0.00037 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03724 | 0.03372 | 0.02795 | 0.33932 | 0.00000 | 0.00000 | 0.08457 | 0.08457 | 0.00000 | 0.01982 | 0.01982 | — | 84.7692 | 84.7692 | 0.00176 | 0.00330 | 0.00694 | 85.8037 |
| Vendor | 0.00339 | 0.00155 | 0.05982 | 0.02824 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 46.9110 | 46.9110 | 0.00179 | 0.00674 | 0.00248 | 48.9681 |
| Hauling | 0.02109 | 0.00679 | 0.40017 | 0.15567 | 0.00213 | 0.00608 | 0.08528 | 0.09137 | 0.00406 | 0.02335 | 0.02741 | — | 307.687 | 307.687 | 0.01399 | 0.04990 | 0.01491 | 322.920 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00194 | 0.00176 | 0.00146 | 0.01817 | 0.00000 | 0.00000 | 0.00443 | 0.00443 | 0.00000 | 0.00104 | 0.00104 | — | 4.51899 | 4.51899 | 0.00009 | 0.00017 | 0.00612 | 4.57941 |
| Vendor | 0.00018 | 0.00008 | 0.00314 | 0.00147 | 0.00002 | 0.00004 | 0.00067 | 0.00071 | 0.00004 | 0.00019 | 0.00022 | — | 2.47763 | 2.47763 | 0.00009 | 0.00036 | 0.00218 | 2.58837 |
| Hauling | 0.00113 | 0.00037 | 0.02104 | 0.00818 | 0.00011 | 0.00032 | 0.00448 | 0.00480 | 0.00021 | 0.00123 | 0.00144 | — | 16.2533 | 16.2533 | 0.00074 | 0.00264 | 0.01312 | 17.0705 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00035 | 0.00032 | 0.00027 | 0.00332 | 0.00000 | 0.00000 | 0.00081 | 0.00081 | 0.00000 | 0.00019 | 0.00019 | — | 0.74817 | 0.74817 | 0.00002 | 0.00003 | 0.00101 | 0.75817 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00003 | 0.00001 | 0.00057 | 0.00027 | < 0.000005 | 0.00001 | 0.00012 | 0.00013 | 0.00001 | 0.00003 | 0.00004 | — | 0.41020 | 0.41020 | 0.00002 | 0.00006 | 0.00036 | 0.42853 |
| Hauling | 0.00021 | 0.00007 | 0.00384 | 0.00149 | 0.00002 | 0.00006 | 0.00082 | 0.00088 | 0.00004 | 0.00022 | 0.00026 | — | 2.69092 | 2.69092 | 0.00012 | 0.00044 | 0.00217 | 2.82622 |

## 3.3. Site Preparation (2028)

### 3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.47107 | 0.39583 | 3.19161 | 5.57398 | 0.00793 | 0.14985 | — | 0.14985 | 0.13787 | — | 0.13787 | — | 858.923 | 858.923 | 0.03484 | 0.00697 | — | 861.870 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.20680 | 0.20680 | — | 0.02233 | 0.02233 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01291 | 0.01084 | 0.08744 | 0.15271 | 0.00022 | 0.00411 | — | 0.00411 | 0.00378 | — | 0.00378 | — | 23.5321 | 23.5321 | 0.00095 | 0.00019 | — | 23.6129 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.00567 | 0.00567 | — | 0.00061 | 0.00061 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00236 | 0.00198 | 0.01596 | 0.02787 | 0.00004 | 0.00075 | — | 0.00075 | 0.00069 | — | 0.00069 | — | 3.89601 | 3.89601 | 0.00016 | 0.00003 | — | 3.90938 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.00103 | 0.00103 | — | 0.00011 | 0.00011 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01862 | 0.01686 | 0.01397 | 0.16966 | 0.00000 | 0.00000 | 0.04229 | 0.04229 | 0.00000 | 0.00991 | 0.00991 | — | 42.3846 | 42.3846 | 0.00088 | 0.00165 | 0.00347 | 42.9019 |
| Vendor | 0.00169 | 0.00078 | 0.02991 | 0.01412 | 0.00017 | 0.00034 | 0.00640 | 0.00674 | 0.00034 | 0.00177 | 0.00210 | — | 23.4555 | 23.4555 | 0.00089 | 0.00337 | 0.00124 | 24.4840 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00050 | 0.00046 | 0.00038 | 0.00471 | 0.00000 | 0.00000 | 0.00115 | 0.00115 | 0.00000 | 0.00027 | 0.00027 | — | 1.17159 | 1.17159 | 0.00002 | 0.00005 | 0.00159 | 1.18725 |
| Vendor | 0.00005 | 0.00002 | 0.00081 | 0.00038 | < 0.000005 | 0.00001 | 0.00017 | 0.00018 | 0.00001 | 0.00005 | 0.00006 | — | 0.64235 | 0.64235 | 0.00002 | 0.00009 | 0.00057 | 0.67106 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.00009 | 0.00008 | 0.00007 | 0.00086 | 0.00000 | 0.00000 | 0.00021 | 0.00021 | 0.00000 | 0.00005 | 0.00005 | — | 0.19397 | 0.19397 | < 0.000005 | 0.00001 | 0.00026 | 0.19656 |
| Vendor | 0.00001 | < 0.000005 | 0.00015 | 0.00007 | < 0.000005 | < 0.000005 | 0.00003 | 0.00003 | < 0.000005 | 0.00001 | 0.00001 | — | 0.10635 | 0.10635 | < 0.000005 | 0.00002 | 0.00009 | 0.11110 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.4. Grading (2028)

### 3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15789 | 0.97295 | 8.41834 | 9.59200 | 0.01583 | 0.37537 | — | 0.37537 | 0.34534 | — | 0.34534 | — | 1,715.20 | 1,715.20 | 0.06958 | 0.01392 | — | 1,721.08 |
| Dust From Material Movemer | — | — | — | — | — | — | 2.07166 | 2.07166 | — | 1.00174 | 1.00174 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03172 | 0.02666 | 0.23064 | 0.26279 | 0.00043 | 0.01028 | — | 0.01028 | 0.00946 | — | 0.00946 | — | 46.9917 | 46.9917 | 0.00191 | 0.00038 | — | 47.1530 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movemer | — | — | — | — | — | — | 0.05676 | 0.05676 | — | 0.02744 | 0.02744 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00579 | 0.00486 | 0.04209 | 0.04796 | 0.00008 | 0.00188 | — | 0.00188 | 0.00173 | — | 0.00173 | — | 7.78002 | 7.78002 | 0.00032 | 0.00006 | — | 7.80672 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.01036 | 0.01036 | — | 0.00501 | 0.00501 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02793 | 0.02529 | 0.02096 | 0.25449 | 0.00000 | 0.00000 | 0.06343 | 0.06343 | 0.00000 | 0.01487 | 0.01487 | — | 63.5769 | 63.5769 | 0.00132 | 0.00248 | 0.00521 | 64.3528 |
| Vendor | 0.00508 | 0.00233 | 0.08973 | 0.04237 | 0.00050 | 0.00101 | 0.01920 | 0.02021 | 0.00101 | 0.00530 | 0.00631 | — | 70.3665 | 70.3665 | 0.00268 | 0.01012 | 0.00372 | 73.4521 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00076 | 0.00068 | 0.00057 | 0.00707 | 0.00000 | 0.00000 | 0.00172 | 0.00172 | 0.00000 | 0.00040 | 0.00040 | — | 1.75739 | 1.75739 | 0.00004 | 0.00007 | 0.00238 | 1.78088 |
| Vendor | 0.00014 | 0.00006 | 0.00244 | 0.00114 | 0.00001 | 0.00003 | 0.00052 | 0.00055 | 0.00003 | 0.00014 | 0.00017 | — | 1.92704 | 1.92704 | 0.00007 | 0.00028 | 0.00170 | 2.01318 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00014 | 0.00012 | 0.00010 | 0.00129 | 0.00000 | 0.00000 | 0.00031 | 0.00031 | 0.00000 | 0.00007 | 0.00007 | — | 0.29096 | 0.29096 | 0.00001 | 0.00001 | 0.00039 | 0.29485 |
| Vendor | 0.00003 | 0.00001 | 0.00045 | 0.00021 | < 0.000005 | 0.00001 | 0.00010 | 0.00010 | 0.00001 | 0.00003 | 0.00003 | — | 0.31904 | 0.31904 | 0.00001 | 0.00005 | 0.00028 | 0.33330 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.5. Building Construction (2028)

### 3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.54653 | 0.45924 | 4.30249 | 6.90694 | 0.01205 | 0.14878 | — | 0.14878 | 0.13688 | — | 0.13688 | — | 1,304.56 | 1,304.56 | 0.05292 | 0.01058 | — | 1,309.03 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.54653 | 0.45924 | 4.30249 | 6.90694 | 0.01205 | 0.14878 | — | 0.14878 | 0.13688 | — | 0.13688 | — | 1,304.56 | 1,304.56 | 0.05292 | 0.01058 | — | 1,309.03 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipm | 0.33263 | 0.27950 | 2.61854 | 4.20364 | 0.00733 | 0.09055 | — | 0.09055 | 0.08331 | — | 0.08331 | — | 793.966 | 793.966 | 0.03221 | 0.00644 | — | 796.691 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06070 | 0.05101 | 0.47788 | 0.76716 | 0.00134 | 0.01653 | — | 0.01653 | 0.01520 | — | 0.01520 | — | 131.450 | 131.450 | 0.00533 | 0.00107 | — | 131.901 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03147 | 0.02869 | 0.02052 | 0.32562 | 0.00000 | 0.00000 | 0.07104 | 0.07104 | 0.00000 | 0.01665 | 0.01665 | — | 75.3910 | 75.3910 | 0.00130 | 0.00277 | 0.22538 | 76.4749 |
| Vendor | 0.00584 | 0.00269 | 0.09440 | 0.04499 | 0.00055 | 0.00110 | 0.02098 | 0.02208 | 0.00110 | 0.00580 | 0.00690 | — | 76.8311 | 76.8311 | 0.00293 | 0.01105 | 0.15691 | 80.3555 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03128 | 0.02832 | 0.02347 | 0.28503 | 0.00000 | 0.00000 | 0.07104 | 0.07104 | 0.00000 | 0.01665 | 0.01665 | — | 71.2061 | 71.2061 | 0.00148 | 0.00277 | 0.00583 | 72.0751 |
| Vendor | 0.00555 | 0.00255 | 0.09805 | 0.04629 | 0.00055 | 0.00110 | 0.02098 | 0.02208 | 0.00110 | 0.00580 | 0.00690 | — | 76.8871 | 76.8871 | 0.00293 | 0.01105 | 0.00407 | 80.2587 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01881 | 0.01701 | 0.01417 | 0.17582 | 0.00000 | 0.00000 | 0.04289 | 0.04289 | 0.00000 | 0.01005 | 0.01005 | — | 43.7238 | 43.7238 | 0.00090 | 0.00169 | 0.05923 | 44.3083 |
| Vendor | 0.00346 | 0.00155 | 0.05919 | 0.02778 | 0.00034 | 0.00067 | 0.01268 | 0.01335 | 0.00067 | 0.00351 | 0.00418 | — | 46.7748 | 46.7748 | 0.00178 | 0.00673 | 0.04122 | 48.8655 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00343 | 0.00310 | 0.00259 | 0.03209 | 0.00000 | 0.00000 | 0.00783 | 0.00783 | 0.00000 | 0.00183 | 0.00183 | — | 7.23897 | 7.23897 | 0.00015 | 0.00028 | 0.00981 | 7.33575 |
| Vendor | 0.00063 | 0.00028 | 0.01080 | 0.00507 | 0.00006 | 0.00012 | 0.00231 | 0.00244 | 0.00012 | 0.00064 | 0.00076 | — | 7.74410 | 7.74410 | 0.00030 | 0.00111 | 0.00682 | 8.09024 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.6. Building Construction (2029)

### 3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53369 | 0.44845 | 4.11303 | 6.89444 | 0.01205 | 0.13643 | — | 0.13643 | 0.12552 | — | 0.12552 | — | 1,304.11 | 1,304.11 | 0.05290 | 0.01058 | — | 1,308.59 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53369 | 0.44845 | 4.11303 | 6.89444 | 0.01205 | 0.13643 | — | 0.13643 | 0.12552 | — | 0.12552 | — | 1,304.11 | 1,304.11 | 0.05290 | 0.01058 | — | 1,308.59 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.24544 | 0.20623 | 1.89151 | 3.17063 | 0.00554 | 0.06274 | — | 0.06274 | 0.05772 | — | 0.05772 | — | 599.738 | 599.738 | 0.02433 | 0.00487 | — | 601.797 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04479 | 0.03764 | 0.34520 | 0.57864 | 0.00101 | 0.01145 | — | 0.01145 | 0.01053 | — | 0.01053 | — | 99.2935 | 99.2935 | 0.00403 | 0.00081 | — | 99.6343 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03035 | 0.02777 | 0.01812 | 0.30714 | 0.00000 | 0.00000 | 0.07104 | 0.07104 | 0.00000 | 0.01665 | 0.01665 | — | 74.0969 | 74.0969 | 0.00111 | 0.00277 | 0.20287 | 75.1537 |
| Vendor | 0.00507 | 0.00262 | 0.08988 | 0.04367 | 0.00055 | 0.00110 | 0.02098 | 0.02208 | 0.00055 | 0.00580 | 0.00635 | — | 74.6357 | 74.6357 | 0.00293 | 0.01050 | 0.13878 | 77.9777 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03017 | 0.02721 | 0.02089 | 0.26784 | 0.00000 | 0.00000 | 0.07104 | 0.07104 | 0.00000 | 0.01665 | 0.01665 | — | 69.9878 | 69.9878 | 0.00148 | 0.00277 | 0.00526 | 70.8562 |
| Vendor | 0.00500 | 0.00248 | 0.09361 | 0.04435 | 0.00055 | 0.00110 | 0.02098 | 0.02208 | 0.00055 | 0.00580 | 0.00635 | — | 74.6947 | 74.6947 | 0.00293 | 0.01050 | 0.00360 | 77.9015 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01370 | 0.01234 | 0.00952 | 0.12504 | 0.00000 | 0.00000 | 0.03241 | 0.03241 | 0.00000 | 0.00759 | 0.00759 | — | 32.4727 | 32.4727 | 0.00060 | 0.00127 | 0.04023 | 32.9078 |
| Vendor | 0.00233 | 0.00117 | 0.04265 | 0.02038 | 0.00025 | 0.00051 | 0.00958 | 0.01009 | 0.00025 | 0.00265 | 0.00290 | — | 34.3350 | 34.3350 | 0.00135 | 0.00483 | 0.02756 | 35.8356 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00250 | 0.00225 | 0.00174 | 0.02282 | 0.00000 | 0.00000 | 0.00591 | 0.00591 | 0.00000 | 0.00139 | 0.00139 | — | 5.37623 | 5.37623 | 0.00010 | 0.00021 | 0.00666 | 5.44826 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00043 | 0.00021 | 0.00778 | 0.00372 | 0.00005 | 0.00009 | 0.00175 | 0.00184 | 0.00005 | 0.00048 | 0.00053 | — | 5.68454 | 5.68454 | 0.00022 | 0.00080 | 0.00456 | 5.93299 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.7. Paving (2029)

### 3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.54938 | 0.45890 | 3.97515 | 5.30973 | 0.00857 | 0.14719 | — | 0.14719 | 0.13542 | — | 0.13542 | — | 822.831 | 822.831 | 0.03338 | 0.00668 | — | 825.655 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.54938 | 0.45890 | 3.97515 | 5.30973 | 0.00857 | 0.14719 | — | 0.14719 | 0.13542 | — | 0.13542 | — | 822.831 | 822.831 | 0.03338 | 0.00668 | — | 825.655 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06773 | 0.05658 | 0.49009 | 0.65462 | 0.00106 | 0.01815 | — | 0.01815 | 0.01670 | — | 0.01670 | — | 101.445 | 101.445 | 0.00412 | 0.00082 | — | 101.793 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01236 | 0.01033 | 0.08944 | 0.11947 | 0.00019 | 0.00331 | — | 0.00331 | 0.00305 | — | 0.00305 | — | 16.7954 | 16.7954 | 0.00068 | 0.00014 | — | 16.8530 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06324 | 0.05785 | 0.03774 | 0.63988 | 0.00000 | 0.00000 | 0.14800 | 0.14800 | 0.00000 | 0.03469 | 0.03469 | — | 154.369 | 154.369 | 0.00231 | 0.00578 | 0.42265 | 156.570 |
| Vendor | 0.00309 | 0.00160 | 0.05484 | 0.02665 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00034 | 0.00354 | 0.00387 | — | 45.5373 | 45.5373 | 0.00179 | 0.00641 | 0.08467 | 47.5764 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06285 | 0.05669 | 0.04352 | 0.55800 | 0.00000 | 0.00000 | 0.14800 | 0.14800 | 0.00000 | 0.03469 | 0.03469 | — | 145.808 | 145.808 | 0.00309 | 0.00578 | 0.01096 | 147.617 |
| Vendor | 0.00305 | 0.00151 | 0.05711 | 0.02706 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00034 | 0.00354 | 0.00387 | — | 45.5733 | 45.5733 | 0.00179 | 0.00641 | 0.00219 | 47.5299 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00765 | 0.00689 | 0.00532 | 0.06983 | 0.00000 | 0.00000 | 0.01810 | 0.01810 | 0.00000 | 0.00424 | 0.00424 | — | 18.1363 | 18.1363 | 0.00033 | 0.00071 | 0.02247 | 18.3793 |
| Vendor | 0.00038 | 0.00019 | 0.00698 | 0.00333 | 0.00004 | 0.00008 | 0.00157 | 0.00165 | 0.00004 | 0.00043 | 0.00047 | — | 5.61604 | 5.61604 | 0.00022 | 0.00079 | 0.00451 | 5.86150 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00140 | 0.00126 | 0.00097 | 0.01274 | 0.00000 | 0.00000 | 0.00330 | 0.00330 | 0.00000 | 0.00077 | 0.00077 | — | 3.00268 | 3.00268 | 0.00006 | 0.00012 | 0.00372 | 3.04291 |
| Vendor | 0.00007 | 0.00003 | 0.00127 | 0.00061 | 0.00001 | 0.00002 | 0.00029 | 0.00030 | 0.00001 | 0.00008 | 0.00009 | — | 0.92980 | 0.92980 | 0.00004 | 0.00013 | 0.00075 | 0.97044 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.8. Architectural Coating (2029)

### 3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12385 | 0.10236 | 0.79416 | 1.11216 | 0.00173 | 0.01284 | — | 0.01284 | 0.01181 | — | 0.01181 | — | 133.510 | 133.510 | 0.00542 | 0.00108 | — | 133.968 |
| Architectural Coatings | 3.70907 | 3.70907 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00848 | 0.00701 | 0.05439 | 0.07618 | 0.00012 | 0.00088 | — | 0.00088 | 0.00081 | — | 0.00081 | — | 9.14450 | 9.14450 | 0.00037 | 0.00007 | — | 9.17588 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coatings | 0.25405 | 0.25405 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00155 | 0.00128 | 0.00993 | 0.01390 | 0.00002 | 0.00016 | — | 0.00016 | 0.00015 | — | 0.00015 | — | 1.51398 | 1.51398 | 0.00006 | 0.00001 | — | 1.51917 |
| Architectural Coatings | 0.04636 | 0.04636 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00603 | 0.00544 | 0.00418 | 0.05357 | 0.00000 | 0.00000 | 0.01421 | 0.01421 | 0.00000 | 0.00333 | 0.00333 | — | 13.9976 | 13.9976 | 0.00030 | 0.00055 | 0.00105 | 14.1712 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00041 | 0.00037 | 0.00028 | 0.00372 | 0.00000 | 0.00000 | 0.00097 | 0.00097 | 0.00000 | 0.00023 | 0.00023 | — | 0.96727 | 0.96727 | 0.00002 | 0.00004 | 0.00120 | 0.98023 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00007 | 0.00007 | 0.00005 | 0.00068 | 0.00000 | 0.00000 | 0.00018 | 0.00018 | 0.00000 | 0.00004 | 0.00004 | — | 0.16014 | 0.16014 | < 0.000005 | 0.00001 | 0.00020 | 0.16229 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.9. Undergrounding Utilities (2029)

### 3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.13215 | 0.95132 | 8.19565 | 7.81995 | 0.01403 | 0.34881 | — | 0.34881 | 0.32091 | — | 0.32091 | — | 1,520.39 | 1,520.39 | 0.06167 | 0.01233 | — | 1,525.61 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04653 | 0.03910 | 0.33681 | 0.32137 | 0.00058 | 0.01433 | — | 0.01433 | 0.01319 | — | 0.01319 | — | 62.4818 | 62.4818 | 0.00253 | 0.00051 | — | 62.6963 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.00849 | 0.00713 | 0.06147 | 0.05865 | 0.00011 | 0.00262 | — | 0.00262 | 0.00241 | — | 0.00241 | — | 10.3446 | 10.3446 | 0.00042 | 0.00008 | — | 10.3801 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01807 | 0.01653 | 0.01078 | 0.18282 | 0.00000 | 0.00000 | 0.04229 | 0.04229 | 0.00000 | 0.00991 | 0.00991 | — | 44.1053 | 44.1053 | 0.00066 | 0.00165 | 0.12076 | 44.7344 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00073 | 0.00066 | 0.00051 | 0.00665 | 0.00000 | 0.00000 | 0.00172 | 0.00172 | 0.00000 | 0.00040 | 0.00040 | — | 1.72727 | 1.72727 | 0.00003 | 0.00007 | 0.00214 | 1.75041 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00013 | 0.00012 | 0.00009 | 0.00121 | 0.00000 | 0.00000 | 0.00031 | 0.00031 | 0.00000 | 0.00007 | 0.00007 | — | 0.28597 | 0.28597 | 0.00001 | 0.00001 | 0.00035 | 0.28980 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

## 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 12/24/2027 | 1/27/2028 | 5.00000 | 25.0000 | — |
| Site Preparation | Site Preparation | 1/28/2028 | 2/10/2028 | 5.00000 | 10.00000 | — |
| Grading | Grading | 2/11/2028 | 2/24/2028 | 5.00000 | 10.00000 | — |
| Building Construction | Building Construction | 2/25/2028 | 8/23/2029 | 5.00000 | 390.000 | — |
| Paving | Paving | 9/14/2029 | 11/15/2029 | 5.00000 | 45.0000 | — |
| Architectural Coating | Architectural Coating | 11/16/2029 | 12/20/2029 | 5.00000 | 25.0000 | — |
| Undergrounding Utilities | Trenching | 8/24/2029 | 9/13/2029 | 5.00000 | 15.0000 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.000000 | 8.00000 | 33.0000 | 0.73000 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.000000 | 1.000000 | 367.000 | 0.40000 |
| Demolition | Tractors/Loaders/Backhoes | Diesel | Average | 2.00000 | 6.00000 | 84.0000 | 0.37000 |
| Site Preparation | Graders | Diesel | Average | 1.000000 | 8.00000 | 148.000 | 0.41000 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 1.000000 | 8.00000 | 84.0000 | 0.37000 |
| Grading | Graders | Diesel | Average | 1.000000 | 6.00000 | 148.000 | 0.41000 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Rubber Tired Dozers | Diesel | Average | 1.000000 | 6.00000 | 367.000 | 0.40000 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 1.000000 | 7.00000 | 84.0000 | 0.37000 |
| Building Construction | Cranes | Diesel | Average | 1.000000 | 4.00000 | 367.000 | 0.29000 |
| Building Construction | Forklifts | Diesel | Average | 2.00000 | 6.00000 | 82.0000 | 0.20000 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 2.00000 | 8.00000 | 84.0000 | 0.37000 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 4.00000 | 6.00000 | 10.00000 | 0.56000 |
| Paving | Pavers | Diesel | Average | 1.000000 | 7.00000 | 81.0000 | 0.42000 |
| Paving | Rollers | Diesel | Average | 1.000000 | 7.00000 | 36.0000 | 0.38000 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.000000 | 7.00000 | 84.0000 | 0.37000 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.000000 | 6.00000 | 37.0000 | 0.48000 |
| Undergrounding Utilities | Excavators | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |
| Undergrounding Utilities | Rubber Tired Dozers | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.40000 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | Worker | 10.00000 | 11.9700 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Demolition | Hauling | 4.60000 | 20.0000 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | Worker | 5.00000 | 11.9700 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 1.000000 | 7.63000 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00000 | 20.0000 | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | Worker | 7.50000 | 11.9700 | LDA,LDT1,LDT2 |
| Grading | Vendor | 3.00000 | 7.63000 | HHDT,MHDT |
| Grading | Hauling | 0.00000 | 20.0000 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | Worker | 8.40000 | 11.9700 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 3.27800 | 7.63000 | HHDT,MHDT |
| Building Construction | Hauling | 0.00000 | 20.0000 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | Worker | 17.5000 | 11.9700 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Paving | Hauling | 0.00000 | 20.0000 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | Worker | 1.68000 | 11.9700 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63000 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00000 | 20.0000 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Undergrounding Utilities | Worker | 5.00000 | 11.9700 | LDA,LDT1,LDT2 |
| Undergrounding Utilities | Vendor | — | 7.63000 | HHDT,MHDT |
| Undergrounding Utilities | Hauling | 0.00000 | 20.0000 | HHDT |
| Undergrounding Utilities | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00000 | 0.00000 | 30,000.0 | 10,000.00 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00000 | 0.00000 | 0.00000 | 10,000.00 | 0.00000 |
| Site Preparation | — | — | 5.00000 | 0.00000 | 0.00000 |
| Grading | — | — | 7.50000 | 0.00000 | 0.00000 |
| Paving | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.14000 |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |
| Water Demolished Area | 2 | 36% | 36% |

## 5.7. Construction Paving

| Phase Name | Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|---|
| Paving | Movie Theater (No Matinee) | 0.14000 | 0% |

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2027 | 0.00000 | 588.983 | 0.03300 | 0.00400 |
| 2028 | 0.00000 | 588.983 | 0.03300 | 0.00400 |

| | | | | |
|---|---|---|---|---|
| 2029 | 0.00000 | 588.983 | 0.03300 | 0.00400 |

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.59000 | annual days of extreme heat |
| Extreme Precipitation | 2.55000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.66000 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |

| | | | | |
|---|---|---|---|---|
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | 1 | 1 | 1 | 2 |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.8942 |
| AQ-PM | 51.6988 |
| AQ-DPM | 99.0790 |
| Drinking Water | 28.9871 |
| Lead Risk Housing | 10.6994 |
| Pesticides | 0.00000 |
| Toxic Releases | 48.0995 |
| Traffic | 49.8125 |
| Effect Indicators | — |
| CleanUp Sites | 68.9436 |
| Groundwater | 96.5466 |

| | |
|---|---|
| Haz Waste Facilities/Generators | 92.0053 |
| Impaired Water Bodies | 66.7367 |
| Solid Waste | 80.5956 |
| Sensitive Population | — |
| Asthma | 80.0474 |
| Cardio-vascular | 33.9232 |
| Low Birth Weights | 29.8820 |
| Socioeconomic Factor Indicators | — |
| Education | 31.3591 |
| Housing | 81.8378 |
| Linguistic | 15.6449 |
| Poverty | 65.5402 |
| Unemployment | 55.0234 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 23.93173361 |
| Employed | 29.10304119 |
| Median HI | 11.89529065 |
| Education | — |
| Bachelor's or higher | 82.49711279 |
| High school enrollment | 100 |
| Preschool enrollment | 52.2776851 |
| Transportation | — |
| Auto Access | 2.1429488 |
| Active commuting | 94.34107532 |

| | |
|---|---|
| Social | — |
| 2-parent households | 1.770819967 |
| Voting | 21.73745669 |
| Neighborhood | — |
| Alcohol availability | 9.829334018 |
| Park access | 54.18965738 |
| Retail density | 98.04953163 |
| Supermarket access | 94.25125112 |
| Tree canopy | 7.994353907 |
| Housing | — |
| Homeownership | 3.682792249 |
| Housing habitability | 7.481072758 |
| Low-inc homeowner severe housing cost burden | 92.13396638 |
| Low-inc renter severe housing cost burden | 40.20274605 |
| Uncrowded housing | 52.3675093 |
| Health Outcomes | — |
| Insured adults | 58.50121904 |
| Arthritis | 78.8 |
| Asthma ER Admissions | 16.3 |
| High Blood Pressure | 59.9 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 40.2 |
| Coronary Heart Disease | 66.7 |
| Chronic Obstructive Pulmonary Disease | 47.8 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 14.3 |
| Cognitively Disabled | 1.6 |
| Physically  Disabled | 22.7 |

| | |
|---|---|
| Heart Attack ER Admissions | 32.2 |
| Mental Health Not Good | 42.4 |
| Chronic Kidney Disease | 73.0 |
| Obesity | 47.2 |
| Pedestrian Injuries | 95.4 |
| Physical Health Not Good | 58.2 |
| Stroke | 58.2 |
| Health Risk Behaviors | — |
| Binge Drinking | 7.0 |
| Current Smoker | 38.5 |
| No Leisure Time for Physical Activity | 60.4 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 82.0 |
| Elderly | 79.3 |
| English Speaking | 58.6 |
| Foreign-born | 43.8 |
| Outdoor Workers | 93.1 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 0.3 |
| Traffic Density | 76.5 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 28.9 |
| Other Decision Support | — |
| 2016 Voting | 40.1 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 64.0000 |
| Healthy Places Index Score for Project Location (b) | 22.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | The land use and size were provided by the District Architect. The lot acreage was estimated using measurements on aerials maps, and the landscape area was estimated as 20% of the lot. |
| Construction: Construction Phases | The length of construction was provided by the District Architect in the SDCCD Program Schedule. The lengths of individual phases of construction relied on CalEEMod defaults which were adjusted to fit the overall construction length. |
| Construction: Off-Road Equipment | Equipment was added to the utilities undergrounding phases based on similar project types and sizes. |
| Construction: Paving | 20% of the 0.7 acre site was estimated to include concrete (non-asphalt) paving. |

## 8.3. Land Use

| Model Parameter | Units | Default Value | New Value |
|---|---|---|---|
| Lot Area | acre | 0.45914 | 0.70000 |
| Landscape Area | sq. ft | — | 6,100.00 |

## 8.4. Construction

### 8.4.1. Construction Phases

| Phase Type | Phase Name | Model Parameter | Default Value | New Value |
|---|---|---|---|---|
| Demolition | Demolition | End Date | 1/7/2028 | 1/27/2028 |
| Demolition | Demolition | Work Days per Phase | 10.00000 | 25.0000 |
| Site Preparation | Site Preparation | Start Date | 1/8/2028 | 1/28/2028 |
| Site Preparation | Site Preparation | End Date | 1/9/2028 | 2/10/2028 |
| Site Preparation | Site Preparation | Work Days per Phase | 1.000000 | 10.00000 |
| Grading | Grading | Start Date | 1/10/2028 | 2/11/2028 |
| Grading | Grading | End Date | 1/12/2028 | 2/24/2028 |
| Grading | Grading | Work Days per Phase | 2.00000 | 10.00000 |
| Building Construction | Building Construction | Start Date | 1/13/2028 | 2/25/2028 |
| Building Construction | Building Construction | End Date | 6/1/2028 | 8/23/2029 |
| Building Construction | Building Construction | Work Days per Phase | 100.0000 | 390.000 |
| Paving | Paving | Start Date | 6/2/2028 | 9/14/2029 |
| Paving | Paving | End Date | 6/9/2028 | 11/15/2029 |
| Paving | Paving | Work Days per Phase | 5.00000 | 45.0000 |
| Architectural Coating | Architectural Coating | Start Date | 6/10/2028 | 11/16/2029 |
| Architectural Coating | Architectural Coating | End Date | 6/17/2028 | 12/20/2029 |
| Architectural Coating | Architectural Coating | Work Days per Phase | 5.00000 | 25.0000 |

### 8.4.9. Paving

| Phase Name | Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|---|
| Paving | Movie Theater (No Matinee) | Area Paved | acres | 0.00000 | 0.14000 |

# FMP - North Campus Athletic Fields Detailed Report

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3.4.1. Onsite - Unmitigated

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3.6.1. Onsite - Unmitigated

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | FMP - North Campus Athletic Fields |
| Construction Start Date | 12/4/2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 12.6000 |
| Location | 32.72284803654321, -117.15382778897502 |
| County | San Diego |
| City | San Diego |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6406 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.41 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 6.70000 | 1000sqft | 9.90000 | 6,700.00 | 86,250.0 | 86,250.0 | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.96327 | 2.93928 | 9.43119 | 13.0690 | 0.02358 | 0.37224 | 0.13966 | 0.43846 | 0.34246 | 0.03327 | 0.35237 | — | 2,449.19 | 2,449.19 | 0.09942 | 0.02408 | 0.55163 | 2,459.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 3.69981 | 3.11264 | 28.0578 | 28.9239 | 0.04907 | 1.17207 | 7.82064 | 8.99271 | 1.07833 | 3.97641 | 5.05474 | — | 5,472.90 | 5,472.90 | 0.22393 | 0.05251 | 0.01789 | 5,494.17 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.61299 | 0.52805 | 3.96978 | 5.06984 | 0.00861 | 0.15366 | 0.38657 | 0.54023 | 0.14138 | 0.18716 | 0.32854 | — | 928.468 | 928.468 | 0.03787 | 0.00982 | 0.04514 | 932.387 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.11187 | 0.09637 | 0.72448 | 0.92525 | 0.00157 | 0.02804 | 0.07055 | 0.09859 | 0.02580 | 0.03416 | 0.05996 | — | 153.719 | 153.719 | 0.00627 | 0.00163 | 0.00747 | 154.367 |

## 2.2. Construction Emissions by Year

### 2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 2.96327 | 2.93928 | 9.43119 | 13.0690 | 0.02358 | 0.37224 | 0.13966 | 0.43846 | 0.34246 | 0.03327 | 0.35237 | — | 2,449.19 | 2,449.19 | 0.09942 | 0.02408 | 0.55163 | 2,459.00 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 2.79032 | 2.34271 | 20.8159 | 19.6272 | 0.03312 | 0.84449 | 0.17922 | 1.02371 | 0.77680 | 0.04051 | 0.81731 | — | 3,646.12 | 3,646.12 | 0.14974 | 0.04638 | 0.01789 | 3,663.71 |
| 2027 | 3.69981 | 3.11264 | 28.0578 | 28.9239 | 0.04907 | 1.17207 | 7.82064 | 8.99271 | 1.07833 | 3.97641 | 5.05474 | — | 5,472.90 | 5,472.90 | 0.22393 | 0.05251 | 0.01621 | 5,494.17 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.15286 | 0.12833 | 1.14054 | 1.07574 | 0.00181 | 0.04627 | 0.00976 | 0.05603 | 0.04256 | 0.00220 | 0.04477 | — | 199.851 | 199.851 | 0.00820 | 0.00254 | 0.01630 | 200.829 |
| 2027 | 0.61299 | 0.52805 | 3.96978 | 5.06984 | 0.00861 | 0.15366 | 0.38657 | 0.54023 | 0.14138 | 0.18716 | 0.32854 | — | 928.468 | 928.468 | 0.03787 | 0.00982 | 0.04514 | 932.387 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.02790 | 0.02342 | 0.20815 | 0.19632 | 0.00033 | 0.00844 | 0.00178 | 0.01023 | 0.00777 | 0.00040 | 0.00817 | — | 33.0876 | 33.0876 | 0.00136 | 0.00042 | 0.00270 | 33.2496 |
| 2027 | 0.11187 | 0.09637 | 0.72448 | 0.92525 | 0.00157 | 0.02804 | 0.07055 | 0.09859 | 0.02580 | 0.03416 | 0.05996 | — | 153.719 | 153.719 | 0.00627 | 0.00163 | 0.00747 | 154.367 |

### 2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 2.96110 | 2.93730 | 9.39093 | 12.9379 | 0.02340 | 0.37224 | 0.00000 | 0.37224 | 0.34246 | 0.00000 | 0.34246 | — | 2,397.08 | 2,397.08 | 0.09724 | 0.01945 | 0.00000 | 2,405.30 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 2.72490 | 2.28674 | 20.6515 | 19.0056 | 0.03253 | 0.84309 | 0.02937 | 0.87245 | 0.77564 | 0.00445 | 0.78009 | — | 3,426.59 | 3,426.59 | 0.13900 | 0.02780 | 0.00000 | 3,438.35 |
| 2027 | 3.63178 | 3.05170 | 27.9724 | 28.2794 | 0.04891 | 1.17173 | 7.66623 | 8.83797 | 1.07799 | 3.93995 | 5.01795 | — | 5,297.82 | 5,297.82 | 0.21490 | 0.04298 | 0.00000 | 5,316.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.14931 | 0.12530 | 1.13159 | 1.04140 | 0.00178 | 0.04620 | 0.00161 | 0.04781 | 0.04250 | 0.00024 | 0.04274 | — | 187.759 | 187.759 | 0.00762 | 0.00152 | 0.00000 | 188.403 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 0.60227 | 0.51872 | 3.94599 | 4.96736 | 0.00853 | 0.15349 | 0.36145 | 0.51494 | 0.14121 | 0.18114 | 0.32235 | — | 893.552 | 893.552 | 0.03625 | 0.00725 | 0.00000 | 896.618 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.02725 | 0.02287 | 0.20652 | 0.19006 | 0.00033 | 0.00843 | 0.00029 | 0.00872 | 0.00776 | 0.00004 | 0.00780 | — | 31.0856 | 31.0856 | 0.00126 | 0.00025 | 0.00000 | 31.1922 |
| 2027 | 0.10992 | 0.09467 | 0.72014 | 0.90654 | 0.00156 | 0.02801 | 0.06596 | 0.09398 | 0.02577 | 0.03306 | 0.05883 | — | 147.938 | 147.938 | 0.00600 | 0.00120 | 0.00000 | 148.445 |

### 2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.06140 | 0.05458 | 0.09765 | 0.64344 | 0.00034 | 0.00067 | 0.13966 | 0.14033 | 0.00067 | 0.03327 | 0.03394 | — | 185.151 | 185.151 | 0.00810 | 0.01170 | 0.55163 | 189.391 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.06542 | 0.05596 | 0.16441 | 0.62163 | 0.00059 | 0.00140 | 0.14986 | 0.15126 | 0.00116 | 0.03606 | 0.03722 | — | 219.531 | 219.531 | 0.01074 | 0.01858 | 0.01789 | 225.355 |
| 2027 | 0.06804 | 0.06094 | 0.15873 | 0.64455 | 0.00059 | 0.00140 | 0.15440 | 0.15474 | 0.00116 | 0.03646 | 0.03722 | — | 215.353 | 215.353 | 0.01074 | 0.01800 | 0.01621 | 221.003 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.00355 | 0.00303 | 0.00895 | 0.03434 | 0.00003 | 0.00008 | 0.00815 | 0.00822 | 0.00006 | 0.00196 | 0.00202 | — | 12.0921 | 12.0921 | 0.00059 | 0.00102 | 0.01630 | 12.4266 |
| 2027 | 0.01072 | 0.00932 | 0.02379 | 0.10248 | 0.00009 | 0.00017 | 0.02512 | 0.02529 | 0.00017 | 0.00602 | 0.00619 | — | 34.9165 | 34.9165 | 0.00163 | 0.00257 | 0.04514 | 35.7686 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.00065 | 0.00055 | 0.00163 | 0.00627 | 0.00001 | 0.00001 | 0.00149 | 0.00150 | 0.00001 | 0.00036 | 0.00037 | — | 2.00199 | 2.00199 | 0.00010 | 0.00017 | 0.00270 | 2.05736 |
| 2027 | 0.00196 | 0.00170 | 0.00434 | 0.01870 | 0.00002 | 0.00003 | 0.00458 | 0.00462 | 0.00003 | 0.00110 | 0.00113 | — | 5.78082 | 5.78082 | 0.00027 | 0.00043 | 0.00747 | 5.92189 |

# 3. Construction Emissions Details

## 3.1. Demolition (2026)

### 3.1.1. Onsite - Unmitigated

## Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.72490 | 2.28674 | 20.6515 | 19.0056 | 0.03253 | 0.84309 | — | 0.84309 | 0.77564 | — | 0.77564 | — | 3,426.59 | 3,426.59 | 0.13900 | 0.02780 | — | 3,438.35 |
| Demolition | — | — | — | — | — | — | 0.02937 | 0.02937 | — | 0.00445 | 0.00445 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14931 | 0.12530 | 1.13159 | 1.04140 | 0.00178 | 0.04620 | — | 0.04620 | 0.04250 | — | 0.04250 | — | 187.759 | 187.759 | 0.00762 | 0.00152 | — | 188.403 |
| Demolition | — | — | — | — | — | — | 0.00161 | 0.00161 | — | 0.00024 | 0.00024 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02725 | 0.02287 | 0.20652 | 0.19006 | 0.00033 | 0.00843 | — | 0.00843 | 0.00776 | — | 0.00776 | — | 31.0856 | 31.0856 | 0.00126 | 0.00025 | — | 31.1922 |
| Demolition | — | — | — | — | — | — | 0.00029 | 0.00029 | — | 0.00004 | 0.00004 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05883 | 0.05355 | 0.04687 | 0.57202 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 131.670 | 131.670 | 0.00693 | 0.00528 | 0.01268 | 133.430 |
| Vendor | 0.00381 | 0.00160 | 0.06586 | 0.03028 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 49.1600 | 49.1600 | 0.00187 | 0.00708 | 0.00311 | 51.3202 |
| Hauling | 0.00278 | 0.00081 | 0.05168 | 0.01933 | 0.00025 | 0.00073 | 0.01020 | 0.01092 | 0.00049 | 0.00279 | 0.00328 | — | 38.7003 | 38.7003 | 0.00193 | 0.00622 | 0.00210 | 40.6043 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00319 | 0.00290 | 0.00255 | 0.03165 | 0.00000 | 0.00000 | 0.00689 | 0.00689 | 0.00000 | 0.00162 | 0.00162 | — | 7.27930 | 7.27930 | 0.00038 | 0.00029 | 0.01154 | 7.38657 |
| Vendor | 0.00021 | 0.00009 | 0.00358 | 0.00163 | 0.00002 | 0.00004 | 0.00070 | 0.00073 | 0.00004 | 0.00019 | 0.00023 | — | 2.69277 | 2.69277 | 0.00010 | 0.00039 | 0.00285 | 2.81381 |
| Hauling | 0.00015 | 0.00005 | 0.00282 | 0.00105 | 0.00001 | 0.00004 | 0.00056 | 0.00060 | 0.00003 | 0.00015 | 0.00018 | — | 2.12009 | 2.12009 | 0.00011 | 0.00034 | 0.00192 | 2.22622 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00058 | 0.00053 | 0.00047 | 0.00578 | 0.00000 | 0.00000 | 0.00126 | 0.00126 | 0.00000 | 0.00029 | 0.00029 | — | 1.20517 | 1.20517 | 0.00006 | 0.00005 | 0.00191 | 1.22293 |
| Vendor | 0.00004 | 0.00002 | 0.00065 | 0.00030 | < 0.000005 | 0.00001 | 0.00013 | 0.00013 | 0.00001 | 0.00004 | 0.00004 | — | 0.44582 | 0.44582 | 0.00002 | 0.00006 | 0.00047 | 0.46586 |
| Hauling | 0.00003 | 0.00001 | 0.00051 | 0.00019 | < 0.000005 | 0.00001 | 0.00010 | 0.00011 | < 0.000005 | 0.00003 | 0.00003 | — | 0.35100 | 0.35100 | 0.00002 | 0.00006 | 0.00032 | 0.36858 |

## 3.2. Demolition (2027)

### 3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.63907 | 2.21478 | 19.9005 | 18.6307 | 0.03253 | 0.79594 | — | 0.79594 | 0.73226 | — | 0.73226 | — | 3,426.90 | 3,426.90 | 0.13901 | 0.02780 | — | 3,438.66 |
| Demolition | — | — | — | — | — | — | 0.02937 | 0.02937 | — | 0.00445 | 0.00445 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00516 | 0.00433 | 0.03894 | 0.03646 | 0.00006 | 0.00156 | — | 0.00156 | 0.00143 | — | 0.00143 | — | 6.70626 | 6.70626 | 0.00027 | 0.00005 | — | 6.72927 |
| Demolition | — | — | — | — | — | — | 0.00006 | 0.00006 | — | 0.00001 | 0.00001 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00094 | 0.00079 | 0.00711 | 0.00665 | 0.00001 | 0.00028 | — | 0.00028 | 0.00026 | — | 0.00026 | — | 1.11030 | 1.11030 | 0.00005 | 0.00001 | — | 1.11411 |
| Demolition | — | — | — | — | — | — | 0.00001 | 0.00001 | — | < 0.000005 | < 0.000005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05685 | 0.05157 | 0.04621 | 0.54000 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 129.450 | 129.450 | 0.00693 | 0.00528 | 0.01149 | 131.209 |
| Vendor | 0.00343 | 0.00155 | 0.06286 | 0.02909 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 48.1170 | 48.1170 | 0.00187 | 0.00674 | 0.00279 | 50.1766 |
| Hauling | 0.00276 | 0.00081 | 0.04965 | 0.01886 | 0.00025 | 0.00073 | 0.01020 | 0.01092 | 0.00049 | 0.00279 | 0.00328 | — | 37.7859 | 37.7859 | 0.00193 | 0.00598 | 0.00194 | 39.6174 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00011 | 0.00010 | 0.00009 | 0.00107 | 0.00000 | 0.00000 | 0.00025 | 0.00025 | 0.00000 | 0.00006 | 0.00006 | — | 0.25559 | 0.25559 | 0.00001 | 0.00001 | 0.00038 | 0.25918 |
| Vendor | 0.00001 | < 0.000005 | 0.00012 | 0.00006 | < 0.000005 | < 0.000005 | 0.00002 | 0.00003 | < 0.000005 | 0.00001 | 0.00001 | — | 0.09413 | 0.09413 | < 0.000005 | 0.00001 | 0.00009 | 0.09824 |
| Hauling | 0.00001 | < 0.000005 | 0.00010 | 0.00004 | < 0.000005 | < 0.000005 | 0.00002 | 0.00002 | < 0.000005 | 0.00001 | 0.00001 | — | 0.07393 | 0.07393 | < 0.000005 | 0.00001 | 0.00006 | 0.07756 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00002 | 0.00002 | 0.00002 | 0.00020 | 0.00000 | 0.00000 | 0.00004 | 0.00004 | 0.00000 | 0.00001 | 0.00001 | — | 0.04232 | 0.04232 | < 0.000005 | < 0.000005 | 0.00006 | 0.04291 |
| Vendor | < 0.000005 | < 0.000005 | 0.00002 | 0.00001 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | — | 0.01558 | 0.01558 | < 0.000005 | < 0.000005 | 0.00002 | 0.01627 |
| Hauling | < 0.000005 | < 0.000005 | 0.00002 | 0.00001 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | < 0.000005 | — | 0.01224 | 0.01224 | < 0.000005 | < 0.000005 | 0.00001 | 0.01284 |

## 3.3. Site Preparation (2027)

### 3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.63178 | 3.05170 | 27.9724 | 28.2794 | 0.04891 | 1.17173 | — | 1.17173 | 1.07799 | — | 1.07799 | — | 5,297.82 | 5,297.82 | 0.21490 | 0.04298 | — | 5,316.00 |
| Dust From Material Movemer | — | — | — | — | — | — | 7.66623 | 7.66623 | — | 3.93995 | 3.93995 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09950 | 0.08361 | 0.76637 | 0.77478 | 0.00134 | 0.03210 | — | 0.03210 | 0.02953 | — | 0.02953 | — | 145.146 | 145.146 | 0.00589 | 0.00118 | — | 145.644 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.21003 | 0.21003 | — | 0.10794 | 0.10794 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01816 | 0.01526 | 0.13986 | 0.14140 | 0.00024 | 0.00586 | — | 0.00586 | 0.00539 | — | 0.00539 | — | 24.0305 | 24.0305 | 0.00097 | 0.00019 | — | 24.1130 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.03833 | 0.03833 | — | 0.01970 | 0.01970 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06632 | 0.06016 | 0.05391 | 0.63000 | 0.00000 | 0.00000 | 0.14800 | 0.14800 | 0.00000 | 0.03469 | 0.03469 | — | 151.025 | 151.025 | 0.00809 | 0.00616 | 0.01341 | 153.077 |
| Vendor | 0.00171 | 0.00078 | 0.03143 | 0.01455 | 0.00017 | 0.00034 | 0.00640 | 0.00674 | 0.00034 | 0.00177 | 0.00210 | — | 24.0585 | 24.0585 | 0.00094 | 0.00337 | 0.00139 | 25.0883 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00181 | 0.00164 | 0.00147 | 0.01747 | 0.00000 | 0.00000 | 0.00402 | 0.00402 | 0.00000 | 0.00094 | 0.00094 | — | 4.17469 | 4.17469 | 0.00021 | 0.00016 | 0.00613 | 4.23326 |
| Vendor | 0.00005 | 0.00002 | 0.00085 | 0.00040 | < 0.000005 | 0.00001 | 0.00017 | 0.00018 | 0.00001 | 0.00005 | 0.00006 | — | 0.65888 | 0.65888 | 0.00003 | 0.00009 | 0.00064 | 0.68769 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00033 | 0.00030 | 0.00027 | 0.00319 | 0.00000 | 0.00000 | 0.00073 | 0.00073 | 0.00000 | 0.00017 | 0.00017 | — | 0.69117 | 0.69117 | 0.00003 | 0.00003 | 0.00102 | 0.70086 |
| Vendor | 0.00001 | < 0.000005 | 0.00016 | 0.00007 | < 0.000005 | < 0.000005 | 0.00003 | 0.00003 | < 0.000005 | 0.00001 | 0.00001 | — | 0.10909 | 0.10909 | < 0.000005 | 0.00002 | 0.00011 | 0.11386 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.4. Grading (2027)

### 3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.88795 | 1.58640 | 14.2321 | 17.2743 | 0.02733 | 0.59767 | — | 0.59767 | 0.54986 | — | 0.54986 | — | 2,960.07 | 2,960.07 | 0.12007 | 0.02401 | — | 2,970.23 |
| Dust From Material Movemer | — | — | — | — | — | — | 2.76221 | 2.76221 | — | 1.33565 | 1.33565 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10345 | 0.08693 | 0.77984 | 0.94654 | 0.00150 | 0.03275 | — | 0.03275 | 0.03013 | — | 0.03013 | — | 162.196 | 162.196 | 0.00658 | 0.00132 | — | 162.752 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.15135 | 0.15135 | — | 0.07319 | 0.07319 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01888 | 0.01586 | 0.14232 | 0.17274 | 0.00027 | 0.00598 | — | 0.00598 | 0.00550 | — | 0.00550 | — | 26.8534 | 26.8534 | 0.00109 | 0.00022 | — | 26.9455 |
| Dust From Material Movemer | — | — | — | — | — | — | 0.02762 | 0.02762 | — | 0.01336 | 0.01336 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05685 | 0.05157 | 0.04621 | 0.54000 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 129.450 | 129.450 | 0.00693 | 0.00528 | 0.01149 | 131.209 |
| Vendor | 0.00514 | 0.00233 | 0.09430 | 0.04364 | 0.00050 | 0.00101 | 0.01920 | 0.02021 | 0.00101 | 0.00530 | 0.00631 | — | 72.1755 | 72.1755 | 0.00281 | 0.01012 | 0.00418 | 75.2649 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00310 | 0.00281 | 0.00251 | 0.02995 | 0.00000 | 0.00000 | 0.00689 | 0.00689 | 0.00000 | 0.00162 | 0.00162 | — | 7.15662 | 7.15662 | 0.00036 | 0.00027 | 0.01051 | 7.25701 |
| Vendor | 0.00029 | 0.00013 | 0.00513 | 0.00239 | 0.00003 | 0.00006 | 0.00104 | 0.00110 | 0.00006 | 0.00029 | 0.00034 | — | 3.95328 | 3.95328 | 0.00015 | 0.00055 | 0.00381 | 4.12615 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00057 | 0.00051 | 0.00046 | 0.00547 | 0.00000 | 0.00000 | 0.00126 | 0.00126 | 0.00000 | 0.00029 | 0.00029 | — | 1.18486 | 1.18486 | 0.00006 | 0.00004 | 0.00174 | 1.20148 |
| Vendor | 0.00005 | 0.00002 | 0.00094 | 0.00044 | 0.00001 | 0.00001 | 0.00019 | 0.00020 | 0.00001 | 0.00005 | 0.00006 | — | 0.65451 | 0.65451 | 0.00003 | 0.00009 | 0.00063 | 0.68313 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.5. Building Construction (2027)

### 3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23076 | 1.02988 | 9.39093 | 12.9379 | 0.02340 | 0.33657 | — | 0.33657 | 0.30965 | — | 0.30965 | — | 2,397.08 | 2,397.08 | 0.09724 | 0.01945 | — | 2,405.30 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23076 | 1.02988 | 9.39093 | 12.9379 | 0.02340 | 0.33657 | — | 0.33657 | 0.30965 | — | 0.30965 | — | 2,397.08 | 2,397.08 | 0.09724 | 0.01945 | — | 2,405.30 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25290 | 0.21162 | 1.92964 | 2.65848 | 0.00481 | 0.06916 | — | 0.06916 | 0.06363 | — | 0.06363 | — | 492.550 | 492.550 | 0.01998 | 0.00400 | — | 494.241 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04615 | 0.03862 | 0.35216 | 0.48517 | 0.00088 | 0.01262 | — | 0.01262 | 0.01161 | — | 0.01161 | — | 81.5473 | 81.5473 | 0.00331 | 0.00066 | — | 81.8272 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01085 | 0.00992 | 0.00694 | 0.11534 | 0.00000 | 0.00000 | 0.02380 | 0.02380 | 0.00000 | 0.00558 | 0.00558 | — | 25.7136 | 25.7136 | 0.00118 | 0.00093 | 0.08336 | 26.1032 |
| Vendor | 0.00196 | 0.00093 | 0.03332 | 0.01572 | 0.00018 | 0.00037 | 0.00703 | 0.00740 | 0.00037 | 0.00194 | 0.00231 | — | 26.4017 | 26.4017 | 0.00101 | 0.00370 | 0.05891 | 27.5893 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01066 | 0.00967 | 0.00867 | 0.10130 | 0.00000 | 0.00000 | 0.02380 | 0.02380 | 0.00000 | 0.00558 | 0.00558 | — | 24.2848 | 24.2848 | 0.00130 | 0.00099 | 0.00216 | 24.6148 |
| Vendor | 0.00188 | 0.00085 | 0.03452 | 0.01597 | 0.00018 | 0.00037 | 0.00703 | 0.00740 | 0.00037 | 0.00194 | 0.00231 | — | 26.4194 | 26.4194 | 0.00103 | 0.00370 | 0.00153 | 27.5502 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00218 | 0.00198 | 0.00177 | 0.02107 | 0.00000 | 0.00000 | 0.00485 | 0.00485 | 0.00000 | 0.00114 | 0.00114 | — | 5.03468 | 5.03468 | 0.00025 | 0.00019 | 0.00740 | 5.10531 |
| Vendor | 0.00039 | 0.00018 | 0.00704 | 0.00328 | 0.00004 | 0.00008 | 0.00143 | 0.00151 | 0.00008 | 0.00040 | 0.00047 | — | 5.42652 | 5.42652 | 0.00021 | 0.00076 | 0.00523 | 5.66381 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00040 | 0.00036 | 0.00032 | 0.00385 | 0.00000 | 0.00000 | 0.00089 | 0.00089 | 0.00000 | 0.00021 | 0.00021 | — | 0.83355 | 0.83355 | 0.00004 | 0.00003 | 0.00122 | 0.84524 |
| Vendor | 0.00007 | 0.00003 | 0.00128 | 0.00060 | 0.00001 | 0.00001 | 0.00026 | 0.00028 | 0.00001 | 0.00007 | 0.00009 | — | 0.89842 | 0.89842 | 0.00004 | 0.00013 | 0.00087 | 0.93771 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.6. Paving (2027)

### 3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Roa Equipmer | 0.87761 t | 0.73744 | 6.94439 | 9.95313 | 0.01395 | 0.29813 | — | 0.29813 | 0.27428 | — | 0.27428 | — | 1,511.11 | 1,511.11 | 0.06130 | 0.01226 | — | 1,516.29 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Roa d Equipm ent | 0.03607 | 0.03031 | 0.28539 | 0.40903 | 0.00057 | 0.01225 | — | 0.01225 | 0.01127 | — | 0.01127 | — | 62.1003 | 62.1003 | 0.00252 | 0.00050 | — | 62.3134 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Roa d Equipm ent | 0.00658 | 0.00553 | 0.05208 | 0.07465 | 0.00010 | 0.00224 | — | 0.00224 | 0.00206 | — | 0.00206 | — | 10.2814 | 10.2814 | 0.00042 | 0.00008 | — | 10.3167 |
| Paving | 0.00000 | 0.00000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05784 | 0.05289 | 0.03697 | 0.61480 | 0.00000 | 0.00000 | 0.12686 | 0.12686 | 0.00000 | 0.02974 | 0.02974 | — | 137.066 | 137.066 | 0.00627 | 0.00495 | 0.44435 | 139.143 |
| Vendor | 0.00356 | 0.00169 | 0.06068 | 0.02864 | 0.00034 | 0.00067 | 0.01280 | 0.01347 | 0.00067 | 0.00354 | 0.00421 | — | 48.0848 | 48.0848 | 0.00183 | 0.00674 | 0.10728 | 50.2478 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00232 | 0.00211 | 0.00189 | 0.02246 | 0.00000 | 0.00000 | 0.00517 | 0.00517 | 0.00000 | 0.00121 | 0.00121 | — | 5.36746 | 5.36746 | 0.00027 | 0.00020 | 0.00789 | 5.44276 |
| Vendor | 0.00014 | 0.00007 | 0.00256 | 0.00119 | 0.00001 | 0.00003 | 0.00052 | 0.00055 | 0.00003 | 0.00014 | 0.00017 | — | 1.97664 | 1.97664 | 0.00008 | 0.00028 | 0.00191 | 2.06307 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00042 | 0.00038 | 0.00034 | 0.00410 | 0.00000 | 0.00000 | 0.00094 | 0.00094 | 0.00000 | 0.00022 | 0.00022 | — | 0.88864 | 0.88864 | 0.00004 | 0.00003 | 0.00131 | 0.90111 |
| Vendor | 0.00003 | 0.00001 | 0.00047 | 0.00022 | < 0.000005 | 0.00001 | 0.00010 | 0.00010 | 0.00001 | 0.00003 | 0.00003 | — | 0.32726 | 0.32726 | 0.00001 | 0.00005 | 0.00032 | 0.34157 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.7. Architectural Coating (2027)

### 3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.13715 | 0.11335 | 0.83116 | 1.12539 | 0.00173 | 0.01905 | — | 0.01905 | 0.01752 | — | 0.01752 | — | 133.513 | 133.513 | 0.00542 | 0.00108 | — | 133.971 |
| Architectural Coatings | 2.82395 | 2.82395 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00413 | 0.00342 | 0.02505 | 0.03392 | 0.00005 | 0.00057 | — | 0.00057 | 0.00053 | — | 0.00053 | — | 4.02367 | 4.02367 | 0.00016 | 0.00003 | — | 4.03748 |
| Architectural Coatings | 0.08511 | 0.08511 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00075 | 0.00062 | 0.00457 | 0.00619 | 0.00001 | 0.00010 | — | 0.00010 | 0.00010 | — | 0.00010 | — | 0.66616 | 0.66616 | 0.00003 | 0.00001 | — | 0.66845 |
| Architectural Coatings | 0.01553 | 0.01553 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00217 | 0.00198 | 0.00139 | 0.02307 | 0.00000 | 0.00000 | 0.00476 | 0.00476 | 0.00000 | 0.00112 | 0.00112 | — | 5.14273 | 5.14273 | 0.00024 | 0.00019 | 0.01667 | 5.22063 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00006 | 0.00006 | 0.00005 | 0.00062 | 0.00000 | 0.00000 | 0.00014 | 0.00014 | 0.00000 | 0.00003 | 0.00003 | — | 0.14768 | 0.14768 | 0.00001 | 0.00001 | 0.00022 | 0.14976 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00001 | 0.00001 | 0.00001 | 0.00011 | 0.00000 | 0.00000 | 0.00003 | 0.00003 | 0.00000 | 0.00001 | 0.00001 | — | 0.02445 | 0.02445 | < 0.000005 | < 0.000005 | 0.00004 | 0.02479 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 3.8. Undergrounding Utilities (2027)

### 3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.16506 | 0.97897 | 8.81552 | 7.89511 | 0.01403 | 0.37224 | — | 0.37224 | 0.34246 | — | 0.34246 | — | 1,520.58 | 1,520.58 | 0.06168 | 0.01234 | — | 1,525.80 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01596 | 0.01341 | 0.12076 | 0.10815 | 0.00019 | 0.00510 | — | 0.00510 | 0.00469 | — | 0.00469 | — | 20.8298 | 20.8298 | 0.00084 | 0.00017 | — | 20.9013 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00291 | 0.00245 | 0.02204 | 0.01974 | 0.00004 | 0.00093 | — | 0.00093 | 0.00086 | — | 0.00086 | — | 3.44862 | 3.44862 | 0.00014 | 0.00003 | — | 3.46045 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01928 | 0.01763 | 0.01232 | 0.20493 | 0.00000 | 0.00000 | 0.04229 | 0.04229 | 0.00000 | 0.00991 | 0.00991 | — | 45.6888 | 45.6888 | 0.00209 | 0.00165 | 0.14812 | 46.3809 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00026 | 0.00023 | 0.00021 | 0.00250 | 0.00000 | 0.00000 | 0.00057 | 0.00057 | 0.00000 | 0.00013 | 0.00013 | — | 0.59638 | 0.59638 | 0.00003 | 0.00002 | 0.00088 | 0.60475 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00005 | 0.00004 | 0.00004 | 0.00046 | 0.00000 | 0.00000 | 0.00010 | 0.00010 | 0.00000 | 0.00002 | 0.00002 | — | 0.09874 | 0.09874 | < 0.000005 | < 0.000005 | 0.00015 | 0.10012 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 12/4/2026 | 1/1/2027 | 5.00000 | 20.0000 | — |
| Site Preparation | Site Preparation | 1/2/2027 | 1/16/2027 | 5.00000 | 10.00000 | — |
| Grading | Grading | 1/17/2027 | 2/14/2027 | 5.00000 | 20.0000 | — |
| Building Construction | Building Construction | 2/15/2027 | 5/28/2027 | 5.00000 | 75.0000 | — |
| Paving | Paving | 6/5/2027 | 6/25/2027 | 5.00000 | 15.0000 | — |
| Architectural Coating | Architectural Coating | 6/26/2027 | 7/12/2027 | 5.00000 | 11.0000 | — |
| Undergrounding Utilities | Trenching | 5/29/2027 | 6/4/2027 | 5.00000 | 5.00000 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.000000 | 8.00000 | 33.0000 | 0.73000 |
| Demolition | Excavators | Diesel | Average | 3.00000 | 8.00000 | 36.0000 | 0.38000 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 2.00000 | 8.00000 | 367.000 | 0.40000 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 3.00000 | 8.00000 | 367.000 | 0.40000 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 4.00000 | 8.00000 | 84.0000 | 0.37000 |
| Grading | Excavators | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |
| Grading | Graders | Diesel | Average | 1.000000 | 8.00000 | 148.000 | 0.41000 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.40000 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 3.00000 | 8.00000 | 84.0000 | 0.37000 |
| Building Construction | Cranes | Diesel | Average | 1.000000 | 7.00000 | 367.000 | 0.29000 |
| Building Construction | Forklifts | Diesel | Average | 3.00000 | 8.00000 | 82.0000 | 0.20000 |
| Building Construction | Generator Sets | Diesel | Average | 1.000000 | 8.00000 | 14.0000 | 0.74000 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 3.00000 | 7.00000 | 84.0000 | 0.37000 |
| Building Construction | Welders | Diesel | Average | 1.000000 | 8.00000 | 46.0000 | 0.45000 |
| Paving | Pavers | Diesel | Average | 2.00000 | 8.00000 | 81.0000 | 0.42000 |
| Paving | Paving Equipment | Diesel | Average | 2.00000 | 8.00000 | 89.0000 | 0.36000 |
| Paving | Rollers | Diesel | Average | 2.00000 | 8.00000 | 36.0000 | 0.38000 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.000000 | 6.00000 | 37.0000 | 0.48000 |
| Undergrounding Utilities | Rubber Tired Dozers | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.40000 |
| Undergrounding Utilities | Excavators | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | Worker | 15.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Demolition | Hauling | 0.55000 | 20.0000 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | Worker | 17.5000 | 11.9700 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 1.000000 | 7.63000 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00000 | 20.0000 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | Worker | 15.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Grading | Vendor | 3.00000 | 7.63000 | HHDT,MHDT |
| Grading | Hauling | 0.00000 | 20.0000 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | Worker | 2.81400 | 11.9700 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 1.09813 | 7.63000 | HHDT,MHDT |
| Building Construction | Hauling | 0.00000 | 20.0000 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | Worker | 15.0000 | 11.9700 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.00000 | 7.63000 | HHDT,MHDT |
| Paving | Hauling | 0.00000 | 20.0000 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | Worker | 0.56280 | 11.9700 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63000 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00000 | 20.0000 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

| | | | | |
|---|---|---|---|---|
| Undergrounding Utilities | Worker | 5.00000 | 11.9700 | LDA,LDT1,LDT2 |
| Undergrounding Utilities | Vendor | — | 7.63000 | HHDT,MHDT |
| Undergrounding Utilities | Hauling | 0.00000 | 20.0000 | HHDT |
| Undergrounding Utilities | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00000 | 0.00000 | 10,050.0 | 3,350.00 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00000 | 0.00000 | 0.00000 | 918.000 | 0.00000 |
| Site Preparation | — | — | 15.0000 | 0.00000 | 0.00000 |
| Grading | — | — | 20.0000 | 0.00000 | 0.00000 |
| Paving | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |
| Water Demolished Area | 2 | 36% | 36% |

## 5.7. Construction Paving

| Phase Name | Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|---|
| Paving | Junior College (2yr) | 0.00000 | 0% |

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2026 | 0.00000 | 588.983 | 0.03300 | 0.00400 |
| 2027 | 0.00000 | 588.983 | 0.03300 | 0.00400 |

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.59000 | annual days of extreme heat |
| Extreme Precipitation | 2.55000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.66000 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | 1 | 1 | 1 | 2 |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.8942 |

| | |
|---|---|
| AQ-PM | 48.8239 |
| AQ-DPM | 97.6478 |
| Drinking Water | 28.9871 |
| Lead Risk Housing | 3.39004 |
| Pesticides | 0.00000 |
| Toxic Releases | 44.0360 |
| Traffic | 44.4625 |
| Effect Indicators | — |
| CleanUp Sites | 90.2016 |
| Groundwater | 89.8390 |
| Haz Waste Facilities/Generators | 94.0569 |
| Impaired Water Bodies | 77.2995 |
| Solid Waste | 86.5063 |
| Sensitive Population | — |
| Asthma | 79.6735 |
| Cardio-vascular | 33.2129 |
| Low Birth Weights | 4.79856 |
| Socioeconomic Factor Indicators | — |
| Education | 35.8770 |
| Housing | 36.6540 |
| Linguistic | 30.0176 |
| Poverty | 34.2085 |
| Unemployment | 0.91098 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 61.86321057 |
| Employed | 99.80751957 |
| Median HI | 47.65815475 |
| Education | — |
| Bachelor's or higher | 89.76004106 |
| High school enrollment | 13.5249583 |
| Preschool enrollment | 86.0259207 |
| Transportation | — |
| Auto Access | 3.195175157 |
| Active commuting | 93.44283331 |
| Social | — |
| 2-parent households | 99.56371102 |
| Voting | 70.088541 |
| Neighborhood | — |
| Alcohol availability | 9.765173874 |
| Park access | 81.35506224 |
| Retail density | 98.6141409 |
| Supermarket access | 85.66662389 |
| Tree canopy | 19.72282818 |
| Housing | — |
| Homeownership | 10.18863082 |
| Housing habitability | 35.69870397 |
| Low-inc homeowner severe housing cost burden | 70.29385346 |
| Low-inc renter severe housing cost burden | 63.03092519 |
| Uncrowded housing | 61.41408957 |
| Health Outcomes | — |
| Insured adults | 80.31566791 |
| Arthritis | 82.7 |

| | |
|---|---|
| Asthma ER Admissions | 16.8 |
| High Blood Pressure | 83.5 |
| Cancer (excluding skin) | 42.8 |
| Asthma | 76.7 |
| Coronary Heart Disease | 79.3 |
| Chronic Obstructive Pulmonary Disease | 86.1 |
| Diagnosed Diabetes | 89.0 |
| Life Expectancy at Birth | 43.9 |
| Cognitively Disabled | 50.3 |
| Physically  Disabled | 5.0 |
| Heart Attack ER Admissions | 33.8 |
| Mental Health Not Good | 78.4 |
| Chronic Kidney Disease | 85.5 |
| Obesity | 73.2 |
| Pedestrian Injuries | 99.3 |
| Physical Health Not Good | 90.6 |
| Stroke | 84.7 |
| Health Risk Behaviors | — |
| Binge Drinking | 3.5 |
| Current Smoker | 76.6 |
| No Leisure Time for Physical Activity | 88.3 |
| Climate Change Exposures | — |
| Wildfire Risk | 10.6 |
| SLR Inundation Area | 0.0 |
| Children | 99.4 |
| Elderly | 12.6 |
| English Speaking | 55.7 |
| Foreign-born | 28.8 |

| | |
|---|---|
| Outdoor Workers | 95.2 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 2.7 |
| Traffic Density | 74.3 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 3.3 |
| Other Decision Support | — |
| 2016 Voting | 70.8 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 44.0000 |
| Healthy Places Index Score for Project Location (b) | 80.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | The land use and size were provided by the District Architect. The lot acreage was estimated using measurements on aerials maps. |
| Construction: Construction Phases | The length of construction was provided by the District Architect in the SDCCD Program Schedule. The lengths of individual phases of construction relied on CalEEMod defaults which were adjusted to fit the overall construction length, other than the building construction phase which was shortened to a greater degree as this project would only involve the construction of small structures. |
| Construction: Off-Road Equipment | Equipment was added to the utilities undergrounding phases based on similar project types and sizes. |

## 8.3. Land Use

| Model Parameter | Units | Default Value | New Value |
|---|---|---|---|
| Lot Area | acre | 0.15381 | 9.90000 |
| Landscape Area | sq. ft | — | 86,250.0 |

## 8.4. Construction

### 8.4.1. Construction Phases

| Phase Type | Phase Name | Model Parameter | Default Value | New Value |
|---|---|---|---|---|
| Building Construction | Building Construction | End Date | 1/3/2028 | 5/28/2027 |
| Building Construction | Building Construction | Work Days per Phase | 230.000 | 75.0000 |
| Paving | Paving | Start Date | 1/4/2028 | 6/5/2027 |
| Paving | Paving | End Date | 2/1/2028 | 6/25/2027 |
| Paving | Paving | Work Days per Phase | 20.0000 | 15.0000 |
| Architectural Coating | Architectural Coating | Start Date | 2/2/2028 | 6/26/2027 |
| Architectural Coating | Architectural Coating | End Date | 3/1/2028 | 7/12/2027 |
| Architectural Coating | Architectural Coating | Work Days per Phase | 20.0000 | 11.0000 |

# Appendix C

## FMP Full Buildout CalEEMod Output

In response to Public Laws 119-15, 119-16, and 119-17, CARB developed off-model adjustment factors that remove the estimated emissions benefits attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy-Duty Omnibus regulations from EMFAC2021, which were approved by the USEPA in November 2025. To apply these adjustment factors to the CalEEMod output data, a weighted adjustment factor was calculated for each pollutant or GHG based on the fleet mix and CARB adjustment factors for each vehicle type. The weighted adjustment factors are shown below.

| Year | Weighted Adjustment Factors | | | | | | |
|---|---|---|---|---|---|---|---|
| | NOx (exh) | Total PM2.5 (exh, bw, and tw) | Total PM10 (exh, bw, and tw) | Total ROG (exh and evap) | CO2 (exh) | CH4 (exh) | N2O (exh) |
| 2045 | 1.023998 | 1.025635 | 1.026269 | 1.016728 | 1.021467 | 1.020657 | 1.0219763 |

The weighted adjustment factors were applied to the exhaust portion of the maximum daily mobile source emissions calculated in CalEEMod for each respective pollutant or GHG, as shown below. The additional adjusted emissions for each pollutant or GHG were then added to the total maximum daily mobile source emissions presented in the following CalEEMod output file.

| | ROG | NOx | PM10E | PM2.5E | PM10D | PM2.5D | PM10TOT | PM2.5TOT | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FMP Mobile Source Exhaust (pounds/day)** | 22.13 | 12.33 | 0.201 | 0.188 | 52.41 | 13.28 | 52.61 | 13.47 | 48,931 | 1.664 | 1.737 | 49,502 |
| **Adjustment Factor** | 1.01672826 | 1.023998 | 1.02626913 | 1.0256355 | 1.02626913 | 1.0256355 | | | 1.021467145 | 1.02065683 | 1.02197634 | |
| **Additional Adjusted Emissions** | **0.3701964** | **0.29589533** | **0.00528009** | **0.00481947** | **1.37676507** | **0.34043939** | **1.382045161** | **0.345258864** | **1050.408875** | **0.03437296** | **0.0381729** | **1062.64372** |

# FMP - Full Buildout Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | FMP - Full Buildout |
| Operational Year | 2045 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 12.6000 |
| Location | 32.71907969956685, -117.15308554633307 |
| County | San Diego |
| City | San Diego |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6417 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.41 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 1,095.06 | 1000sqft | 44.0000 | 1,095,062 | 383,400 | 383,400 | — | — |
| Enclosed Parking with Elevator | 680.000 | Space | 0.00000 | 272,000 | 0.00000 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 384.408 | 1000sqft | 0.00000 | 384,408 | 0.00000 | — | — | — |
| Health Club | 42.0000 | 1000sqft | 0.00000 | 42,000.0 | 0.00000 | — | — | — |
| High School | 20.0000 | 1000sqft | 0.00000 | 20,000.0 | 0.00000 | 0.00000 | — | — |
| User Defined Industrial | 1.000000 | User Defined Unit | 0.00000 | 0.00000 | 0.00000 | — | — | — |
| Movie Theater (No Matinee) | 20.0000 | 1000sqft | 0.00000 | 20,000.0 | 0.00000 | — | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.3. Operations Emissions Compared Against Thresholds

### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 65.2062 | 62.1556 | 17.2848 | 250.333 | 0.51168 | 0.66846 | 52.4062 | 53.0747 | 0.62094 | 13.2823 | 13.9033 | 993.758 | 60,337.3 | 61,331.0 | 102.670 | 1.94347 | 16.2654 | 64,493.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 50.9416 | 48.9779 | 17.9010 | 159.834 | 0.48481 | 0.52693 | 52.4062 | 52.9332 | 0.51397 | 13.2823 | 13.7963 | 993.758 | 57,773.3 | 58,767.0 | 102.745 | 2.04503 | 4.93515 | 61,950.0 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 50.9105 | 48.9024 | 14.1578 | 154.771 | 0.35837 | 0.53922 | 37.1295 | 37.6687 | 0.51292 | 9.41148 | 9.92440 | 993.758 | 44,834.6 | 45,828.3 | 102.233 | 1.50567 | 8.22107 | 48,841.1 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 9.29116 | 8.92469 | 2.58380 | 28.2457 | 0.06540 | 0.09841 | 6.77613 | 6.87454 | 0.09361 | 1.71760 | 1.81120 | 164.528 | 7,422.88 | 7,587.40 | 16.9258 | 0.24928 | 1.36109 | 8,086.20 |

## 2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 23.8487 | 22.1283 | 12.3291 | 166.991 | 0.48121 | 0.20119 | 52.4062 | 52.6074 | 0.18823 | 13.2823 | 13.4705 | — | 48,931.3 | 48,931.3 | 1.66368 | 1.73661 | 11.6319 | 49,502.1 |
| Area | 40.8862 | 39.7917 | 0.67101 | 79.7426 | 0.00476 | 0.14164 | — | 0.14164 | 0.10707 | — | 0.10707 | — | 327.910 | 327.910 | 0.01376 | 0.00281 | — | 329.092 |
| Energy | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 11,023.4 | 11,023.4 | 1.60234 | 0.14901 | — | 11,107.9 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 971.696 | 0.00000 | 971.696 | 97.1175 | 0.00000 | — | 3,399.63 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.63351 | 4.63351 |
| Total | 65.2062 | 62.1556 | 17.2848 | 250.333 | 0.51168 | 0.66846 | 52.4062 | 53.0747 | 0.62094 | 13.2823 | 13.9033 | 993.758 | 60,337.3 | 61,331.0 | 102.670 | 1.94347 | 16.2654 | 64,493.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 23.7860 | 22.0580 | 13.6163 | 156.235 | 0.45910 | 0.20129 | 52.4062 | 52.6075 | 0.18833 | 13.2823 | 13.4706 | — | 46,695.2 | 46,695.2 | 1.75252 | 1.84099 | 0.30164 | 47,288.0 |
| Area | 26.6843 | 26.6843 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 11,023.4 | 11,023.4 | 1.60234 | 0.14901 | — | 11,107.9 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 971.696 | 0.00000 | 971.696 | 97.1175 | 0.00000 | — | 3,399.63 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.63351 | 4.63351 |
| Total | 50.9416 | 48.9779 | 17.9010 | 159.834 | 0.48481 | 0.52693 | 52.4062 | 52.9332 | 0.51397 | 13.2823 | 13.7963 | 993.758 | 57,773.3 | 58,767.0 | 102.745 | 2.04503 | 4.93515 | 61,950.0 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 16.7512 | 15.5186 | 9.54223 | 111.847 | 0.33032 | 0.14374 | 37.1295 | 37.2732 | 0.13448 | 9.41148 | 9.54596 | — | 33,594.9 | 33,594.9 | 1.23363 | 1.30023 | 3.58756 | 34,016.8 |
| Area | 33.6879 | 33.1482 | 0.33091 | 39.3251 | 0.00235 | 0.06985 | — | 0.06985 | 0.05280 | — | 0.05280 | — | 161.709 | 161.709 | 0.00678 | 0.00139 | — | 162.292 |
| Energy | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 11,023.4 | 11,023.4 | 1.60234 | 0.14901 | — | 11,107.9 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 971.696 | 0.00000 | 971.696 | 97.1175 | 0.00000 | — | 3,399.63 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.63351 | 4.63351 |
| Total | 50.9105 | 48.9024 | 14.1578 | 154.771 | 0.35837 | 0.53922 | 37.1295 | 37.6687 | 0.51292 | 9.41148 | 9.92440 | 993.758 | 44,834.6 | 45,828.3 | 102.233 | 1.50567 | 8.22107 | 48,841.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 3.05709 | 2.83214 | 1.74146 | 20.4120 | 0.06028 | 0.02623 | 6.77613 | 6.80237 | 0.02454 | 1.71760 | 1.74214 | — | 5,562.01 | 5,562.01 | 0.20424 | 0.21527 | 0.59396 | 5,631.86 |
| Area | 6.14805 | 6.04955 | 0.06039 | 7.17683 | 0.00043 | 0.01275 | — | 0.01275 | 0.00964 | — | 0.00964 | — | 26.7728 | 26.7728 | 0.00112 | 0.00023 | — | 26.8693 |
| Energy | 0.08602 | 0.04301 | 0.78196 | 0.65684 | 0.00469 | 0.05943 | — | 0.05943 | 0.05943 | — | 0.05943 | — | 1,825.05 | 1,825.05 | 0.26529 | 0.02467 | — | 1,839.03 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 3.65250 | 9.04386 | 12.6964 | 0.37628 | 0.00911 | — | 24.8187 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 160.875 | 0.00000 | 160.875 | 16.0789 | 0.00000 | — | 562.848 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76713 | 0.76713 |
| Total | 9.29116 | 8.92469 | 2.58380 | 28.2457 | 0.06540 | 0.09841 | 6.77613 | 6.87454 | 0.09361 | 1.71760 | 1.81120 | 164.528 | 7,422.88 | 7,587.40 | 16.9258 | 0.24928 | 1.36109 | 8,086.20 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 23.8487 | 22.1283 | 12.3291 | 166.991 | 0.48121 | 0.20119 | 52.4062 | 52.6074 | 0.18823 | 13.2823 | 13.4705 | — | 48,931.3 | 48,931.3 | 1.66368 | 1.73661 | 11.6319 | 49,502.1 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 23.8487 | 22.1283 | 12.3291 | 166.991 | 0.48121 | 0.20119 | 52.4062 | 52.6074 | 0.18823 | 13.2823 | 13.4705 | — | 48,931.3 | 48,931.3 | 1.66368 | 1.73661 | 11.6319 | 49,502.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 23.7860 | 22.0580 | 13.6163 | 156.235 | 0.45910 | 0.20129 | 52.4062 | 52.6075 | 0.18833 | 13.2823 | 13.4706 | — | 46,695.2 | 46,695.2 | 1.75252 | 1.84099 | 0.30164 | 47,288.0 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 23.7860 | 22.0580 | 13.6163 | 156.235 | 0.45910 | 0.20129 | 52.4062 | 52.6075 | 0.18833 | 13.2823 | 13.4706 | — | 46,695.2 | 46,695.2 | 1.75252 | 1.84099 | 0.30164 | 47,288.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 3.05709 | 2.83214 | 1.74146 | 20.4120 | 0.06028 | 0.02623 | 6.77613 | 6.80237 | 0.02454 | 1.71760 | 1.74214 | — | 5,562.01 | 5,562.01 | 0.20424 | 0.21527 | 0.59396 | 5,631.86 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclose Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Total | 3.05709 | 2.83214 | 1.74146 | 20.4120 | 0.06028 | 0.02623 | 6.77613 | 6.80237 | 0.02454 | 1.71760 | 1.74214 | — | 5,562.01 | 5,562.01 | 0.20424 | 0.21527 | 0.59396 | 5,631.86 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 5,911.03 | 5,911.03 | 1.14990 | 0.13938 | — | 5,981.31 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,911.03 | 5,911.03 | 1.14990 | 0.13938 | — | 5,981.31 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 5,911.03 | 5,911.03 | 1.14990 | 0.13938 | — | 5,981.31 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,911.03 | 5,911.03 | 1.14990 | 0.13938 | — | 5,981.31 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | 978.638 | 978.638 | 0.19038 | 0.02308 | — | 990.274 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclose Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 978.638 | 978.638 | 0.19038 | 0.02308 | — | 990.274 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 5,112.36 | 5,112.36 | 0.45244 | 0.00963 | — | 5,126.54 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 5,112.36 | 5,112.36 | 0.45244 | 0.00963 | — | 5,126.54 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 5,112.36 | 5,112.36 | 0.45244 | 0.00963 | — | 5,126.54 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.47132 | 0.23566 | 4.28470 | 3.59915 | 0.02571 | 0.32564 | — | 0.32564 | 0.32564 | — | 0.32564 | — | 5,112.36 | 5,112.36 | 0.45244 | 0.00963 | — | 5,126.54 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | 0.08602 | 0.04301 | 0.78196 | 0.65684 | 0.00469 | 0.05943 | — | 0.05943 | 0.05943 | — | 0.05943 | — | 846.410 | 846.410 | 0.07491 | 0.00159 | — | 848.757 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | — | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | 0.08602 | 0.04301 | 0.78196 | 0.65684 | 0.00469 | 0.05943 | — | 0.05943 | 0.05943 | — | 0.05943 | — | 846.410 | 846.410 | 0.07491 | 0.00159 | — | 848.757 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 25.1891 | 25.1891 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 1.49514 | 1.49514 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Landscape Equipm | 14.2019 | 13.1074 | 0.67101 | 79.7426 | 0.00476 | 0.14164 | — | 0.14164 | 0.10707 | — | 0.10707 | — | 327.910 | 327.910 | 0.01376 | 0.00281 | — | 329.092 |
| Total | 40.8862 | 39.7917 | 0.67101 | 79.7426 | 0.00476 | 0.14164 | — | 0.14164 | 0.10707 | — | 0.10707 | — | 327.910 | 327.910 | 0.01376 | 0.00281 | — | 329.092 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 25.1891 | 25.1891 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 1.49514 | 1.49514 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 26.6843 | 26.6843 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 4.59702 | 4.59702 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.27286 | 0.27286 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 1.27817 | 1.17967 | 0.06039 | 7.17683 | 0.00043 | 0.01275 | — | 0.01275 | 0.00964 | — | 0.00964 | — | 26.7728 | 26.7728 | 0.00112 | 0.00023 | — | 26.8693 |
| Total | 6.14805 | 6.04955 | 0.06039 | 7.17683 | 0.00043 | 0.01275 | — | 0.01275 | 0.00964 | — | 0.00964 | — | 26.7728 | 26.7728 | 0.00112 | 0.00023 | — | 26.8693 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 22.0613 | 54.6254 | 76.6867 | 2.27276 | 0.05504 | — | 149.906 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 3.65250 | 9.04386 | 12.6964 | 0.37628 | 0.00911 | — | 24.8187 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 3.65250 | 9.04386 | 12.6964 | 0.37628 | 0.00911 | — | 24.8187 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 767.223 | 0.00000 | 767.223 | 76.6812 | 0.00000 | — | 2,684.25 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 129.022 | 0.00000 | 129.022 | 12.8953 | 0.00000 | — | 451.404 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 14.0124 | 0.00000 | 14.0124 | 1.40049 | 0.00000 | — | 49.0247 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 61.4390 | 0.00000 | 61.4390 | 6.14061 | 0.00000 | — | 214.954 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 971.696 | 0.00000 | 971.696 | 97.1175 | 0.00000 | — | 3,399.63 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 767.223 | 0.00000 | 767.223 | 76.6812 | 0.00000 | — | 2,684.25 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 129.022 | 0.00000 | 129.022 | 12.8953 | 0.00000 | — | 451.404 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 14.0124 | 0.00000 | 14.0124 | 1.40049 | 0.00000 | — | 49.0247 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 61.4390 | 0.00000 | 61.4390 | 6.14061 | 0.00000 | — | 214.954 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 971.696 | 0.00000 | 971.696 | 97.1175 | 0.00000 | — | 3,399.63 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | 127.022 | 0.00000 | 127.022 | 12.6954 | 0.00000 | — | 444.409 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | 21.3611 | 0.00000 | 21.3611 | 2.13496 | 0.00000 | — | 74.7351 |
| High School | — | — | — | — | — | — | — | — | — | — | — | 2.31991 | 0.00000 | 2.31991 | 0.23187 | 0.00000 | — | 8.11659 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | 10.1719 | 0.00000 | 10.1719 | 1.01665 | 0.00000 | — | 35.5881 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 160.875 | 0.00000 | 160.875 | 16.0789 | 0.00000 | — | 562.848 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.23006 | 4.23006 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.20163 | 0.20163 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.07726 | 0.07726 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.12456 | 0.12456 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.63351 | 4.63351 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.23006 | 4.23006 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.20163 | 0.20163 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.07726 | 0.07726 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.12456 | 0.12456 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.63351 | 4.63351 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.70033 | 0.70033 |
| Health Club | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.03338 | 0.03338 |
| High School | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.01279 | 0.01279 |
| Movie Theater (No Matinee) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.02062 | 0.02062 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76713 | 0.76713 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Junior College (2yr) | 10,184.4 | 0.00000 | 0.00000 | 2,655,218 | 74,329.9 | 0.00000 | 0.00000 | 19,378,871 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Health Club | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

| Land Use | Hearth Type | Unmitigated (number) | Mitigated (number) |
|---|---|---|---|
| Junior College (2yr) | Wood Fireplaces | 0 | 0 |
| Junior College (2yr) | Gas Fireplaces | 0 | 0 |
| Junior College (2yr) | Propane Fireplaces | 0 | 0 |
| Junior College (2yr) | Electric Fireplaces | 0 | 0 |
| Junior College (2yr) | No Fireplaces | 0 | 0 |
| Junior College (2yr) | Conventional Wood Stoves | 0 | 0 |
| Junior College (2yr) | Catalytic Wood Stoves | 0 | 0 |
| Junior College (2yr) | Non-Catalytic Wood Stoves | 0 | 0 |
| Junior College (2yr) | Pellet Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Wood Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Gas Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Propane Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Electric Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | No Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Conventional Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Non-Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Pellet Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Wood Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Gas Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Propane Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Electric Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | No Fireplaces | 0 | 0 |
| Enclosed Parking with Elevator | Conventional Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Non-Catalytic Wood Stoves | 0 | 0 |
| Enclosed Parking with Elevator | Pellet Wood Stoves | 0 | 0 |

| | | | |
|---|---|---|---|
| Health Club | Wood Fireplaces | 0 | 0 |
| Health Club | Gas Fireplaces | 0 | 0 |
| Health Club | Propane Fireplaces | 0 | 0 |
| Health Club | Electric Fireplaces | 0 | 0 |
| Health Club | No Fireplaces | 0 | 0 |
| Health Club | Conventional Wood Stoves | 0 | 0 |
| Health Club | Catalytic Wood Stoves | 0 | 0 |
| Health Club | Non-Catalytic Wood Stoves | 0 | 0 |
| Health Club | Pellet Wood Stoves | 0 | 0 |
| High School | Wood Fireplaces | 0 | 0 |
| High School | Gas Fireplaces | 0 | 0 |
| High School | Propane Fireplaces | 0 | 0 |
| High School | Electric Fireplaces | 0 | 0 |
| High School | No Fireplaces | 0 | 0 |
| High School | Conventional Wood Stoves | 0 | 0 |
| High School | Catalytic Wood Stoves | 0 | 0 |
| High School | Non-Catalytic Wood Stoves | 0 | 0 |
| High School | Pellet Wood Stoves | 0 | 0 |
| User Defined Industrial | Wood Fireplaces | 0 | 0 |
| User Defined Industrial | Gas Fireplaces | 0 | 0 |
| User Defined Industrial | Propane Fireplaces | 0 | 0 |
| User Defined Industrial | Electric Fireplaces | 0 | 0 |
| User Defined Industrial | No Fireplaces | 0 | 0 |
| User Defined Industrial | Conventional Wood Stoves | 0 | 0 |
| User Defined Industrial | Catalytic Wood Stoves | 0 | 0 |
| User Defined Industrial | Non-Catalytic Wood Stoves | 0 | 0 |
| User Defined Industrial | Pellet Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Wood Fireplaces | 0 | 0 |

| | | | |
|---|---|---|---|
| Movie Theater (No Matinee) | Gas Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Propane Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Electric Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | No Fireplaces | 0 | 0 |
| Movie Theater (No Matinee) | Conventional Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Catalytic Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Non-Catalytic Wood Stoves | 0 | 0 |
| Movie Theater (No Matinee) | Pellet Wood Stoves | 0 | 0 |

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0.00000 | 0.00000 | 1,765,593 | 588,531 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00000 |
| Summer Days | day/yr | 180.000 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Junior College (2yr) | 12,718,571 | 169.636 | 0.0330 | 0.0040 | 15,951,934 |
| Enclosed Parking with Elevator | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |

| | | | | | |
|---|---|---|---|---|---|
| Health Club | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| High School | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| User Defined Industrial | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 169.636 | 0.0330 | 0.0040 | 0.00000 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Junior College (2yr) | 11,512,835 | 7,380,022 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |
| Health Club | 0.00000 | 0.00000 |
| High School | 0.00000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 0.00000 | 0.00000 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Junior College (2yr) | 1,423.58 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |
| Enclosed Parking with Elevator | 0.00000 | 0.00000 |
| Health Club | 239.400 | 0.00000 |
| High School | 26.0000 | 0.00000 |
| User Defined Industrial | 0.00000 | 0.00000 |
| Movie Theater (No Matinee) | 114.000 | 0.00000 |

# 5.14. Operational Refrigeration and Air Conditioning Equipment

## 5.14.1. Unmitigated

| Land Use | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Junior College (2yr) | Household refrigerators and/or freezers | R-134a | 1,430.00 | 0.01679 | 0.60000 | 0.00000 | 1.000000 |
| Junior College (2yr) | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| Junior College (2yr) | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.00004 | 1.000000 | 0.00000 | 1.000000 |
| Junior College (2yr) | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |
| Health Club | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| Health Club | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.03750 | 1.000000 | 0.00000 | 1.000000 |
| High School | Household refrigerators and/or freezers | R-134a | 1,430.00 | 0.01679 | 0.60000 | 0.00000 | 1.000000 |
| High School | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| High School | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.00004 | 1.000000 | 0.00000 | 1.000000 |
| High School | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |
| Movie Theater (No Matinee) | Other commercial A/C and heat pumps | R-410A | 2,088.00 | 0.00180 | 4.00000 | 4.00000 | 18.0000 |
| Movie Theater (No Matinee) | Stand-alone retail refrigerators and freezers | R-134a | 1,430.00 | 0.03750 | 1.000000 | 0.00000 | 1.000000 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Movie Theater (No Matinee) | Walk-in refrigerators and freezers | R-404A | 3,922.00 | 0.00040 | 7.50000 | 7.50000 | 20.0000 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

### 5.16.2. Process Boilers

## 5.17. User Defined

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.59000 | annual days of extreme heat |
| Extreme Precipitation | 2.55000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.66000 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | 1 | 1 | 1 | 2 |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.8942 |

| | |
|---|---|
| AQ-PM | 51.6988 |
| AQ-DPM | 99.0790 |
| Drinking Water | 28.9871 |
| Lead Risk Housing | 10.6994 |
| Pesticides | 0.00000 |
| Toxic Releases | 48.0995 |
| Traffic | 49.8125 |
| Effect Indicators | — |
| CleanUp Sites | 68.9436 |
| Groundwater | 96.5466 |
| Haz Waste Facilities/Generators | 92.0053 |
| Impaired Water Bodies | 66.7367 |
| Solid Waste | 80.5956 |
| Sensitive Population | — |
| Asthma | 80.0474 |
| Cardio-vascular | 33.9232 |
| Low Birth Weights | 29.8820 |
| Socioeconomic Factor Indicators | — |
| Education | 31.3591 |
| Housing | 81.8378 |
| Linguistic | 15.6449 |
| Poverty | 65.5402 |
| Unemployment | 55.0234 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 23.93173361 |
| Employed | 29.10304119 |
| Median HI | 11.89529065 |
| Education | — |
| Bachelor's or higher | 82.49711279 |
| High school enrollment | 100 |
| Preschool enrollment | 52.2776851 |
| Transportation | — |
| Auto Access | 2.1429488 |
| Active commuting | 94.34107532 |
| Social | — |
| 2-parent households | 1.770819967 |
| Voting | 21.73745669 |
| Neighborhood | — |
| Alcohol availability | 9.829334018 |
| Park access | 54.18965738 |
| Retail density | 98.04953163 |
| Supermarket access | 94.25125112 |
| Tree canopy | 7.994353907 |
| Housing | — |
| Homeownership | 3.682792249 |
| Housing habitability | 7.481072758 |
| Low-inc homeowner severe housing cost burden | 92.13396638 |
| Low-inc renter severe housing cost burden | 40.20274605 |
| Uncrowded housing | 52.3675093 |
| Health Outcomes | — |
| Insured adults | 58.50121904 |
| Arthritis | 78.8 |

| | |
|---|---|
| Asthma ER Admissions | 16.3 |
| High Blood Pressure | 59.9 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 40.2 |
| Coronary Heart Disease | 66.7 |
| Chronic Obstructive Pulmonary Disease | 47.8 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 14.3 |
| Cognitively Disabled | 1.6 |
| Physically  Disabled | 22.7 |
| Heart Attack ER Admissions | 32.2 |
| Mental Health Not Good | 42.4 |
| Chronic Kidney Disease | 73.0 |
| Obesity | 47.2 |
| Pedestrian Injuries | 95.4 |
| Physical Health Not Good | 58.2 |
| Stroke | 58.2 |
| Health Risk Behaviors | — |
| Binge Drinking | 7.0 |
| Current Smoker | 38.5 |
| No Leisure Time for Physical Activity | 60.4 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 82.0 |
| Elderly | 79.3 |
| English Speaking | 58.6 |
| Foreign-born | 43.8 |

| | |
|---|---|
| Outdoor Workers | 93.1 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 0.3 |
| Traffic Density | 76.5 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 28.9 |
| Other Decision Support | — |
| 2016 Voting | 40.1 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 64.0000 |
| Healthy Places Index Score for Project Location (b) | 22.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | The land uses and building sizes that would comprise the buildout of the FMP are based off the existing Building Report minus the square footage that is proposed for demolition plus the proposed new development which were each provided by the District Architect. |
| Operations: Vehicle Data | Existing trips were modeled based on the trip rate of 1.15 trips per student (LLG 2026), which was multiplied by the City College enrollment for 2045 (8,856 students) and then applied to the Junior College land use ((1.15*8,856)/1095.062) = 9.300295. |
| Operations: Energy Use | The electricity and natural gas consumption for existing buildings that will remain under full buildout was calculated based on rates from District energy bills. The same methodology was used to calculate consumption for new buildings, but natural gas for the new buildings was converted to the equivalent energy in electricity based on the methods described in CAPCOA's Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity for measure E-15, Require All-Electric Development (CAPCOA 2024) and added to the electricity consumption as new buildings would be all electric. |
| Operations: Water and Waste Water | Water consumption for full buildout was calculated using water consumption rates calculated using water bills from the District for October 2024 through September 2025. The indoor/outdoor split was determined using a ratio of 1.56 indoor:1 outdoor based on CalEEMod defaults. |

## 8.3. Land Use

| Model Parameter | Units | Default Value | New Value |
|---|---|---|---|
| Lot Area | acre | 25.1392 | 44.0000 |
| Landscape Area | sq. ft | — | 383,400 |
| Lot Area | acre | 6.12000 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |
| Lot Area | acre | 8.82479 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |
| Lot Area | acre | 0.96419 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |
| Lot Area | acre | 0.45914 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |

| | | | |
|---|---|---|---|
| Lot Area | acre | 0.45914 | 0.00000 |
| Landscape Area | sq. ft | — | 0.00000 |

# 8.5. Operations

## 8.5.1. Mobile Sources

### 8.5.1.1. Vehicle Data

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Weekday Trip Rate | size/day | 20.2500 | 9.30030 |
| Junior College (2yr) | Saturday Trip Rate | size/day | 11.2300 | 0.00000 |
| Junior College (2yr) | Sunday Trip Rate | size/day | 1.21000 | 0.00000 |
| Junior College (2yr) | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Junior College (2yr) | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Junior College (2yr) | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Junior College (2yr) | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Junior College (2yr) | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Junior College (2yr) | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Enclosed Parking with Elevator | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Enclosed Parking with Elevator | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Enclosed Parking with Elevator | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Enclosed Parking with Elevator | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Enclosed Parking with Elevator | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Enclosed Parking with Elevator | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Enclosed Parking with Elevator | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Enclosed Parking with Elevator | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Enclosed Parking with Elevator | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Enclosed Parking with Elevator | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Enclosed Parking with Elevator | Non-Res W-O Trip | % | 13.8955 | 17.6035 |

| | | | | |
|---|---|---|---|---|
| Enclosed Parking with Elevator | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Health Club | Weekday Trip Rate | size/day | 32.9300 | 0.00000 |
| Health Club | Saturday Trip Rate | size/day | 20.8700 | 0.00000 |
| Health Club | Sunday Trip Rate | size/day | 26.7300 | 0.00000 |
| Health Club | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Health Club | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Health Club | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Health Club | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Health Club | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Health Club | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| High School | Weekday Trip Rate | size/day | 14.0700 | 0.00000 |
| High School | Saturday Trip Rate | size/day | 3.98000 | 0.00000 |
| High School | Sunday Trip Rate | size/day | 1.71000 | 0.00000 |
| High School | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| High School | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| High School | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| High School | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| High School | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| High School | Non-Res O-O Trip | % | 58.7364 | 50.6464 |
| Movie Theater (No Matinee) | Weekday Trip Rate | size/day | 78.0900 | 0.00000 |
| Movie Theater (No Matinee) | Saturday Trip Rate | size/day | 99.3200 | 0.00000 |
| Movie Theater (No Matinee) | Sunday Trip Rate | size/day | 81.9300 | 0.00000 |
| Movie Theater (No Matinee) | Non-Res H-W Trip Length | miles | 10.2025 | 10.6741 |
| Movie Theater (No Matinee) | Non-Res W-O Trip Length | miles | 5.12214 | 5.43438 |
| Movie Theater (No Matinee) | Non-Res O-O Trip Length | miles | 5.61690 | 5.83011 |
| Movie Theater (No Matinee) | Non-Res H-W Trip | % | 27.3681 | 31.7500 |
| Movie Theater (No Matinee) | Non-Res W-O Trip | % | 13.8955 | 17.6035 |
| Movie Theater (No Matinee) | Non-Res O-O Trip | % | 58.7364 | 50.6464 |

## 8.5.3. Energy Usage

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Electricity | kWh/yr | 14,326,033 | 12,718,571 |
| Junior College (2yr) | Electricity (Subject to Title 24) | kWh/yr | 11,227,387 | 9,967,611 |
| Junior College (2yr) | Electricity (Not Subject to Title 24) | kWh/yr | 3,098,646 | 2,750,960 |
| Junior College (2yr) | Natural Gas | kBTU/yr | 67,997,523 | 15,951,934 |
| Junior College (2yr) | Natural Gas (Subject to Title 24) | kBTU/yr | 62,100,036 | 14,568,408 |
| Junior College (2yr) | Natural Gas (Not Subject to Title 24) | kBTU/yr | 5,897,487 | 1,383,526 |
| Enclosed Parking with Elevator | Electricity | kWh/yr | 856,412 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Subject to Title 24) | kWh/yr | 812,332 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Not Subject to Title 24) | kWh/yr | 44,080.0 | 0.00000 |
| Enclosed Parking with Elevator | Electricity | kWh/yr | 1,419,016 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Subject to Title 24) | kWh/yr | 1,345,978 | 0.00000 |
| Enclosed Parking with Elevator | Electricity (Not Subject to Title 24) | kWh/yr | 73,037.5 | 0.00000 |
| Health Club | Electricity | kWh/yr | 376,884 | 0.00000 |
| Health Club | Electricity (Subject to Title 24) | kWh/yr | 311,636 | 0.00000 |
| Health Club | Electricity (Not Subject to Title 24) | kWh/yr | 65,248.1 | 0.00000 |
| Health Club | Natural Gas | kBTU/yr | 1,695,299 | 0.00000 |
| Health Club | Natural Gas (Subject to Title 24) | kBTU/yr | 869,597 | 0.00000 |
| Health Club | Natural Gas (Not Subject to Title 24) | kBTU/yr | 825,702 | 0.00000 |
| High School | Electricity | kWh/yr | 134,919 | 0.00000 |
| High School | Electricity (Subject to Title 24) | kWh/yr | 113,367 | 0.00000 |
| High School | Electricity (Not Subject to Title 24) | kWh/yr | 21,551.9 | 0.00000 |
| High School | Natural Gas | kBTU/yr | 314,986 | 0.00000 |
| High School | Natural Gas (Subject to Title 24) | kBTU/yr | 174,243 | 0.00000 |
| High School | Natural Gas (Not Subject to Title 24) | kBTU/yr | 140,743 | 0.00000 |
| Movie Theater (No Matinee) | Electricity | kWh/yr | 179,468 | 0.00000 |
| Movie Theater (No Matinee) | Electricity (Subject to Title 24) | kWh/yr | 148,398 | 0.00000 |

| | | | | |
|---|---|---|---|---|
| Movie Theater (No Matinee) | Electricity (Not Subject to Title 24) | kWh/yr | 31,070.5 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas | kBTU/yr | 807,285 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas (Subject to Title 24) | kBTU/yr | 414,094 | 0.00000 |
| Movie Theater (No Matinee) | Natural Gas (Not Subject to Title 24) | kBTU/yr | 393,191 | 0.00000 |

### 8.5.4. Water and Waste Water

| Land Use | Model Parameter | Units | Default Value | New Value |
|---|---|---|---|---|
| Junior College (2yr) | Indoor Water | gal/year | 53,711,732 | 11,512,835 |
| Junior College (2yr) | Outdoor Water | gal/year | 17,359,141 | 7,380,022 |
| Health Club | Indoor Water | gal/year | 2,484,012 | 0.00000 |
| High School | Indoor Water | gal/year | 664,093 | 0.00000 |
| Movie Theater (No Matinee) | Indoor Water | gal/year | 8,032,029 | 0.00000 |

# PEIR Appendix C

## Biological Resources Technical Report

HELIX Environmental Planning

# City College Facilities Master Plan

## Biological Resources Technical Report

July 2026 | 01737.00004.004

*Prepared for:*

**San Diego Community College District**
1450 Frazee Road, Suite 500
San Diego, CA 92108

*Prepared by:*

**HELIX Environmental Planning, Inc.**
7578 El Cajon Boulevard
La Mesa, CA 91942

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AMSL | above mean sea level |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFG Code | California Fish and Game Code |
| City | City of San Diego |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| County | San Diego County |
| CRPR | California Rare Plant Rank |
| CWA | Clean Water Act |
| District | San Diego Community College District |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| FESA | Federal Endangered Species Act |
| FMP | City College Facilities Master Plan |
| HELIX | HELIX Environmental Planning, Inc. |
| HCP | Habitat Conservation Plan |
| IP | Individual Permit |
| MBTA | Migratory Bird Treaty Act |
| MHPA | Multi-Habitat Planning Area |
| MSCP | Multiple Species Conservation Program |
| NCCP | Natural Communities Conservation Planning |
| NPPA | Native Plant Protection Act |
| NWP | Nationwide Permit |
| project | City College Facilities Master Plan |
| ROW | Right-of-way |
| RWQCB | Regional Water Quality Control Board |
| SAA | Streambed Alteration Agreement |

# ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|---|---|
| USACE | U.S. Army Corps of Engineers |
| USC | United States Code |
| USDA | U.S. Department of Agriculture |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |

# 1.0 INTRODUCTION

## 1.1 PURPOSE OF THE REPORT

At the request of the San Diego Community College District (District), HELIX Environmental Planning, Inc. (HELIX) prepared this Biological Resources Technical Report for the City College Facilities Master Plan (FMP; project). The FMP for San Diego City College (also known as City College) describes the current status of the campus, summarizes its needs and goals, and outlines the common vision and purpose for its future (District 2022). The FMP was approved on October 13, 2022, alongside an updated Educational Plan for 2022-2029. The FMP describes physical improvements required to achieve the strategic goals of the Educational Plan and to accommodate student growth. The designs and concepts presented in the FMP are conceptual and intended to serve as a framework for the future detailed design of campus improvements as funding becomes available. This report provides information on the baseline biological resources found on the City College campus and presents a program-level analysis of potential impacts to sensitive biological resources from future development on the campus anticipated in the FMP. The analysis was prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 and the State CEQA Guidelines (as amended).

## 1.2 PROJECT LOCATION

The project site, San Diego City College, is located in the Downtown Community Plan Area of the City of San Diego (City), in southwestern San Diego County (County; Figure 1, *Regional Location*). City College is located immediately southeast of the intersection of State Route 163 and Interstate 5, and north of Broadway (Figure 2, *Aerial Photograph*). The project is situated within Section 00 of Township 17 South, Range 3 West, on the U.S. Geological Survey (USGS) 7.5-minute Point Loma Quadrangle (Figure 3, *USGS Topography*).

The 73.9-acre study area includes the City College property boundary, plus a 100-foot buffer. The study area occurs within the boundary of the City's Multiple Species Conservation Program (MSCP) Subarea Plan but is outside of, and not directly adjacent to, the City's Multi-Habitat Planning Area (MHPA). The nearest MHPA is approximately half a mile northeast of the study area, in Balboa Park. The study area is not within any lands identified as critical habitat by the U.S Fish and Wildlife Service (USFWS; 2025a). It is located outside of the Coastal Zone.

## 1.3 PROJECT BACKGROUND

The District is a community college district located in the central portion of the County. The District includes three credit colleges (City College, Mesa College, and Miramar College) and the state's only free-standing noncredit college (San Diego College of Continuing Education). The District is the third-largest public community college district in California, serving approximately 90,000 students annually across these colleges.

City College is a public, two-year community college administered by the District. City College offers 250 majors and certificate programs across its five Schools: Arts, Humanities, Communication, and Telecommunication; Business, IT, Cosmetology, Engineering, and Trades; Health, Exercise Science, Nutrition, and Athletics; Mathematics, Sciences, and Nursing Education; and Behavioral and Social Science, Consumer and Family Studies.

On November 5, 2024, San Diego voters approved Measure HH, authorizing the District to issue $3.5 billion in bonds for District facility upgrades. Based on the campus facility needs and potential improvements described in the master plan for each District campus, certain projects have been prioritized to move forward with initial funding from Measure HH bond sales. Three of these projects would be constructed at City College in the near term. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP, as well as the master plans for the other District campuses.

## 1.4 PROJECT DESCRIPTION

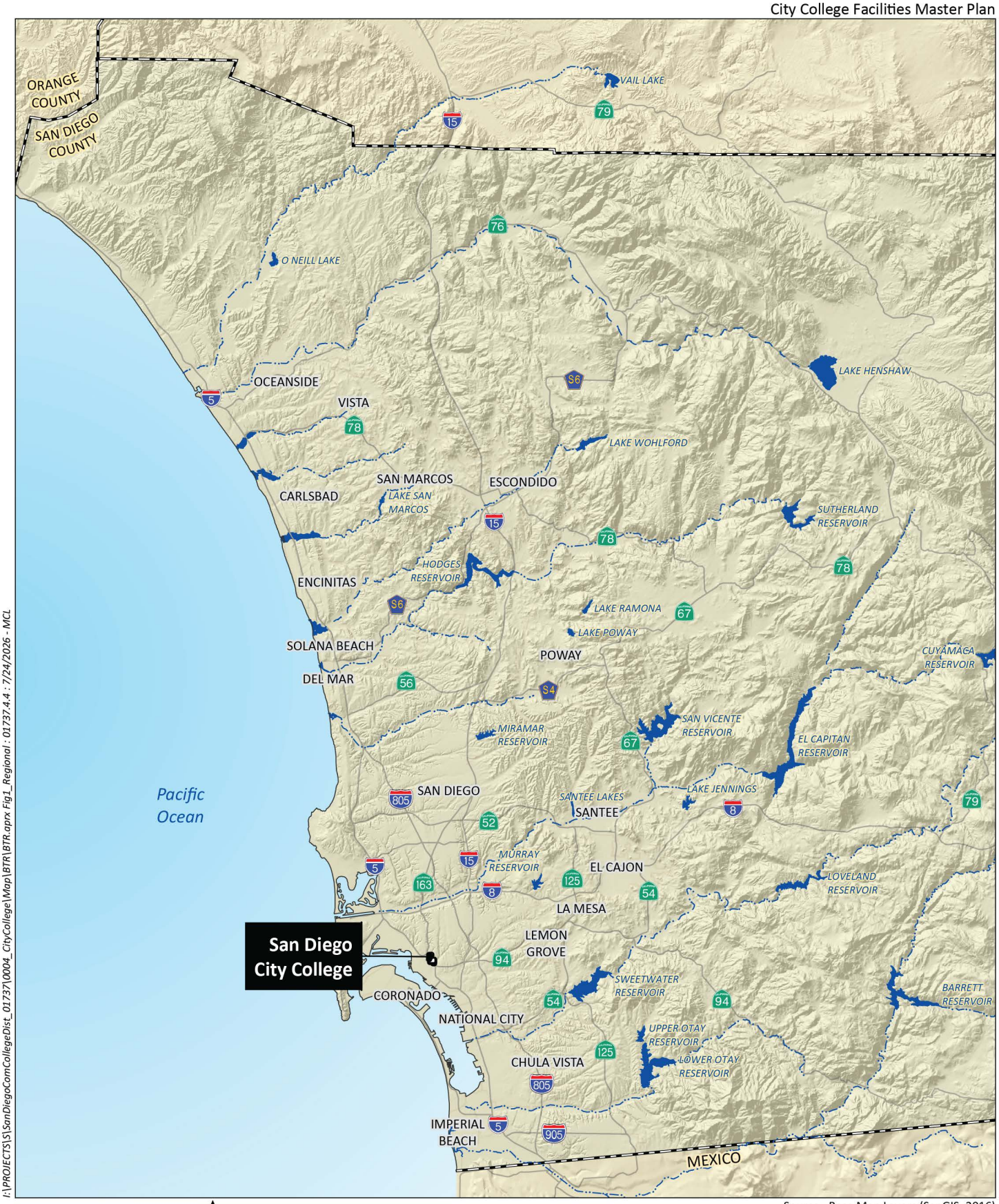
The fundamental purpose of the FMP is to guide the orderly and coordinated development of the City College campus to achieve District and campus program goals. The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way (ROWs). The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. The FMP is conceptual in nature and describes potential projects for the campus that would assist City College in meeting its educational and programming goals. Specific project designs, building footprints, architectural details, circulation and parking improvements, infrastructure alignments, and operational characteristics are expected to be refined during future planning and design phases. Specific projects identified for development under the FMP include:

- Building A Expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

## 1.5 MASTER PLAN IMPLEMENTATION

The purpose of the FMP is to guide campus development for the next approximately 20 years. Development projects would be brought forward individually to implement the FMP over time, and

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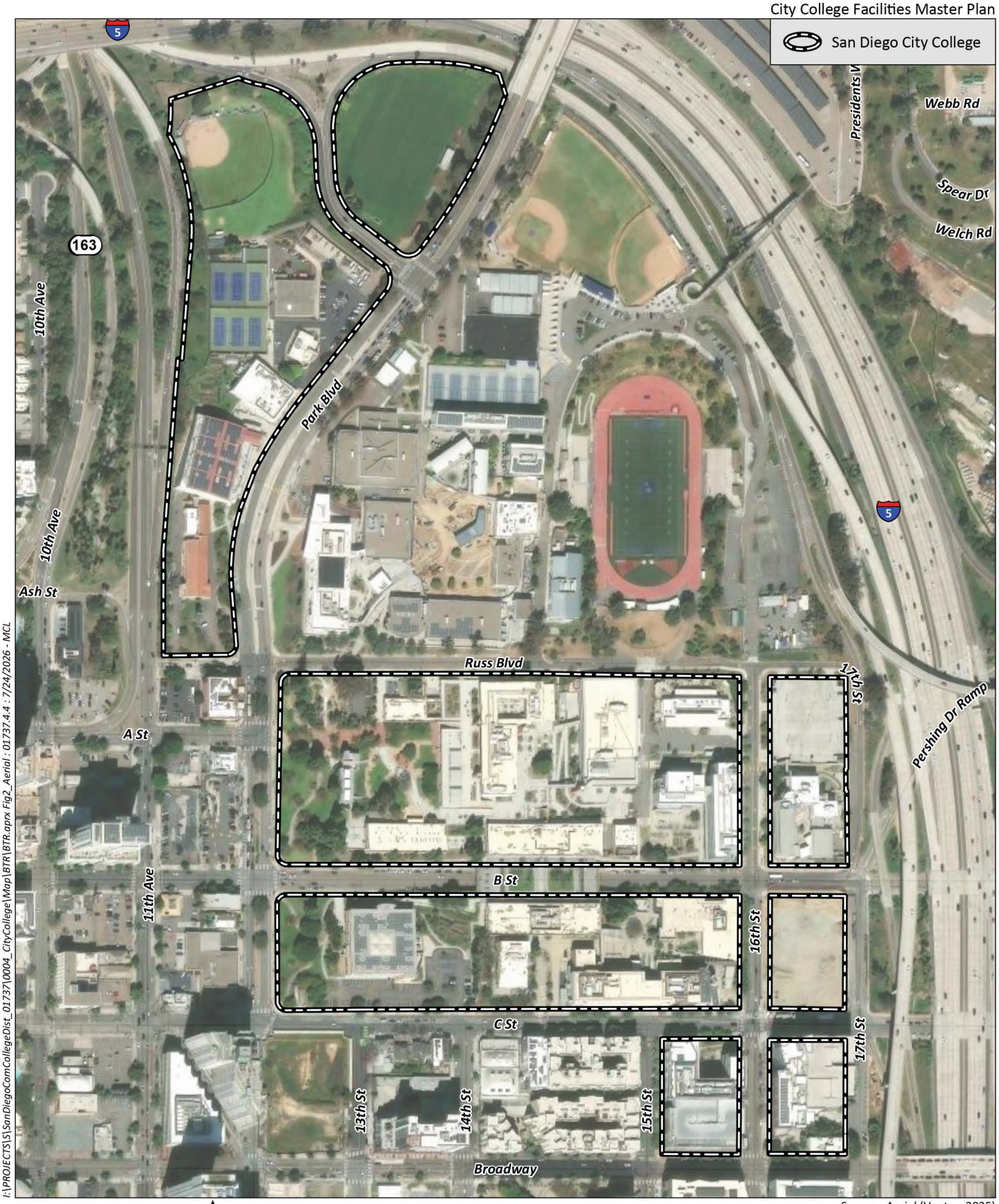
Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

# Regional Location

Figure 1

City College Facilities Master Plan

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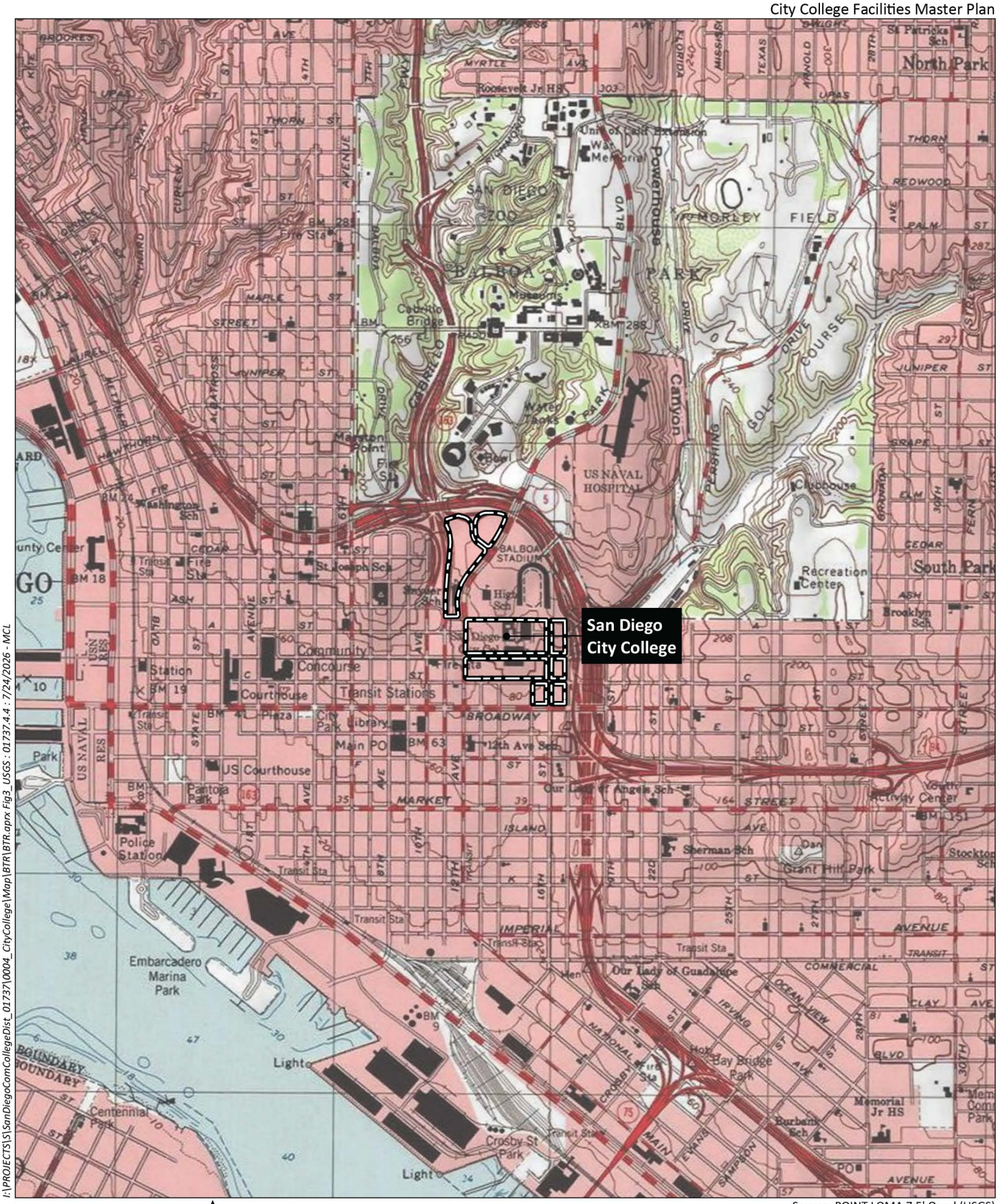
Source: Aerial (Vantor, 2025)

HELIX Environmental Planning

# Aerial Photograph

Figure 2

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Source: POINT LOMA 7.5' Quad (USGS)

HELIX Environmental Planning

# USGS Topography

Figure 3

although the FMP and environmental analysis make informed estimations on the size and timing of potential future projects, these details may shift over time due to changes in resources and campus priorities. Each future campus development process would be required to undergo the District's project development process and project-level CEQA review.

## 1.6 ENVIRONMENTAL SETTING

### 1.6.1 Land Use

The study area consists of buildings, including classrooms and offices, roads, and parking lots associated with City College. City College was established in 1914. In 1953, construction started at the current campus location. Since that time, City College has been in downtown San Diego in an urban environment, surrounded by streets, commercial development, and residential housing. Expansion of City College occurred in the following decades, with seven new buildings constructed in the 1970s. City College has slowly continued to expand and revitalize its existing facilities in the decades since the 1970s (San Diego City College 2025). The surrounding area has remained entirely developed with residential housing, roads, and freeways.

### 1.6.2 Topography and Soils

The study area is gently sloping and ranges in elevation from approximately 170 feet above mean sea level (AMSL) in the west to 60 AMSL in the south. Two soil types were mapped in the study area: Urban land (Ur) and made land (Md). Neither of these is considered hydric soils (U.S. Department of Agriculture [USDA] 2019).

# 2.0 METHODS

## 2.1 LITERATURE REVIEW

Before conducting biological field surveys, HELIX performed a review of aerial imagery, a search of sensitive species databases for information regarding sensitive species known to occur within five miles of the project site, including the USFWS species records (USFWS 2025b), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; CDFW 2025a), and California Native Plant Society (CNPS) Electronic Inventory (CNPS 2025). Recent aerial imagery, topographic maps, soils maps (Bowman 1973; USDA 2019), and other maps of the project site and vicinity were acquired and reviewed to obtain updated information on the natural environmental setting.

## 2.2 GENERAL BIOLOGICAL SURVEY

HELIX Senior Biology Project Manager Lindsay Willrick conducted a biological constraints assessment of the study area on February 26, 2025, to map existing vegetation communities, evaluate the potential for sensitive plant and animal species to occur, and identify other sensitive biological constraints associated with the study area, such as potential waters and wetlands.

## 2.3 FOCUSED SPECIES SURVEYS

Focused species surveys were not conducted for this project.

## 2.4 SURVEY LIMITATIONS

Animal species were identified by direct observation, vocalizations, or the observation of scat, tracks, or other sign. However, the lists of species identified are not necessarily comprehensive accounts of all species that utilize the site, as species that are nocturnal, secretive, or seasonally restricted may not have been observed.

## 2.5 NOMENCLATURE

Nomenclature used in this report generally comes from Holland (1986) and Oberbauer et al. (2008) for vegetation; Baldwin et al. (2012) for plants; American Ornithological Society (2025) for birds; and Tremor et al. (2017) for mammals. Plant species status is from the CNPS (2025) and CDFW (2025b). Animal species status is from CDFW (2025c).

# 3.0 RESULTS

The results presented below reflect information gathered during the 2025 biological survey conducted on the City College campus.

## 3.1 VEGETATION COMMUNITIES

One land use type was mapped in the study area during the February 26, 2025, site assessment: developed land (Table 1, *Existing Land Use Types*; Figure 4, *Vegetation and Sensitive Resources*). No sensitive habitats were mapped on-site.

**Table 1**
**EXISTING LAND USE TYPES**

| Vegetation Community/Land Use Type | Acreage[1,2] |
|---|---|
| **Upland** | |
| Developed | 73.9 |
| **Total** | **73.9** |

[1] Habitat rounded to the nearest 0.01 acre; total reflects rounding.
[2] Includes 100-foot buffer around the campus.

### 3.1.1 Developed Land

Developed land includes areas of development and redevelopment (locations of existing manufactured structures), roadways, parking lots, pedestrian paths, horticultural open spaces, landscape buffers and courtyards, plazas, gardens, and recreation fields on the City College campus. Developed land occupies a total of 73.9 acres in the study area.

## 3.2 JURISDICTIONAL WETLANDS AND WATERS

As part of the FMP survey effort, HELIX assessed the campus for potential wetlands and waters subject to the regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA; 33 United States Code [USC] 1344), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and/or the State Porter-Cologne Water Quality Control

Source: Aerial (Vantor, 2025)

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# Vegetation and Sensitive Resources

Figure 4

Act, and the CDFW pursuant to Sections 1600 *et seq.* of the California Fish and Game Code (CFG Code). Potentially jurisdictional resources do not occur on campus and wetland vegetation communities were not mapped within the study area (Figure 5, *Potential Jurisdictional Resources*). No wetland or non-wetland features were observed on campus; therefore, no waters subject to the jurisdiction of the USACE, RWQCB, or CDFW occur on-site.

## 3.3 PLANT SPECIES

HELIX identified a total of 52 plant species in the study area, of which 45 (87 percent) are non-native species, most of which have been planted as ornamental landscaping (Appendix A, *Plant Species Observed*).

## 3.4 ANIMAL SPECIES

A total of 23 animal species were observed or otherwise detected in the study area, including 22 birds and one mammal (Appendix B, *Animal Species Observed or Detected*).

## 3.5 SENSITIVE RESOURCES

### 3.5.1 Sensitive Vegetation Communities

Sensitive vegetation communities are defined as land that supports unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants, as defined by Section 15380 of the State CEQA Guidelines. No sensitive vegetation communities were identified in the study area.

### 3.5.2 Sensitive Plant Species

Sensitive plant species, also known as special-status species, are considered uncommon or limited in that they (1) are only found in the San Diego region, (2) are a local representative of a species or association of species not otherwise found in the region, or (3) are severely depleted within their ranges or within the region. Special-status plants include those that are listed as threatened or endangered by the USFWS or CDFW, and those afforded a California Rare Plant Rank (CRPR) designation of 1 or 2 by the CNPS. CRPR 3 and 4 species are considered watch list species. They are not afforded special status or recognition by the USFWS or CDFW but may be considered sensitive by local jurisdictions.

One special-status plant species was observed during the survey conducted in 2025. This species is described in detail below.

**Torrey Pine (*Pinus torreyana* ssp. *torreyana*)**
**Listing**: --/--; CNPS List 1B.2; City MSCP Covered; City MSCP Narrow Endemic
**Distribution**: Occurs in only two locations: along the coast near Del Mar (*Pinus torreyana* ssp. *torreyana*) and on Santa Rosa Island (*P. t.* ssp. *insularis*).
**Habitat**: Found in Torrey pine woodlands and southern maritime chaparral.
**Status On-Site**: Multiple Torrey pine trees have been planted on the City College campus (Figure 4).

#### Sensitive Plant Species with Potential to Occur

Sensitive plant species that were not observed but may have potential to occur on campus are listed in Appendix C, *Special-Status Plant Species Observed or Evaluated for Potential to Occur*. No additional special-status plant species presented in Appendix C have moderate or high potential to occur within the study area.

### 3.5.3 Sensitive Animal Species

Special-status animal species include those that have been afforded special status and/or recognition by the USFWS, CDFW, and/or the City. In general, the principal reason an individual taxon (species or subspecies) is given such recognition is the documented or perceived decline or limitations of its population size or geographical extent and/or distribution, resulting in many cases from habitat loss. One special-status animal species was observed during the February 2025 general biological survey and is described in detail below.

**Cooper's Hawk (*Astur cooperii*)**
**Status:** --/Watch List; MSCP Covered
**Distribution:** In California, this species breeds from Siskiyou County south to San Diego County and eastwards to Owens Valley at elevations below 9,000 feet.
**Habitat(s):** Found in forests, riparian areas, suburban, and urban areas. Nests within dense woodlands and forests, and in isolated trees in open areas.
**Status On-Site**: This species was observed flying over the campus. The study area is within an urban area that has mature trees that could potentially support nesting by this species.

#### Sensitive Animal Species with Potential to Occur

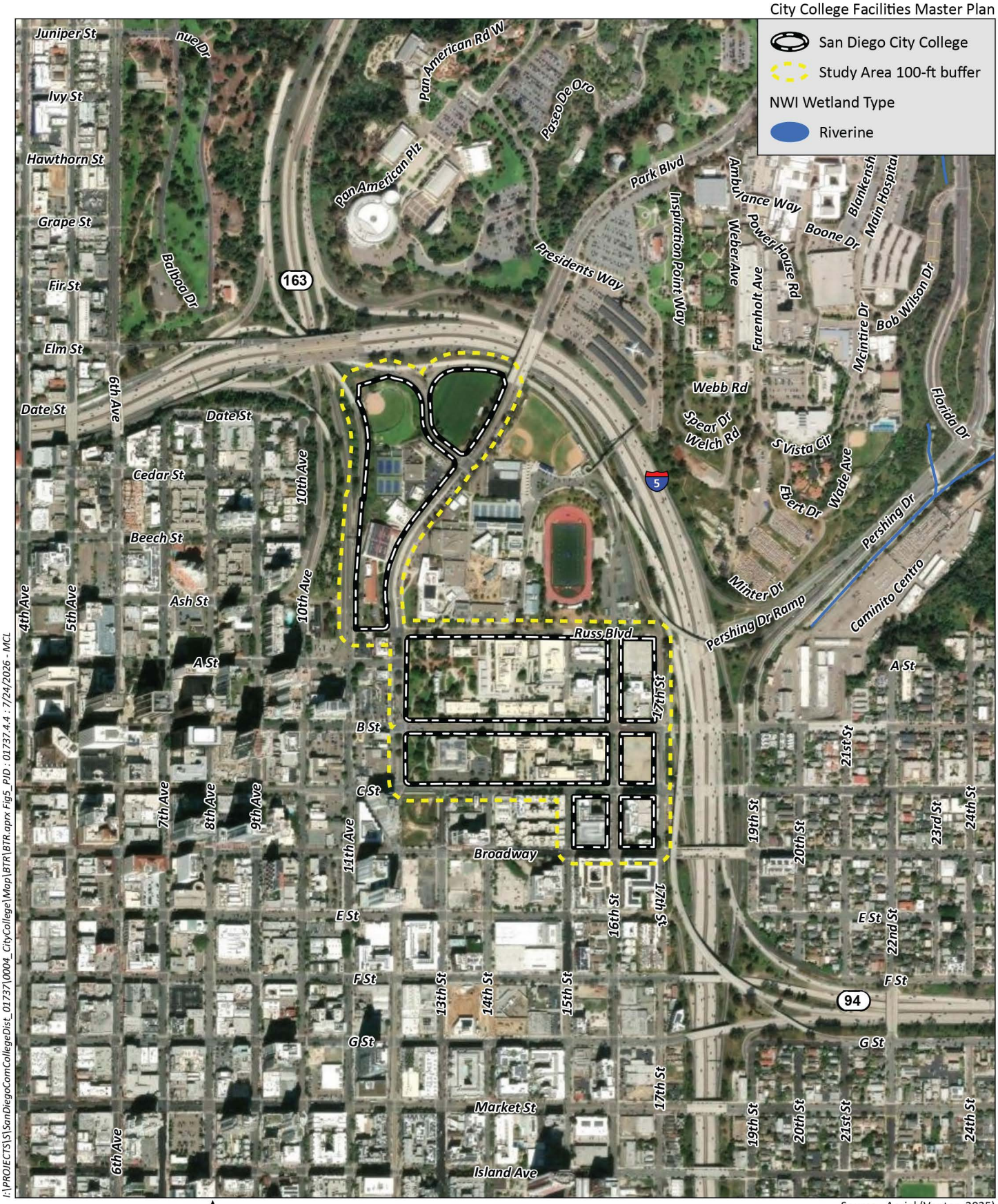
A total of twenty special-status animal species were analyzed in Appendix D, *Special-Status Animal Species Observed or Evaluated for Potential to Occur*, for their potential to occur within the study area. No species had high or moderate potential to occur.

### 3.5.4 Nesting Birds

The campus contains suitable nesting habitat for several bird species, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and CFG Code.

## 3.6 WILDLIFE CORRIDORS AND LINKAGES

Wildlife corridors connect otherwise isolated pieces of habitat and allow the movement and dispersal of plants and animals. Local wildlife corridors allow animals access to resources such as food, water, and shelter within the framework of their daily routine. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations. A corridor is a specific route that is used for the movement and migration of species and may be different from a linkage in that it represents a smaller or narrower avenue for movement. A linkage is an area of land that supports or contributes to the long-term movement of animals and genetic exchange by providing live-in habitat that connects to other habitat areas. Many linkages occur as stepping-stone linkages, which are made up of a fragmented archipelago arrangement of habitat over a linear distance.

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Source: Aerial (Vantor, 2025)

HELIX Environmental Planning

# Potential Jurisdictional Resources

Figure 5

The study area is not identified as a regional wildlife corridor. No natural habitat occurs within or adjacent to the campus. Therefore, the City College campus and the surrounding area do not provide habitat connectivity or act as a wildlife corridor or linkage. The study area is also not in a linkage or corridor outlined in the MSCP.

# 4.0 REGIONAL CONTEXT AND APPLICABLE REGULATIONS

## 4.1 NATURAL COMMUNITIES CONSERVATION PLANNING

The City College campus is within the City but is not included within the City's MSCP (City 1997), nor is the District an enrolled agency in the Natural Communities Conservation Planning (NCCP) program. Preserve areas designated by the City's MSCP (i.e., MHPA) are not located on City College property. The nearest MHPA is approximately 0.5 mile northeast of the study area, in Balboa Park.

## 4.2 FEDERAL AND STATE REGULATIONS

Biological resources on campus are subject to regulatory administration by the federal government and State of California. The federal government administers non-marine plant and wildlife-related issues through the USFWS, while waters of the U.S. issues are administered by the USACE. California law relating to wetland, water-related, and wildlife issues is administered by CDFW. Under CEQA, impacts associated with a proposed project or program are assessed regarding significance criteria determined by the CEQA Lead Agency (in this case, the District) pursuant to the State CEQA Guidelines. Biological resources-related laws and regulations that apply to the project include federal Endangered Species Act (FESA), MBTA, CWA, CEQA, California Endangered Species Act (CESA), and CFG Code.

### 4.2.1 Federal Government

#### Federal Endangered Species Act

Administered by the USFWS, the FESA provides the legal framework for the listing and protection of species (and their habitats) that are identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a "take" under the FESA. Section 9(a) of the FESA defines take as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm" and "harass" are further defined in federal regulations and case law to include actions that adversely impair or disrupt a listed species' behavioral patterns.

The USFWS designates critical habitat for endangered and threatened species. Critical habitat is defined as areas of land that are considered necessary for endangered or threatened species to recover. The goal is to restore healthy populations of listed species within their native habitats, so they can be removed from the list of threatened or endangered species. Once an area is designated as critical habitat pursuant to the FESA, all federal agencies must consult with the USFWS to ensure that any action they authorize, fund, or carry out is not likely to result in destruction or adverse modification of the critical habitat. No designated critical habitat occurs on or adjacent to the campus.

Sections 7 and 10(a) of the FESA regulate actions that could jeopardize endangered or threatened species. Section 7 describes a process of federal interagency consultation for use when federal actions may adversely affect listed species. In this case, take can be authorized via a letter of biological opinion issued by USFWS for non-marine related listed species issues. A Section 7 consultation (formal or informal) is required when there is a nexus between endangered species' use of a site and impacts to USACE jurisdictional areas, or to other areas for which a federal action is required. Section 7 consultations with the USFWS are initiated by the federal agency that will be taking a federal action on a project (e.g., USACE initiates the consultation if they are reviewing a 404 application that results in impacts to occupied listed species habitat). Section 10(a) allows issuance of permits for incidental take of endangered or threatened species with preparation of a Habitat Conservation Plan (HCP) when there is no federal nexus. The term "incidental" applies if the taking of a listed species is incidental to, and not the purpose of, an otherwise lawful activity. An HCP demonstrating how the take would be minimized and how the project would be completed in a manner that would ensure the species' survival must be submitted for issuance of Section 10(a) permits.

#### Migratory Bird Treaty Act

All migratory bird species that are native to the United States or its territories are protected under the federal MBTA, as amended under the Migratory Bird Treaty Reform Act of 2004 (Federal Register Doc. 05-5127). The MBTA is generally protective of migratory birds but does not stipulate the type of protection required. In common practice, the MBTA is used to place restrictions on disturbance of active bird nests during the nesting season (generally February 15 to August 31). In addition, the USFWS commonly places restrictions on disturbances allowed near active raptor nests.

#### Clean Water Act and Rivers and Harbors Act

Federal wetland regulation (non-marine issues) is guided by the Rivers and Harbors Act of 1899 and the CWA. The Rivers and Harbors Act deals primarily with discharges into navigable waters, while the purpose of the CWA is to restore and maintain the chemical, physical, and biological integrity of all waters of the U.S. Permitting for projects filling waters of the U.S. is overseen by the USACE under Section 404 of the CWA. Most development projects are permitted using an Individual Permit (IP) or Nationwide Permit (NWP). IPs are assessed individually and approved based on the type of action, amount of fill, etc., and typically require substantial time for approval, as well as having a public review period. An IP is required when a project exceeds the allowable impact thresholds for NWPs. NWPs are pre-approved if a project conforms with the conditions of the specific NWP as well as the general conditions applied to all NWPs. Review by the USACE is still required for many NWPs but tends to be a more streamlined process than obtaining an IP. A California RWQCB Section 401 Water Quality Certification must also be obtained before any authorization from the USACE is received.

### 4.2.2 State of California

#### California Environmental Quality Act

Primary environmental legislation in California is found in CEQA and its implementing guidelines (State CEQA Guidelines), which require that projects with potential adverse effects (or impacts) on the environment undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations.

### California Endangered Species Act

The CESA established that it is state policy to conserve, protect, restore, and enhance state endangered species and their habitats. Under state law, plant and animal species may be formally designated rare, threatened, or endangered by the California Fish and Game Commission. The CESA authorizes that private entities may "take" plant or wildlife species listed as endangered or threatened under the FESA and CESA, pursuant to a federal Incidental Take Permit if the CDFW certifies that the incidental take is consistent with the CESA (CFG Code Section 2080.1[a]). For state-only listed species, Section 2081 of the CFG Code authorizes the CDFW to issue an Incidental Take Permit for state listed threatened and endangered species if specific criteria are met.

### Native Plant Protection Act

Sections 1900–1913 of the CFG Code (Native Plant Protection Act; NPPA) direct the CDFW to carry out the state legislature's intent to "…preserve, protect, and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

### California Fish and Game Code

The CFG Code provides specific protection and listing for several types of biological resources. Section 1600 of the CFG Code requires a Streambed Alteration Agreement (SAA) for any activity that would alter the flow, change, or use any material from the bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, and/or lake. Typical activities that require an SAA include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement. Notification is required before any such activities.

Pursuant to CFG Code Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Raptors and owls and their active nests are protected by CFG Code Section 3503.5, which states that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird unless authorized by the CDFW. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA. These regulations could require that construction activities (particularly vegetation removal or construction near nests) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by CDFW and/or USFWS.

# 5.0 THRESHOLDS OF SIGNIFICANCE

Significance thresholds from Appendix G of the State CEQA Guidelines are identified below for biological resource issues. A significant adverse impact would occur if the implementation of the FMP would result in any of the following:

1) Substantial adverse effect, either directly or through habitat modifications, on any plant or animal species identified as a candidate, sensitive, or special-status species;

2) Substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;

3) Substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA;

4) Substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

5) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; and/or

6) Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other applicable HCP.

# 6.0 IMPACTS

This section evaluates impacts from future development anticipated under the FMP. Development areas that have been identified are focused within the existing footprint of the campus and within areas that are considered developed (Figure 6, *FMP Project Locations*). The FMP also includes infill and redevelopment of existing urbanized areas on campus, where there would be no potential to impact biological resources. Because of the programmatic nature of this analysis, it is anticipated that future development areas could vary, due to the refinement of grading and building envelopes that can occur in the design phase of projects; any such future refinements would occur during project-level design, which would determine the development limits associated with those specific projects. Thus, the ultimate impacts are difficult to predict with absolute certainty at this stage of the planning process. Project-level CEQA review will be conducted for future projects proposed under the FMP to ensure consistency with this analysis of project impacts when design details are available. Due to the lack of existing biological resources on-site, resource agency (USACE, RWQCB, CDFW) permitting is not expected to be required.

Impacts addressed in this section are classified as direct, indirect, or cumulative. A direct impact occurs when the primary effects of a project replace existing habitat with graded or urbanized areas. An indirect impact consists of secondary effects of a project, including, for example, water quality, lighting, noise, increased human intrusion, and invasive species. The magnitude of an indirect impact can be the same as a direct impact; however, the effect usually takes longer to become apparent. Cumulative impacts are those caused by numerous projects in the region and their additive effect of multiple direct and indirect impacts to biological resources over time. The significance of impacts is assessed based on the thresholds of significance presented in Section 5.0 of this report.

## 6.1 DIRECT IMPACTS

### 6.1.1 Sensitive Plant Species

Implementation of the FMP could impact one sensitive plant species: Torrey pine (Figure 4). Since this species is believed to have been planted on campus, due to its size and location within developed habitat, impacts to these individuals would not be considered significant. It is not anticipated that the

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Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# FMP Project Locations

Figure 6

FMP would result in significant impacts to listed plant species, given that improvements would occur within the footprint of the developed campus.

### 6.1.2 Sensitive Animal Species

#### Sensitive Animal Species Observed on Campus

Implementation of the FMP would not impact the observed locations of sensitive animal species. However, one sensitive animal species (Cooper's hawk) was recorded flying over the campus, and this species could utilize habitat on or near anticipated FMP development areas. Potential impacts to Cooper's hawk are discussed below.

Cooper's Hawk

Cooper's hawk is a CDFW watch list species. Implementation of the FMP could impact mature trees that could be used by Cooper's hawk for nesting. Direct impacts to Cooper's hawk or an active Cooper's hawk nest would be considered significant under Significance Threshold 1.

#### Sensitive Animal Species Not Observed but with High Potential to Occur on Campus

No additional sensitive animal species that were not observed during project surveys have high or moderate potential to occur on campus or could use habitat on or near projects implemented under the FMP. No impact to these species is expected.

### 6.1.3 Nesting Birds

Implementation of the FMP has the potential to impact nesting birds, as some species nest in developed areas. Impacts to nesting birds protected under the MBTA and CFG Code would be considered significant under Significance Threshold 1.

### 6.1.4 Vegetation Communities and Federally Protected Wetlands

Since no sensitive vegetation communities or federally protected wetlands occur within the study area, no impacts are expected as a result of FMP implementation. No significant impact would occur under Significance Threshold 2 or 3.

### 6.1.5 Wildlife Corridors and Linkages

City College is entirely developed and surrounded by development, including residential and commercial development and roads. Therefore, these areas do not act as wildlife corridors or linkages. Implementation of the FMP would not impact wildlife corridors or linkages. No significant impact would occur under Significance Threshold 4.

### 6.1.6 Local Policies and Ordinances

Regarding Significance Threshold 5, the District is subject to its own District Standards and Guidelines policies. The District has two policies regarding trees, including the Temporary Tree and Plant Protection Construction Schedule Policy and the Tree Protection Policy. Each future project would follow these standard regulations to protect on-campus trees.

The FMP includes planting trees along Park Boulevard, most of which would occur on campus, but some planting may extend into the City ROW. For project activities within the adjacent roadways, City tree preservation/street tree policies would apply.

Therefore, no local policy conflicts are expected to arise with the implementation of the FMP, and no significant impact would occur under Significance Threshold 5.

### 6.1.7 Regional Conservation Planning

Regarding Significance Threshold 6, the City College campus is not included within the City's MSCP, nor is the District an enrolled agency in the NCCP program. Thus, the MSCP is not applicable to the District properties. However, the MSCP was considered during the preparation of the FMP biological resources analysis due to its applicability to the surrounding region. Where appropriate, the District's analysis of biological impacts reflects many of the standards established by the MSCP, including species and vegetation community sensitivities. The FMP does not propose development that would directly or indirectly affect the biological resources occurring on MHPA lands, and no conflict with the City's MSCP or the NCCP program would occur from the implementation of the FMP; thus, no significant regional conservation planning impact would occur under Significance Threshold 6.

## 6.2 INDIRECT IMPACTS

Indirect impacts could occur during construction as well as post-construction operations. Potential indirect impacts from the implementation of the FMP may include decreased water quality (e.g., through sedimentation, contaminants, or fuel release) and construction noise/animal behavioral changes. Projects anticipated in the FMP would be situated in developed areas of the campus. The campus is also located within a developed landscape, reducing the potential for indirect impacts related to edge effects. Potential indirect effects are discussed below.

### 6.2.1 Water Quality

Water quality in off-site riparian areas could be adversely affected by potential surface runoff and sedimentation during construction. The use of petroleum products (i.e., fuels, oils, lubricants) and erosion of cleared land during and after construction could potentially contaminate surface water and adversely affect biological resources. Decreased water quality may adversely affect vegetation, aquatic animals, and terrestrial wildlife that depend upon these resources.

Degraded surface water quality could be a potentially significant impact. However, the District would be required to minimize water quality impacts during and after construction, as Storm Water Pollution Prevention Plans and Water Quality Management Plans would be required on the majority of individual projects. Section 2.1.1.4 of the District Design Guide and Standards Manual provides stormwater management requirements for District projects. All projects developed under the FMP would comply with applicable storm water regulations, as implemented and enforced by the RWQCB. Therefore, water quality impacts to biological resources off campus would be less than significant.

### 6.2.2 Construction Noise/Animal Behavioral Changes

Construction-related noise from activities such as clearing, grubbing, and grading could result in a temporary impact to wildlife. Breeding birds may temporarily or permanently leave their territories to

avoid disturbances from construction activities, which could lead to reduced reproductive success and increased mortality. These indirect impacts would be considered significant for state or federally listed species, and for nesting raptors. Nesting raptors may also be susceptible to disturbance from construction activity, and impacts from construction noise within 500 feet of an active raptor nest would be significant.

## 6.3 CUMULATIVE IMPACTS

The State CEQA Guidelines (Section 15355) state that a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in an Environmental Impact Report (EIR), together with other projects, causing related impacts. Section 15130 of the State CEQA Guidelines requires that an EIR address cumulative impacts of a project when the project's incremental effect would be cumulatively considerable. The term "cumulatively considerable" means that the incremental effects of the individual project are considerable when viewed in connection with the effects of past projects, other current projects, and probable future projects. This section of the report addresses the potential for cumulative impacts of implementing the FMP with respect to both the City College campus and the San Diego region as a whole.

### 6.3.1 Cumulative Impacts to Biological Resources on City College Campus

The anticipated development areas for the FMP overlap entirely with previously developed areas. For this reason, no substantial increase in impacts to any native vegetation due to implementation of the FMP is expected. Therefore, the FMP would not contribute to a cumulatively significant impact to biological resources on campus.

### 6.3.2 Cumulative Impacts to Biological Resources in the San Diego Region

In 1991, the State of California passed the NCCP Act, providing for the long-term, regional conservation of natural vegetation and wildlife diversity. The MSCP Plan is the framework NCCP plan for southwestern San Diego County. The USFWS and CDFW jointly adopted the MSCP Plan in 1997. As part of that approval process, a Joint EIR/Environmental Impact Statement (EIS) was prepared, which addressed the cumulative impacts to biological resources from growth in the San Diego region. The Final MSCP Plan (City 1998) and its associated Joint EIR/EIS (City and USFWS 1996) are summarized herein. Geographically, the MSCP Plan study area covers approximately 582,243 acres in southwestern San Diego County, including the cities of San Diego, Chula Vista, Coronado, Del Mar, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, as well as a large portion of the unincorporated area of southwestern San Diego County. The City College campus is not a part of the MSCP planning effort or a formal part of the MSCP study area. As part of the MSCP planning process, lands were identified for assembly into a comprehensive preserve for the conservation of biological resources. That preserve is referred to as the MHPA and was cooperatively designed by the participating jurisdictions and special districts in the study area in partnership with the wildlife agencies (CDFW and USFWS), property owners, and representatives from private industry and environmental groups. The MHPA conserves vacant land, including habitat and other vacant lands that contribute to the preserve design. Approximately 62 percent of the coastal sage scrub in the MSCP study area is contained in the MHPA.

The biological conservation offered by the MSCP provides sufficient habitat area, diversity, and linkages to allow the participating local jurisdictions to directly impact or "take" up to 85 sensitive plant and

animal species in the region. Those "covered species" identified in the plan consist of species listed as endangered or threatened by the federal or state ESAs, as well as currently unlisted sensitive species.

In addition to the direct and indirect impacts of the MSCP Plan, the cumulative analysis for the Joint EIR/EIS also takes into consideration other NCCP conservation planning efforts by nine other jurisdictions in the northern and eastern portions of the County. Together with the MSCP, these other plans would help form a 4,200-square-mile habitat preserve system within the County. Although the NCCP plans are in various stages of planning, all have been or are being designed to be consistent with the NCCP conservation guidelines. Implementation of the MSCP Plan would result in cumulatively significant direct impacts to the 85 covered species (City and USFWS 1996). Assembly and management of the MHPA as part of the MSCP and other NCCP plans would reduce these cumulative impacts to less than significant levels. Cumulative indirect impacts to native vegetation communities associated with edge effects and increased development pressure outside the MHPA were not considered significant due to the measures in the plans that address these effects.

Implementation of the FMP would not contribute to the loss of native vegetation communities, and the conservation of vegetation communities in the San Diego region. Based on the impact analysis contained in Section 6.0 of this report, FMP implementation is not expected to contribute to impacts to native vegetation communities.

Biological surveys conducted on campus found two MSCP-covered species in the study area (Torrey pine [planted/not naturally occurring] and Cooper's hawk). No other MSCP-covered species are considered to have high or moderate potential to occur on campus. Of the 85 species covered in the MSCP Plan, the FMP would potentially contribute to impacts to two of those species (Torrey pine and Cooper's hawk). Based on the mitigation measures that would occur before impacts from individual projects planned on campus, together with regional habitat conservation plans approved or in preparation, incremental impacts to biological resources associated with the FMP, in conjunction with regional growth, would not be considered cumulatively significant.

# 7.0 MITIGATION PROGRAM FRAMEWORK

Included in this section are measures to minimize and mitigate impacts to sensitive species, and a determination regarding the significance of impacts following implementation of these measures.

## 7.1 MINIMIZATION AND MITIGATION MEASURES FOR CONSTRUCTION IMPACTS

This section describes the mitigation measures required for anticipated construction impacts from the implementation of the FMP.

### 7.1.1 Sensitive Animal Species

#### Raptors

Raptors observed on campus include Cooper's hawk and red-tailed hawk (*Buteo jamaicensis;* not a listed species). Nests and eggs of raptors are protected under the federal MBTA and CFG Code. The following

mitigation measures shall be implemented for all projects to avoid potential impacts to nesting raptors below a level of significance:

> **BIO-1:** To avoid potential impacts to active raptor nests, if construction commences during the raptor nesting season (generally January 15 through July 31), pre-construction surveys for such nests shall be performed by a qualified biologist within 500 feet of proposed construction activities no more than seven days before the initiation of construction. Construction activities within 500 feet of an identified active raptor nest shall not commence during the breeding season until a qualified biologist determines that the nest is no longer active or appropriate avoidance measures have been implemented. Trees with inactive nests can be removed outside of the breeding season without causing an impact.

#### Other Sensitive Animals

None of the other sensitive animal species known to occur or with high potential to occur on campus requires avoidance or mitigation measures due to lack of anticipated impacts, their low sensitivity, and/or their ability to move out of the impact area.

### 7.1.2 Nesting Birds

Implementation of the following mitigation measure for all projects would reduce potential impacts to nesting birds protected by the MBTA to less than significant:

> **BIO-2:** Grubbing, trimming, or clearing of vegetation shall occur outside of the general avian breeding season, which is typically February 15 through August 31. If grubbing, trimming, or clearing cannot feasibly occur outside of the general avian breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than seven days before the commencement of vegetation clearing or grubbing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the project biologist shall direct vegetation clearing away from the nest until it has been determined by the project biologist that the young have fledged, or the nest has failed. If there are no nesting birds (including nest building or other breeding/nesting behavior) within the proposed impact area, clearing, grubbing, grading, and tree removal shall be allowed to proceed.

## 7.2 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project would not result in significant impacts under Significance Thresholds 2, 3, 4, 5, or 6 found in Section 5.0. As detailed above, project implementation could result in potentially significant impacts under Significance Threshold 1. With the implementation of the mitigation measures for significant impacts to sensitive biological resources outlined in this section, impacts from the implementation of the FMP would be less than significant.

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# Appendix A

## Plant Species Observed

| Family | Scientific Name | Common Name[1] |
|---|---|---|
| Agavaceae | *Agave* sp. | agave |
| Aizoaceae | *Carpobrotus edulis** | iceplant |
| Anacardiaceae | *Schinus terebinthifolia** | Brazilian pepper tree |
| Apocynaceae | *Nerium oleander** | oleander |
| Arecaceae | *Phoenix canariensis** | Canary Island date palm |
| | *Washingtonia robusta** | Mexican fan palm |
| Asparagaceae | *Asparagus aethiopicus** | asparagus fern |
| | *Dracaena cinnabari** | dragon's blood tree |
| | *Furcraea foetida** | green aloe |
| Apocynaceae | *Carissa macrocarpa** | amatungulu |
| Asteraceae | *Artemisia californica* | coastal sagebrush |
| | *Dittrichia graveolens** | stinkwort |
| | *Encelia californica* | bush sunflower |
| | *Gazania linearis** | gazania |
| | *Glebionis coronaria** | crown daisy |
| | *Sonchus oleraceus** | sow thistle |
| Bignoniaceae | *Jacaranda mimosifolia** | black poui |
| Boraginaceae | *Echium candicans** | pride of Madeira |
| Brassicaceae | *Capsella bursa-pastoris** | shepherd's purse |
| Chenopodiaceae | *Salsola tragus** | Russian thistle |
| Crassulaceae | *Crassula ovata** | jade plant |
| Cyperaceae | *Cyperus eragrostis* | tall cyperus |
| Fabaceae | *Acacia cultriformis** | knife-leaf wattle |
| | *Acacia cyclops** | coastal wattle |
| | *Acacia redolens** | prostrate acacia |
| | *Cercis occidentalis* | redbud |
| | *Erythrina afra** | African coral tree |
| | *Medicago polymorpha** | California burclover |
| Fagaceae | *Quercus agrifolia* | coast live oak |
| Hamamelidaceae | *Liquidambar styraciflua** | sweetgum |
| Lamiaceae | *Rosmarinus officinalis** | rosemary |
| Lythraceae | *Lagerstroemia indica** | crepe myrtle |
| Magnoliaceae | *Magnolia grandiflora** | southern magnolia |
| Moreaceae | *Ficus macrophylla** | Moreton Bay fig |
| Myrtaceae | *Corymbia citriodora** | lemon-scented gum |
| | *Eucalyptus camaldulensis** | red river gum |
| | *Eucalyptus cladocalyx** | sugar gum |
| | *Eucalyptus* sp.* | eucalyptus |
| Pinaceae | *Pinus canariensis** | Canary Island pine |
| | *Pinus torreyana* ssp. *torreyana*† | Torrey pine |
| Plumbaginaceae | *Limonium sinuatum** | statice |
| | *Plumbago auriculata** | cape plumbago |
| Poaceae | *Bromus hordeaceus** | soft chess |
| | *Bromus madritensis** | foxtail chess |
| | *Melinis repens** | natal grass |
| | *Pennisetum setaceum** | fountain grass |
| Rosaceae | *Pyracantha* sp.* | firethorn |
| | *Rhaphiolepis indica** | Indian hawthorn |
| Sapindaceae | *Cupaniopsis anacardioides** | tuckeroo |

| Family | Scientific Name | Common Name[1] |
|---|---|---|
| Solanaceae | *Nicotiana glauca** | tree tobacco |
| Ulmaceae | *Ulmus parvifolia** | Chinese elm |
| Verbenaceae | *Lantana camara** | lantana |

† Special-Status Species

* Non-Native Species

[1] All species were observed within the developed land on campus.

# Appendix B

## Animal Species Observed or Detected

| Order | Family | Scientific Name† | Common Name |
|---|---|---|---|
| **VERTEBRATES** | | | |
| **Birds** | | | |
| Accipitriformes | Accipitridae | *Astur cooperii*† | Cooper's Hawk |
| | | *Buteo jamaicensis* | Red-tailed Hawk |
| Apodiformes | Trochilidae | *Calypte anna* | Anna's Hummingbird |
| | | *Calypte costae*† | Costa's Hummingbird |
| | | *Selasphorus sasin* | Allen's Hummingbird |
| Charadriiformes | Laridae | *Larus occidentalis* | Western Gull |
| Columbiformes | Columbidae | *Columba livia* | Rock Pigeon |
| Passeriformes | Aegithalidae | *Psaltriparus minimus* | Bushtit |
| | | *Corvus brachyrhynchos* | American Crow |
| | Fringillidae | *Haemorhous mexicanus* | House Finch |
| | | *Spinus psaltria* | Lesser Goldfinch |
| | Parulidae | *Setophaga coronata* | Yellow-rumped Warbler |
| | | *Setophaga townsendi* | Townsend's Warbler |
| | Passerellidae | *Junco hyemalis* | Dark-eyed Junco |
| | | *Melospiza melodia* | Song Sparrow |
| | | *Melozone crissalis* | California Towhee |
| | Regulidae | *Corthylio calendula* | Ruby-crowned Kinglet |
| | Sturnidae | *Sturnus vulgaris* | European Starling |
| | Troglodytidae | *Thryomanes bewickii* | Bewick's Wren |
| | Tyrannidae | *Sayornis nigricans* | Black Phoebe |
| | | *Sayornis saya* | Say's Phoebe |
| | | *Tyrannus vociferans* | Cassin's Kingbird |
| **Mammals** | | | |
| Rodentia | Geomyidae | *Thomomys bottae* | Botta's Pocket Gopher |

† Special-Status Species

# Appendix C

## Special-Status Plant Species Observed or Evaluated for Potential to Occur

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Abronia maritima* | Red sand-verbena | --/--<br>CRPR 4.2 | Perennial herb. Grows in prostrate mats on well-developed coastal dunes away from areas with heavy foot traffic which has severely degraded habitat on most southern California beaches. Found on the Channel Islands and along the immediate coast from San Luis Obispo County south to San Diego County; nearly extirpated in southern California. Flowering period: February to November. Elevation: below 330 feet (100 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Acmispon prostratus* | Nuttall's lotus | --/--<br>CRPR 1B.1<br>MSCP Covered | Annual herb. Grows on coastal dunes and sandy areas coastal scrub in San Diego County. Flowering period: March to June. Elevation: below 35 feet (10 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Adolphia californica* | California adolphia | --/--<br>CRPR 2B.1 | Perennial shrub. Most often found in coastal scrub but occasionally occurs in peripheral chaparral habitats, particularly hillsides near creeks on clay soils. Found in San Diego County. Flowering period: December to May. Elevation: 30 to 2,430 feet (10 to 740 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Agave shawii* var. *shawii* | Shaw's agave | --/--<br>CRPR 2B.1<br>MSCP Covered<br>NE | Perennial succulent. Most often found on coastal bluffs and along mesas and foothill within coast bluff scrub, coastal scrub. Maritime succulent scrub, and chaparral. Found in San Diego County. Flowering period: September to May. Elevation: below 395 feet (120 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Aphanisma blitoides* | Aphanisma | --/--<br>CRPR 1B.2<br>MSCP Covered<br>NE | Annual herb. Occurs on sandy or gravelly soils within coastal dunes, coastal bluff scrub, and coastal scrub. Found along the coast from Santa Barbara County south to San Diego County and the Channel Islands. Flowering period: June to September. Elevation: below 656 feet (305 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Astragalus tener* var. *titi* | Coastal dunes milk vetch | FE/SE<br>CRPR 1B.1<br>MSCP Covered<br>NE | Annual herb. Occurs in coastal bluff scrub, coastal dunes, and coastal prairie. Associated with moist, sandy depressions of bluffs or dunes near the Pacific Ocean. Found in Monterey, Los Angeles, and San Diego counties. Flowering period: March to May. Elevation: below 165 feet (50 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Atriplex coulteri* | Coulter's saltbush | --/--<br>CRPR 1B.2 | Perennial herb. Occurs on alkaline or clay soils within coastal dunes, coastal bluffs, coastal sage scrub, and grasslands. Found along the coastal regions from Santa Luis Obispo County south to San Diego County, western portions of San Bernardino and Riverside counties, and the Channel Islands. Flowering period: March to October. Elevation: below 1,510 feet (460 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Atriplex pacifica* | South coast saltscale | --/--<br>CRPR 1B.2 | Annual herb. Found coastally on dunes and within playas in alkali sinks, sage scrub, and wetland and riparian habitats. Found along the coastal regions from Santa Barbara County south to San Diego County, western portions of San Bernardino and Riverside counties, and the Channel Islands. Flowering period: March to October. Elevation: below 460 feet (140 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Bahiopsis laciniata* | San Diego County viguiera | --/--<br>CRPR 4.3 | Perennial shrub. Occurs on a variety of soil types within coastal sage scrub in San Diego County. Generally, shrub cover is more open than at mesic, coastal locales supporting sage scrub. Found along the coastal regions from Ventura County south to San Diego County and western Riverside County. Flowering period: February to August. Elevation: 295 to 2,461 feet (90 to 750 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Bergerocactus emoryi* | Golden-spined cereus | --/--<br>CRPR 2B.2 | Stem succulent shrub. Occurs coastally on sandy open hills within chaparral, coastal scrub, and closed-cone pine forests. Found in Los Angeles and San Diego counties, and San Clemente and Santa Catalina Islands. Flowering period: May to June. Elevation: below 1,295 feet (395 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Bloomeria clevelandii* | San Diego goldenstar | --/-- CRPR 1B.1 MSCP Covered | Perennial bulbiferous herb. Occurs in valley grasslands and coastal scrub, particularly near mima mound topography or in the vicinity of vernal pools, on clay soils. Found in Riverside and San Diego counties. Flowering period: April to May. Elevation: 160 to 1,525 feet (50 to 465 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Calandrinia maritima* | Seaside calandrinia | --/-- CRPR 4.2 | Annual herb. Grows on sandy soils within grasslands, coastal bluff scrub, and coastal scrub. Found along the coastal regions from Santa Barbara south to San Diego County and the Channel Islands. Flowering period: March to June. Elevations: 15 to 985 feet (5 to 300 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Camissoniopsis lewisii* | Lewis' evening-primrose | --/-- CRPR 3 | Annual herb. Occurs on sandy or clay soils within grasslands, coastal scrub, cismontane woodland, and coastal bluffs and dunes. Found in Los Angeles, Orange, and San Diego counties. Flowering period: March to June. Elevation: below 985 feet (300 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Ceanothus verrucosus* | Wart-stemmed ceanothus | --/-- CRPR 2B.2 MSCP Covered | Perennial shrub. Found on rocky slopes within chaparral, particularly southern maritime chaparral. Found in Riverside and San Diego counties. Flowering period: December to May. Elevation: below 1,245 feet (380 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Chaenactis glabriuscula* var. *orcuttiana* | Orcutt's pincushion | --/-- CRPR 1B.1 | Annual herb. Found on coastal dunes and sandy areas within coastal bluff scrub. Typically, in proximity to moist ocean breezes from Ventura County south to San Diego County. Elevation: below 330 feet (100 meters). Flowering period: January to August. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Chorizanthe orcuttiana* | Orcutt's spineflower | FE/SE CRPR 1B.1 | Annual herb. Found in sandy openings of coastal sage scrub, maritime chaparral, and closed-cone coniferous forests. Known from only three occurrences in Encinitas and Point Loma within San Diego County. Flowering period: March to May. Elevation: 5 to 410 feet (3 to 125 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Chorizanthe polygonoides* var. *longispina* | Long-spined spineflower | --/-- CRPR 1B.2 | Annual herb. Occurs in chaparral, coastal scrub, and native grassland, often on clay soils. Found within Orange, Riverside, San Bernardino, and San Diego counties. Flowering period: April to July. Elevation: 95 to 5,020 feet (30 to 1,530 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Corethrogyne filaginifolia* var. *incana* | San Diego sand aster | --/-- CRPR 1B.1 | Perennial herb. Occurs within grasslands, coastal bluff scrub, coastal scrub, and chaparral of San Diego County. Flowering period: June to September. Elevation: 5 to 375 feet (3 to 115 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Cylindropuntia californica* var. *californica* | Snake cholla | --/-- CRPR 1B.1 MSCP Covered NE | Perennial succulent. Occurs within coastal sage scrub and coastal chaparral communities in San Diego County. Flowering period: April to May. Elevation: 95 to 490 feet (30 to 150 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Deinandra conjugens* | Otay tarplant | FT/SE CRPR 1B.1 MSCP Covered NE | Annual herb. Occurs in coastal sage scrub and valley grasslands in southern San Diego County. Flowering period: April to June. Elevation: 65 to 990 feet (20 to 300 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Dichondra occidentalis* | Western dichondra | --/-- CRPR 4.2 | Perennial herb. Found among rocks and shrubs within grasslands, coastal sage scrub, chaparral, and oak woodlands. Often proliferates on recently burned slopes. Found along the coastal regions from San Luis Obispo County south to San Diego County. Flowering period: March to July. Elevation: 165 to 1,640 feet (50 to 500 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Dudleya viscida* | Sticky dudleya | --/-- CRPR 1B.2 MSCP Covered | Perennial herb. Occurs in rocky areas within coastal bluffs, coastal sage scrub, chaparral, and woodlands. Grows primarily on very steep north-facing slopes. Found in Orange, Riverside, and San Diego counties. Flowering period: May to June. Elevation: 30 to 1,805 feet (10 to 550 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Ericameria palmeri* var. *palmeri* | Palmer's goldenbush | --/-- CRPR 1B.1 MSCP Covered | Perennial shrub. Grows in mesic areas within coastal sage scrub and chaparral in San Diego County. Flowering period: September to November. Elevation: 95 to 1,960 feet (30 to 600 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Erysimum ammophilum* | Sand-loving wallflower | --/-- CRPR 1B.2 MSCP Covered | Perennial herb. Found in open areas and sandy soils within coastal dunes, coastal strand, coastal sage scrub, and maritime chaparral. Found within northern Monterey County, San Diego County, and the northern Channel Islands. Flowering Period: February to June. Elevation: below 195 feet (60 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Euphorbia misera* | Cliff spurge | --/-- CRPR 2B.2 | Perennial shrub. Found in rocky areas of coastal bluffs, coastal sage scrub, and Mojave Desert scrub. Found in Riverside, Orange, and San Diego counties and the Channel Islands. Flowering period: December to August. Elevation: 30 to 1,640 feet (10 to 500 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Ferocactus viridescens* | San Diego barrel cactus | --/-- CRPR 2B.1 MSCP Covered | Perennial (stem succulent) shrub. Grows in sandy to rocky areas within chaparral, valley grassland and coastal sage scrub communities. Found in San Diego County. Flowering period: May to June. Elevation: 5 to 492 feet (3 to 450 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Frankenia palmeri* | Palmer's frankenia | --/-- CRPR 2B.1 | Perennial herb. Found in coastal salt marshes and swamps, playas, and coastal dunes. Found in San Diego County. Flowering period: May to July. Elevation: below 35 feet (10 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Geothallus tuberosus* | Campbell's liverwort | --/-- CRPR 1B.1 | Liverwort. Grows in vernal pools and mesic areas of coastal scrub. Found in Riverside and San Diego counties. Flowering period: none. Elevation: 30 to 1,970 feet (10 to 600 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Heterotheca sessiliflora* ssp. *sessiliflora* | Beach goldenaster | --/-- CRPR 1B.1 | Perennial herb. Occurs in coastal chaparral, coastal dunes, and coastal scrub. Found in San Bernardino and San Diego counites. Flowering Period: March to December. Elevation: below 4,020 feet (1,225 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Hordeum intercedens* | Vernal barley | --/-- CRPR 3.2 | Annual herb. Occurs in vernal pools, alkaline flats, and dry, saline streambeds. Also found in saline flats and depressions within grasslands. Found in the San Joaquin Valley, South Coast and Peninsular Ranges, San Jacinto Mountains, and southern coast of California. Flowering period: March to June. Elevation: below 3,280 feet (1,000 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Isocoma menziesii* var. *decumbens* | Decumbent goldenbush | --/-- CRPR 1B.2 | Perennial shrub. Occurs in sandy soil and disturbed areas on the inland side of dunes, hillsides, and arroyos within coastal sage scrub and chaparral. Found along the coast of southern California, Peninsular Ranges, and Channel Islands. Flowering period: July to November. Elevation: below 656 feet (200 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Iva hayesiana* | San Diego marsh-elder | --/-- CRPR 2B.2 | Perennial herb. Found in alkaline flats, depressions, and streambanks within wetland habitats in San Diego County. Flowering period: April to October. Elevation: 30 to 1,640 feet (10 to 500 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Juncus acutus* ssp. *leopoldii* | Southwestern spiny rush | --/-- CRPR 4.2 | Perennial herb. Found along the coastal regions from San Luis Obispo County south to San Diego County. Flowering period: May to June. Elevation: below 984 feet (300 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Lasthenia glabrata* ssp. *coulteri* | Coulter's goldfields | --/-- CRPR 1B.1 | Annual herb. Grows in vernal pools, playas, and saline habitats within alkali sinks, coastal salt marshes, and wetland habitats. Found along the Coast, Sierra Nevada, and Peninsular Ranges; Sacramento and San Joaquin Valleys; central and southern coasts; Mojave Desert; and north Channel Islands. Flowering period: April to May. Elevation: below 4,005 feet (1,220 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Lepidium virginicum* var. *robinsonii* | Robinson's pepper-grass | --/--<br>CRPR 4.3 | Annual herb. Grows in openings of sage scrub and chaparral at the coastal and foothill elevations throughout California. Typically observed in relatively dry, exposed locales rather than beneath a shrub canopy. Also, found in disturbed areas. Flowering period: March to June. Elevation: below 9,186 feet (2,800 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Leptosyne maritima* | Sea dahlia | --/--<br>CRPR 2B.2 | Perennial herb. Occurs within coastal scrub and coastal bluffs scrub in San Diego County. Flowering period: March to May. Elevation: below 490 feet (150 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Mobergia calculiformis* | Light gray lichen | --/--<br>CRPR 3 | Crustose lichen. Occurs in coastal scrub on rocky substrates. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Monardella viminea* | Willowy monardella | FE/SE<br>CRPR 1B.1<br>MSCP Covered<br>NE | Perennial herb. Associated with riparian scrub, usually at sandy locales in seasonally dry washes. Generally, there is no canopy cover and river cobbles may lie in close proximity. Found in San Diego County. Flowering period: June to August. Elevation: 160 to 740 feet (50 to 225 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Mucronea californica* | California spineflower | --/--<br>CRPR 4.2 | Annual herb. Grows in sandy areas of coastal dunes, grasslands, coastal scrub, chaparral, and cismontane woodland. Found along the central and southern coasts; San Francisco Bay area; South Coast, western Transverse, and Peninsular Ranges; San Gabriel, San Bernardino, and San Jacinto mountains; and Channel Islands. Flowering period: March to July. Elevation: below 4,595 feet (1,400 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Nemacaulis denudata* var. *denudata* | Coast nemacaulis | --/--<br>CRPR 1B.2 | Annual herb. Occurs within coastal dunes; seems to prefer the back dunes in mildly protected areas. Found along the coastline from Los Angeles County south to San Diego County. Flowering Period: April to September. Elevation: below 330 feet (100 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Nemacaulis denudata* var. *gracilis* | Slender nemacaulis | --/-- CRPR 2B.2 | Annual herb. Grows on desert dunes and sandy areas of Sonoran Desert scrub within San Bernardino, Riverside, Imperial, and San Diego counties. Flowering period: April to May. Elevation: below 1,310 feet (400 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Ophioglossum californicum* | California adder's-tongue | --/-- CRPR 4.2 | Perennial herb. Grows on the marginals of vernal pools and mesic areas within grasslands and chaparral. Found within the Sacramento and San Joaquin Valleys, Sierra Nevada and Peninsular Ranges, and along the central and southern coasts. Flowering period: January to June. Elevation: 195 to 1,725 feet (60 to 525 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Orobanche parishii* ssp. *brachyloba* | Short-lobed broomrape | --/-- CRPR 4.2 | Perennial (parasitic) herb. Grows on shrubs, such as *Isocoma menziesii*, that occur on sandy soils within coastal dunes, coastal buff scrub, and coast scrub. Found within southwestern San Diego County and Channel Islands. Flowering period: April to October. Elevation: below 1,000 feet (305 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Phacelia stellaris* | Brand's star phacelia | --/-- CRPR 1B.1 | Annual herb. Occurs in sandy openings within coastal dunes and coastal scrub. Found within Los Angeles, Orange, and San Diego counties, and western San Bernardino and Riverside counties. Flowering period: March to June. Elevation: below 1,310 feet (400 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Pinus torreyana* ssp. *torreyana* | Torrey pine | --/-- CRPR 1B.2 MSCP Covered | Perennial evergreen tree. Grows on sandstone soils within chaparral and closed-cone coniferous forest. Found in San Bernardino and San Diego counties. Flowering period: none. Elevation: 95 to 525 feet (30 to 160 meters). | **Present (Planted).** Individuals of this species have been planted on the college campus. |
| *Piperia cooperi* | Chaparral rein orchid | --/-- CRPR 4.2 | Perennial herb. Typically grows on dry sites within grasslands, chaparral, and cismontane woodland. Found along the coast regions of southern California, San Gabriel and San Jacinto Mountains, Peninsular Ranges, and the Channel Islands. Flowering period: March to June. Elevation: 50 to 5,200 feet (15 to 1,585 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Pogogyne abramsii* | San Diego mesa mint | FE/SE<br>CRPR 1B.1<br>MSCP Covered<br>NE | Annual herb. Occurs within vernal pools of San Diego County. Flowering period: March to July. Elevation: 295 and 665 feet (90 to 200 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Pogogyne nudiuscula* | Otay mesa mint | FE/SE<br>CRPR 1B.1<br>MSCP Covered<br>NE | Annual herb. Grows in vernal pools of San Diego County. Flowering period: May to July. Elevation: 295 to 820 feet (90 to 820 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Quercus dumosa* | Nuttall's scrub oak | --/--<br>CRPR 1B.1 | Perennial shrub. Occurs on sandy or clay loam soils near the coast within coastal scrub, chaparral, cismontane woodland, and riparian woodland. Found along the coast, San Jacinto Mountains, and Peninsular Ranges of southern California. Flowering period: March to May. Elevation: below 1,310 feet (400 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Selaginella cinerascens* | Ashy spike-moss | --/--<br>CRPR 4.1 | Perennial herb. Grows in sunny spots or under shrubs within coastal sage scrub and chaparral. Often associated with "red clay" soils. Found in coastal regions from southern Los Angeles County south to San Diego County. Flowering period: none. Elevation: below 1,804 feet (550 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Senecio aphanactis* | Chaparral ragwort | --/--<br>CRPR 2B.2 | Annual herb. Occurs on alkali flats and dry, open, rocky areas within grasslands, coastal scrub, and cismontane woodland. Found along the coastal regions from San Francisco Bay south to San Diego County and eastern Riverside and San Bernardino counties. Flowering period: February to May. Elevation: 45 to 2,625 feet (15 to 800 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Sphaerocarpos drewiae* | Bottle liverwort | --/--<br>CRPR 1B.1 | Liverwort. Occurs in the opening of coastal scrub and chaparral within Riverside and San Diego counties. Flowering period: none. Elevation: 295 to 1,970 feet (90 to 600 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name | Status[1] | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Stylocline citroleum* | Oil neststraw | --/-- CRPR 1B.1 | Annual herb. Occurs on clay soils within coastal scrub, chenopod scrub, valleys, and foothill grasslands. Found in western Kern County and southern San Diego County. Flowering period: March to April. Elevation: 160 and 1,310 feet (50 to 1,310 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Suaeda esteroa* | Estuary seablite | --/-- CRPR 1B.2 | Perennial herb. Found in coastal salt marshes and swamps from Ventura County south to San Diego County. Flowering period: May to October. Elevation: below 15 feet (5 meters). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

[1] Listing codes as follows: F = Federal; S = State of California; E = Endangered; T = Threatened; C = Candidate for listing; R = Rare.

CRPR = California Native Plant Society California Rare Plant Rank: 1A – presumed extirpated in California and either rare or extinct elsewhere; 1B – rare, threatened, or endangered in California and elsewhere; 2A – presumed extirpated in California, but more common elsewhere; 2B – rare, threatened, or endangered in California, but more common elsewhere; 3 – plants for which more information needed (review list); 4 – watch list for species of limited distribution. Extension codes: .1 – seriously endangered; .2 – moderately endangered; .3 – not very endangered.

MSCP Covered Species: Covered Species under City of San Diego (City) Multiple Species Conservation Plan (MSCP) Subarea Plan (1997); VPHCP Covered Species: Covered Species under the City Vernal Pool Habitat Conservation Plan (VPHCP; 2017); VP Species = Vernal Pools Species listed under the VPHCP; NE = Narrow Endemic Species.

[2] Potential to Occur is assessed as follows – **None:** There are no recent or historical records of the species occurring on or in the immediate vicinity (within 5 miles) of the study area and the diagnostic habitats and soils associated with the species do not occur on or in the immediate vicinity of the study area; **Low:** Suitable habitat is present in the study area and a recent or historical record of the species occurs in the immediate vicinity (within 5 miles), but existing conditions such as elevation, soils, density of cover, prevalence of non-native species, evidence of disturbance, limited habitat area, and/or isolation reduce the possibility that the species may occur; **Moderate:** The diagnostic habitats associated with the species occur on or in the immediate vicinity of the study area but there is not a recorded occurrence of the species within the immediate vicinity, or recorded occurrences are limited to historical records. Some species that have extremely limited distributions may be considered moderate, even if there is a recorded occurrence in the immediate vicinity; **High:** Suitable habitat occurs in the study area and the species has been recorded recently on or in the immediate vicinity but the species was not observed during project surveys; **Presumed Absent:** Species would be visible all year and would have been observed if present; **Present:** The species was observed within the study area during biological surveys for the project.

# Appendix D

## Special-Status Animal Species Observed or Evaluated for Potential to Occur

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| **INVERTEBRATES** | | | | |
| *Bombus crotchii* | Crotch's Bumble Bee | --/SCE | Found throughout southwestern California from the Central Valley south to the U.S./Mexico border. Inhabits open grasslands and scrub habitats. Primarily nests underground and forages on a wide variety of flowers, but a short tongue renders it best suited to open flowers with short corollas. Most commonly observed on flowering species in the Fabaceae, Asteraceae, and Lamiaceae families. Occurrence has also been linked to habitats containing *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia,* and *Salvia* genera. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Danaus plexippus* | Monarch | FPT/-- | Two migratory populations occur in North America to the east and west of the Rocky Mountains. The population west of the Rocky Mountains migrates to and overwinters along the coast of central and southern California. Inhabits a wide variety of open habitats including fields, meadows, marshes, and roadsides and roosts on wind-protected tree groves (such as eucalyptus [*Eucalyptus* spp.], Monterey pine [*Pinus radiata*], and cypress [*Hesperocyparis* sp.]), with nectar and water sources nearby. Breeds in areas that have a suitable abundance of the species' larval host plant, milkweed (*Asclepias* sp.). | **None**. Although the monarch could fly through the study area, there is no suitable roosting or breeding habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Euphydryas editha quino* | Quino Checkerspot | FE/-- | Occurs in California from western Riverside County southwards to southern San Diego County. Inhabits open and sparsely vegetated areas that contain larval host plant species (principally dot-seed plantain [*Plantago erecta*] and woolly plantain [*Plantago patagonia*], but also Coulter's snapdragon [*Antirrhinum coulterianum*], Chinese houses [*Collinsia* spp.], and rigid bird's beak [*Cordylanthus rigidus*]) and nectar sources. Often found on rounded hilltops, ridgelines, and occasionally rocky outcrops. Occurs within a wide range of open-canopied habitats including vernal pools, sage scrub, chaparral, grassland, and open oak and juniper woodland communities. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| **VERTEBRATES** | | | | |
| **Amphibians** | | | | |
| *Spea hammondii* | Western Spadefoot Toad | FPT/SSC | In California, historically found west of the Sierra Nevada at elevations below 4,500 feet from Shasta County south to San Diego County. Terrestrial species that inhabit underground burrows for most of the year and requires temporary pools for breeding. Burrows in upland habitats such as grasslands, oak woodlands, coastal sage scrub, and chaparral that are located near potential breeding sites. Breeding occurs between October and May in temporary pools that are formed by seasonal rains. Other potential breeding sites include non-flowing drainage areas and artificial water bodies such as cattle ponds. Generally found in breeding pools that lack exotic predators such fish, bullfrogs, and crayfish. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| **Reptiles** | | | | |
| *Anniella stebbinsi* | San Diegan Legless Lizard | --/SSC | Found throughout southern California from the Transverse Ranges south to the U.S./Mexico border. Occurs in sparsely vegetated areas with moist, warm, loose soil with plant cover; moisture is essential. Common in several habitats but especially in beach dunes, coastal scrub, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces. Found primarily in areas with sandy or loose organic soils or where there is plenty of leaf litter. Sometimes found in suburban gardens. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Aspidoscelis hyperythra beldingi* | Belding's Orange-throated Whiptail | --/WL MSCP Covered | Found within the southwestern portion of California in southern San Bernardino, western Riverside, Orange, and San Diego counties on the western slopes of the Peninsular Ranges at elevations below 3,500 feet. Suitable habitat includes coastal sage scrub, chaparral, juniper woodland, oak woodland, and grasslands along with alluvial fan scrub and riparian areas. Occurrence of the species is correlated with the presence of perennial plants which provide a food base for its major food source, termites. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Phrynosoma blainvillii* | Blainville's (Coast) Horned Lizard | --/SSC MSCP Covered | In California, predominately occurs from Kern County south to San Diego County, west of the desert at elevations below 8,000 feet. Inhabits a wide variety of vegetation types including sagebrush scrub, chaparral, grasslands, forests, and woodlands but is restricted to areas with suitable sandy, loose soils with open areas for basking. Diet primarily composed of native harvester ants (*Pogonomyrmex* spp.) and are generally excluded from areas invaded by Argentine ants (*Linepithema humile*). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| **Birds** | | | | |
| *Astur cooperii* | Cooper's Hawk | --/WL<br>MSCP Covered | In California, breeds from Siskiyou County south to San Diego County and eastwards to Owens Valley at elevations below 9,000 feet. Inhabits forests, riparian areas, and, more recently, suburban and urban areas. Nests within dense woodlands and forests and isolated trees in open areas. | **Present.** This species was observed flying over the study area multiple times during the assessment. Mature trees that could support nesting strata are found throughout the City College campus, and one inactive stick nest was observed at the southeast corner of Park Boulevard and Russ Boulevard. |
| *Athene cunicularia hypugaea* | Western Burrowing Owl | BCC/SC, SSC<br>MSCP Covered | In California, found from central California east to the Mojave Desert and south to coastal San Diego County. Primarily a grassland species that prefers areas with level to gentle topography and well-drained soils. Also occupies agricultural areas, vacant lots, and pastures. Requires underground burrows for nesting and roosting that are typically dug by other species such as the California ground squirrel (*Otospermophilus beecheyi*). Will also utilize natural rock cavities, debris piles, culverts, and pipes for nesting and roosting. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Buteo swainsoni* | Swainson's Hawk | --/ST<br>MSCP Covered | Uncommon breeding resident and migrant within California. Migrates from breeding grounds in North America to wintering areas in South America and forages in flocks, sometimes numbering up into the thousands. In California, breeds locally in the Central Valley and Great Basin regions within Shasta Valley, Owens Valley, and the Mojave Desert. Inhabits open grasslands and shrub habitats as well as canyons, foothills, and smaller interior valleys in otherwise mountainous regions. Increasingly becoming more dependent on agriculture, especially alfalfa crops. Nests in stands with few trees, often on the edge of riparian habitats, though also uses lone trees in agricultural fields and pastures, and along roadsides with suitable foraging habitat nearby. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Coccyzus americanus occidentalis* | Western Yellow-billed Cuckoo | FT, BCC/SE | Uncommon summer resident of California. Current breeding range is restricted to isolated sites in Sacramento, Amargosa, Kern, Santa Ana, and Colorado River valleys. Riparian obligates that nest in riparian woodlands with native broadleaf trees and shrubs, such as cottonwoods (*Populus* spp.) and willows (*Salix* spp.), at least 50 acres or more in size within arid to semiarid landscapes. Typically found in patches of riparian habitat greater than 200 acres. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Polioptila californica californica* | Coastal California Gnatcatcher | FT/SSC MSCP Covered | Year-round resident of California occurring from Ventura County south to San Diego County, and east to the western portions of San Bernardino and Riverside counties. Typically occurs in arid, open sage scrub habitats on gently sloped hillsides to relatively flat areas at elevations below 3,000 feet. Composition of sage scrub in which gnatcatchers are found varies though California sagebrush (*Artemisia californica*) present as dominant or co-dominant species. Mostly absent from areas dominated by black sage (*Salvia mellifera*), white sage (*Salvia apiana*), or lemonade berry (*Rhus integrifolia*), though may occur more regularly in inland regions dominated by black sage. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Sternula antillarum browni* | California Least Tern | FE/SE, FP MSCP Covered | Occurs locally along California coastal regions breeding in colonies from San Francisco Bay south to San Diego County. Nests on relatively bare or sparsely vegetation beaches and mudflats near water. Forages in the bays and estuaries near their colonies, on the ocean near shore, and at inland lakes in the coastal lowland. In San Diego, nesting sites occur at Aliso Creek, the Santa Margarita River mouth, Batiquitos Lagoon, San Elijo Lagoon, Mission Bay, Naval Training Center in the San Diego Bay, the salt works in the San Diego Bay, and the Tijuana River mouth. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Vireo bellii pusillus* | Least Bell's Vireo | FE, BCC/SE MSCP Covered | In California, breeds along the coast and western edge of the Mojave Desert from Santa Barbara County south to San Diego County, and east to Inyo, San Bernardino, and Riverside counties. Breeding habitat consists of early to mid-successional riparian habitat, often where flowing water is present, but also found in dry watercourses within the desert. A structurally diverse canopy and dense shrub cover is required for nesting and foraging. Dominant species within breeding habitat include cottonwood (*Populus* spp.), willows (*Salix* spp.), mule fat (*Baccharis salicifolia*), oaks (*Quercus* ssp.), sycamore (*Platanus racemosa*), mesquite (*Prosopis* spp.) and arrowweed (*Pluchea sericea*) within desert habitats. Can be tolerant of the presence of non-native species such as tamarisk (*Tamarix* spp.). | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| **Mammals** | | | | |
| *Choeronycteris mexicana* | Mexican Long-tongued Bat | --/SSC | Found in southern California from Ventura County south to San Diego County. Occurs in arid habitats below 7,900 feet. Suitable habitats include grasslands, scrub, mixed forest, and canyons in mountain ranges rising from the desert. Primarily found in urban and suburban areas in San Diego County in summer months, as this species is migratory. Roosts in caves and mines, and artificial structures such as garages, office buildings, under porches, and warehouses. Nectivorous species. | **Low.** There is a recent record of the species within one mile of the study area within Balboa Park. Although buildings and structures may provide suitable roosting strata within the greater downtown region, this species is more likely to seek urban canyons and parks with nectar sources and less human interface and disturbance which reduces the possibility the species occurs within the study area. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Lasiurus blossevillii* | Western Red Bat | --/SSC | In California, locally common occurring from Shasta County south to San Diego County and west of the Cascade and Sierra Nevada ranges and deserts. Mainly occurs in riparian woodlands populated by willows (*Salix* spp.), cottonwoods (*Populus* spp.), sycamores (*Platanus racemosa*), and oak trees (*Quercus* spp.) but can be found in non-native vegetation such as tamarisk (*Tamarix* spp.), eucalyptus (*Eucalyptus* spp.), and orchards. Primarily roosts in trees associated with riparian habitats, preferring heavily shaded areas that are open underneath. | **Low.** There is a recent record of the species within one mile of the study area within Balboa Park. This species is more likely to seek urban canyons and parks with riparian habitats, which reduces the possibility that the species occurs within the study area. |
| *Lasiurus xanthinus* | Western Yellow Bat | --/SSC | Occurs in southern California in Los Angeles, San Bernardino, and San Diego counties. Roosts primarily on dead palm frond skirts of native and non-native fan palms (*Washingtonia* ssp.) but has also been observed in cottonwoods (*Populus* spp.) and yuccas (*Yucca spp.*). Occurs within a variety of habitats where palms are present including desert riparian, desert washes, palm oasis, cottonwood-willow riparian forest, and developed areas. In San Diego, commonly found in the Anza-Borrego Desert but is also established west of the desert within rural to suburban areas including Escondido, Vista, Ramona, Lakeside, El Cajon, and La Mesa. | **Low.** There is a recent record of the species within one mile of the study area within Balboa Park. This species is more likely to seek urban canyons and parks with a density of tree cover and less human disturbance, which reduces the possibility that the species occurs within the study area. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Neotoma bryanti intermedia* | San Diego Bryant's (formerly Desert) Woodrat | --/SSC | Occurs along the coastal regions of California from San Luis Obispo County south to San Diego County, and in the western portions of San Bernardino and Riverside counties. Inhabits a variety of shrub and desert habitats such as coastal sagebrush scrub, chaparral, piñon-juniper woodland, and Joshua tree woodland, among others. Often associated with rock outcroppings, boulders, cacti patches, and areas with dense understories. Construct dens used for shelter, food storage, and nesting around rock outcroppings and cacti using various materials such as twigs, sticks, and other debris. | **None**. There is no suitable habitat for this species within the study area, which consists entirely of developed habitat. |
| *Nyctinomops femorosaccus* | Pocketed Free-tailed Bat | --/SSC | Rare in California occurring from Los Angeles County east to San Bernardino County and south to San Diego County. Closely associated with their preferred roosting habitats consisting of vertical cliffs, quarries, and rocky outcrops. Sometimes roosts under tiled roofs and observed utilizing bat boxes. Habitat generalists foraging in grasslands, shrublands, riparian areas, oak woodlands, forests, meadows, and ponds, favoring larger water bodies for drinking. | **Low.** There is a recent record of the species within one mile of the study area within Balboa Park. This species is more likely to seek urban canyons and parks with a density of tree cover and less human disturbance, which may substantially reduce the possibility that the species may occur within the study area. |

| Scientific Name | Common Name[1] | Status | Habitat Associations | Potential to Occur[2] |
|---|---|---|---|---|
| *Nyctinomops macrotis* | Big Free-tailed Bat | --/SSC | Rare in California with species found in urban areas of San Diego County. Closely associated with their preferred roosting habitats consisting of vertical cliffs, quarries, and rocky outcrops. Also roosts in buildings and, occasionally, in holes in trees. Associated with coastal and desert scrub, forests, riparian zones, and montane woodlands. | **Low.** There is a recent record of the species within one mile of the study area within Balboa Park. This species is more likely to seek urban canyons and parks with a density of tree cover and less human disturbance, which reduces the possibility that the species occurs within the study area. |

[1] Listing codes are as follows: FE = Federally Endangered; FT = Federally Threatened; FPE = Federally Proposed Endangered; FPT = Federally Proposed Threatened; FC = Federal Candidate species; FD = Federally Delisted; SE = State of California Endangered; ST = State of California Threatened; SC = State of California Candidate for listing as endangered or threatened; SD = State of California Delisted; U.S. Fish and Wildlife Service (USFWS) BCC = Birds of Conservation Concern; California Department of Fish and Wildlife (CDFW) FP = State of California Fully Protected; CDFW SSC = State of California Species of Special Concern; CDFW WL = State of California Wait-Listed.

MSCP Covered Species: Covered Species under City of San Diego (City) Multiple Species Conservation Plan (MSCP) Subarea Plan (1997); VPHCP Covered Species: Covered Species under the City's Vernal Pool Habitat Conservation Plan (VPHCP; 2017); NE = Narrow Endemic Species; VP Species = Vernal Pool Species listed under the VPHCP.

[2] Potential to Occur is assessed as follows – **None**: The study area is located outside of the species known range and distribution, the species is so limited to a particular habitat that it cannot disperse on its own, and/or habitat suitable for species establishment and survival does not occur in the study area; **Not Expected**: There are no recent or historical records of the species occurring on or in the immediate vicinity (within five miles) of the study area and the suitable habitats associated with the species do not occur on or adjacent to the study area. The species moves freely and might disperse through or across the study area, but suitable habitats for residence or breeding do not occur; **Low**: There is a recent or historical record of the species on or in the immediate vicinity of the study area (within five miles) and potentially suitable habitats associated with the species occur in or adjacent to the study area, but existing conditions such as elevation, species composition, density of cover, prevalence of non-native species, evidence of disturbance, limited habitat area, and/or isolation may substantially reduce the possibility that the species may occur; **Moderate:** Suitable habitats associated with the species occur on or adjacent to the study area but there is not a documented occurrence of the species within the immediate vicinity (within five miles), or recorded occurrences are limited to historical records. Some species that contain extremely limited distributions may be considered moderate, even if there is a recorded occurrence in the immediate vicinity; **High**: Suitable habitats associated with the species occur in the study area and the species has been recently recorded on or in the immediate vicinity (within three miles) of the study area, but was not observed during project surveys; **Present**: The species was observed in or adjacent to the study area during biological surveys or during a previous survey and is assumed to occupy the study area.

# PEIR Appendix D

## Archaeological Technical Report

HELIX Environmental Planning

# City College Facilities Master Plan Project

## Archaeological Technical Report

July 2026 | 01737.00004.004

*Prepared for:*

**San Diego Community College District**
1450 Frazee Road, Suite 500
San Diego, CA 92108

*Prepared by:*

**HELIX Environmental Planning, Inc.**
7578 El Cajon Boulevard
La Mesa, CA 91942

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**National Archaeological Database Information**

| | |
|---|---|
| Authors: | James Turner, M.A., RPA; Theodore G. Cooley, M.A., RPA; and Shelby Castells, M.A., RPA |
| Firm: | HELIX Environmental Planning, Inc. |
| Client/Project: | San Diego Community College District/City College Facilities Master Plan Project |
| Report Date: | July 2026 |
| Report Title: | Archaeological Technical Report for the City College Facilities Master Plan Project, San Diego, San Diego County, California |
| Submitted to: | San Diego Community College District |
| Type of Study: | Archaeological Study |
| New Sites: | None |
| Updated Sites: | P-37-030181, P-37-031747, and P-37-032128 (CA-SDI-20360) |
| USGS Quad: | Point Loma 7.5' Quadrangle |
| Acreage: | Approximately 44 acres |
| Key Words: | San Diego County; Township 17 South, Range 3 West; San Diego; City College; P-37-030181, P-37-031747, and P-37-032128 (CA-SDI-20360) |

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AB | Assembly Bill |
| AMSL | above mean sea level |
| APN | Assessor's Parcel Number |
| BP | Before Present |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| City | City of San Diego |
| CHRIS | California Historical Resources Information System |
| CRHR | California Register of Historical Resources |
| District | San Diego Community College District |
| FMP | City College Facilities Master Plan |
| GSF | gross square foot/feet |
| HELIX | HELIX Environmental Planning, Inc. |
| I- | Interstate |
| NAHC | Native American Heritage Commission |
| NCAA | National Collegiate Athletic Association |
| NRHP | National Register of Historic Places |
| OHP | California Office of Historic Preservation |
| PRC | Public Resources Code |
| project | City College Facilities Master Plan Project |
| Red Tail | Red Tail Monitoring and Research, Inc. |
| SCIC | South Coastal Information Center |
| SR | State Route |
| TCA | traditionally and culturally affiliated |
| TCP | Traditional Cultural Properties |
| TCR | Tribal Cultural Resources |
| UCSB | University of California, Santa Barbara |
| USGS | U.S. Geological Survey |

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# EXECUTIVE SUMMARY

HELIX Environmental Planning, Inc. (HELIX) was contracted by the San Diego Community College District (District) to provide archaeological resources services for the City College Facilities Master Plan Project (project) in the City of San Diego, San Diego County, California. The proposed project would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. The City College Facilities Master Plan (FMP) is conceptual in nature and the exact architectural programming and design of each project would be refined during future project planning and design phases. The District has identified three near-term projects, Building A Expansion, Performing Arts Center, and North Campus Athletic Fields, as well as multiple future long-term projects included in the FMP. This archaeological study included a records search of the California Historical Resources Information System, a Sacred Lands File search by the Native American Heritage Commission (NAHC), Native American outreach, a review of historic aerial photographs and maps, and a pedestrian archaeological survey, and an archaeological sensitivity analysis for the project area. This report details the methods and results of the archaeological study and has been prepared to comply with the California Environmental Quality Act (CEQA).

The records search conducted at the South Coastal Information Center (SCIC) on February 18, 2025, indicated that 245 previous cultural resources studies have been conducted within one-half mile of the project area, eight of which overlap with the project area. Two reports not on file at the SCIC also overlap with the project area. The records search results also indicated that a total of 385 cultural resources have been previously recorded within one-half mile of the project area, four of which have been documented within the project site. The resources documented within the project site include two historic buildings and associated features or artifacts (P-37-030181 and P-37-031747), a set of structural remains and associated artifacts (P-37-032128 [CA-SDI-20360]), and a mapped alignment of Old Highway 395 (P-37-033557).

A search of the Sacred Lands File held by the NAHC was conducted with positive results. Letters were sent on March 25, 2025, to the Native American representatives and interested parties indicated by the NAHC; to date, no responses have been received.

The field investigations included an intensive pedestrian survey of the project area by a HELIX archaeologist and a Native American monitor on February 27, 2025. The survey was negative for archaeological resources within the project area. The site records for P-37-030181, P-37-031747, and P-37-032128 (CA-SDI-20360) report that the resources were destroyed during grading for previous projects, and they were not identified during the current survey. A historic-era alignment of Highway 395 (P-37-033557) has been previously mapped overlapping with the project; however, a further review of the site record revealed that the alignment is actually located within existing roadways outside of the campus.

An archaeological sensitivity analysis was performed for the project area, with the project area being classified as having a low or moderate sensitivity for cultural resources. It is unlikely that there would be an inadvertent discovery of cultural resources during ground disturbance in the areas with a low sensitivity for cultural resources, and no further work is recommended in these areas. However, due to dense vegetation or hardscaping causing poor ground surface visibility during the survey; the alluvial nature of the project area; historic uses of the project area, with previous historic era archaeological discoveries within the project area; and the positive Sacred Lands File record search results,

approximately one-half of the project area has been designated as having a moderate sensitivity for archaeological resources.

Of the three near-term projects, the Building A Expansion and portions of the North Campus Athletic Fields project affecting the softball and soccer fields would occur in moderate sensitivity areas while the Performing Arts Center and remaining athletic improvements would be constructed in low sensitivity areas. Additional future long-term projects may also be constructed within the moderate sensitivity areas. Therefore, ground-disturbing activities (such as grading, trenching, or vegetation removal requiring grubbing) have the potential to damage or destroy cultural resources, or unintentionally disturb human remains, which may be present on or below the ground surface in areas with a moderate sensitivity. Mitigation measures have been recommended to guide the identification, evaluation, and mitigation of potential impacts to cultural resources in areas of moderate cultural sensitivity, including archaeological and Native American monitoring during the initial ground disturbance in the moderate sensitivity areas. With these measures, impacts to archaeological resources would be reduced to below a level of significance.

The monitoring program would include attendance by the archaeologist and Native American monitor at a preconstruction meeting and the presence of archaeological and Native American monitors during initial ground-disturbing activities. Both archaeological and Native American monitors would have the authority to temporarily halt or redirect grading and other ground-disturbing activities in the event that cultural resources are encountered. If significant cultural material is encountered, the project archaeologist would be required to coordinate with District staff to develop and implement appropriate avoidance or mitigation measures for the discoveries.

# 1.0 INTRODUCTION

HELIX Environmental Planning, Inc. (HELIX) was contracted by the San Diego Community College District (District) to provide cultural resources services for the City College Facilities Master Plan Project (project) in the City of San Diego (City), San Diego County, California. The project proposes a series of physical improvements across the City College campus. The proposed project would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. As the Facilities Master Plan (FMP) is conceptual in nature, the exact architectural programming and design of each project would be developed during project implementation in coordination with user groups.

This archaeological study included a records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File search by the Native American Heritage Commission (NAHC), Native American outreach, a review of historic aerial photographs and maps, and a pedestrian archaeological survey, and an archaeological sensitivity analysis for the project area. This report details the methods and results of the archaeological study and has been prepared to comply with the California Environmental Quality Act (CEQA).

## 1.1 PROJECT LOCATION

The project is located in the City of San Diego in southwestern San Diego County (Figure 1, *Regional Location*). The project site is located south and west of Interstate (I-) 5, north of Broadway, and east of State Route 163, in an unsectioned portion of the Pueblo Lands of San Diego, within Township 17 South, Range 3 West, on the U.S. Geological Survey (USGS) 7.5-minute *Point Loma* quadrangle (Figure 2, *USGS Topography*). The approximately 44-acre project site is located within Assessor's Parcel Numbers (APNs) 534-073-19-00, 534-094-11-00, 534-096-11-00, 534-203-24-00, 534-222-18-00, 534-223-12-00, 534-224-04-00, 534-224-09-00, 534-224-10-00, 534-225-19-00, 534-440-06-00, 534-440-10-00, and 534-440-11-00, and is bordered by I-5 to the north and east, Park Boulevard and 11$^{th}$ Avenue to the west, and B and C Streets and Broadway to the south (Figure 3, *Aerial Photograph*).

## 1.2 PROJECT DESCRIPTION

The City College FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. The FMP is conceptual in nature and describes potential projects for the campus that would assist City College in meeting its educational and programming goals. Specific project designs, building footprints, architectural details, circulation and parking improvements, infrastructure alignments, and operational characteristics are expected to be refined during future planning and design phases. Specific projects identified for development under the FMP include:

- Building A Expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)

- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects described further below are anticipated to be designed and constructed in the near term. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

## 1.2.1 Near-Term Projects

### 1.2.1.1 Building A Expansion

A new addition to Building A is proposed to replace the existing 32,399-GSF D Building, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed building would be approximately 110,000 gross square feet (GSF) and would accommodate a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be designed in coordination with the existing Building A facilities, similar to the existing integration with D Building.

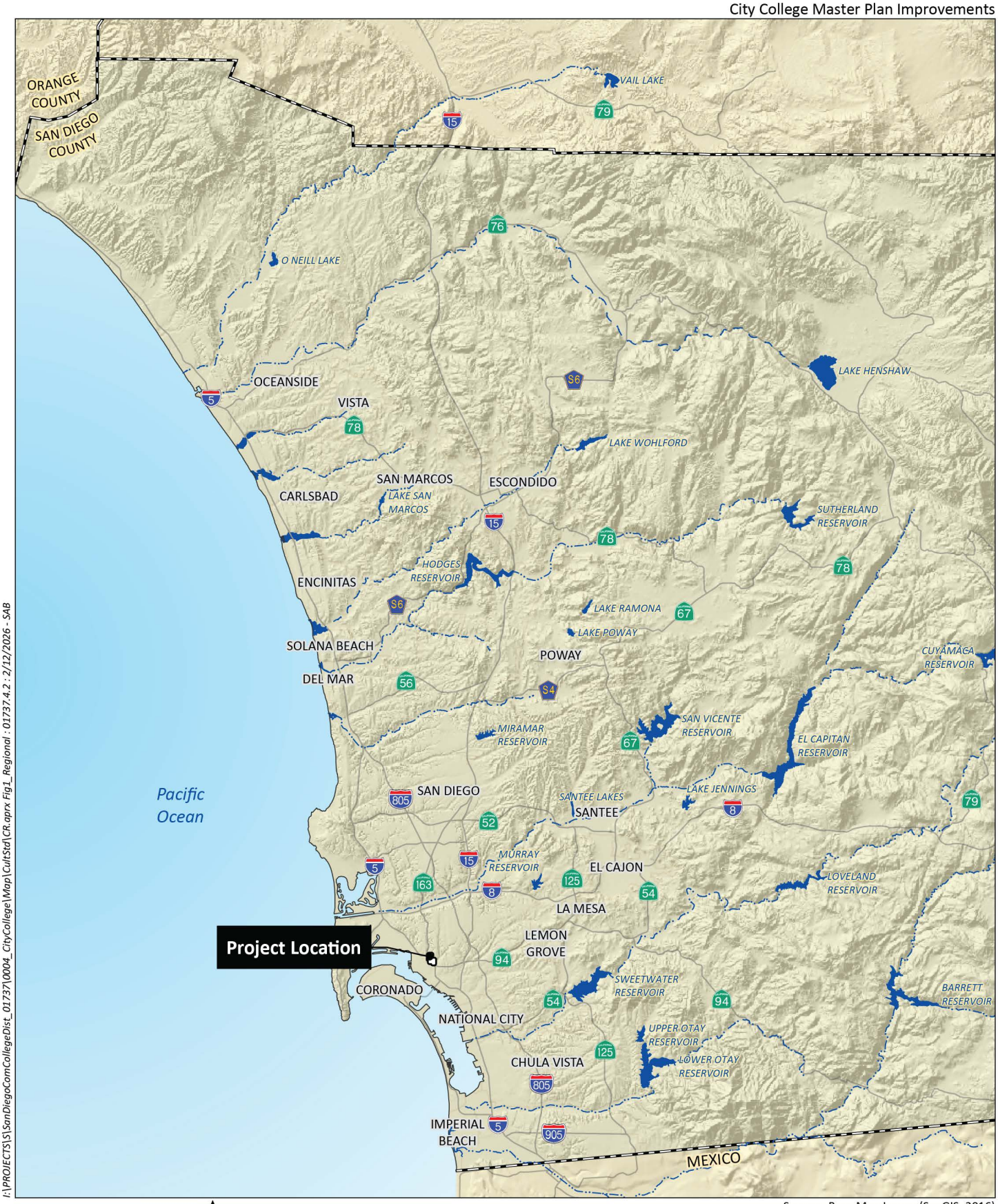
### 1.2.1.2 Performing Arts Center

Saville Theatre is proposed to be replaced with an expanded and upgraded building including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished and an approximately 20,000-GSF Performing Arts Center, inclusive of a new theater, would be constructed. The new Performing Arts Center would have a street-level lobby space, a widened proscenium arch in the theater, connection to a future exterior amphitheater, and rooms for dance and music programming.

### 1.2.1.3 North Campus Athletic Fields

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields. North of the existing tennis courts, new sand volleyball courts are proposed.

Improvements to the Betty Hock Softball Field would include rotation of the field to the optimal north-northeast direction and construction of new dugouts, an announcer's booth, a backstop, batting cages, and bullpens. A new field house would also be constructed adjacent to both the softball field and volleyball courts, containing restrooms and storage rooms. Lighting would also be installed at the softball field and volleyball courts to allow evening usage.

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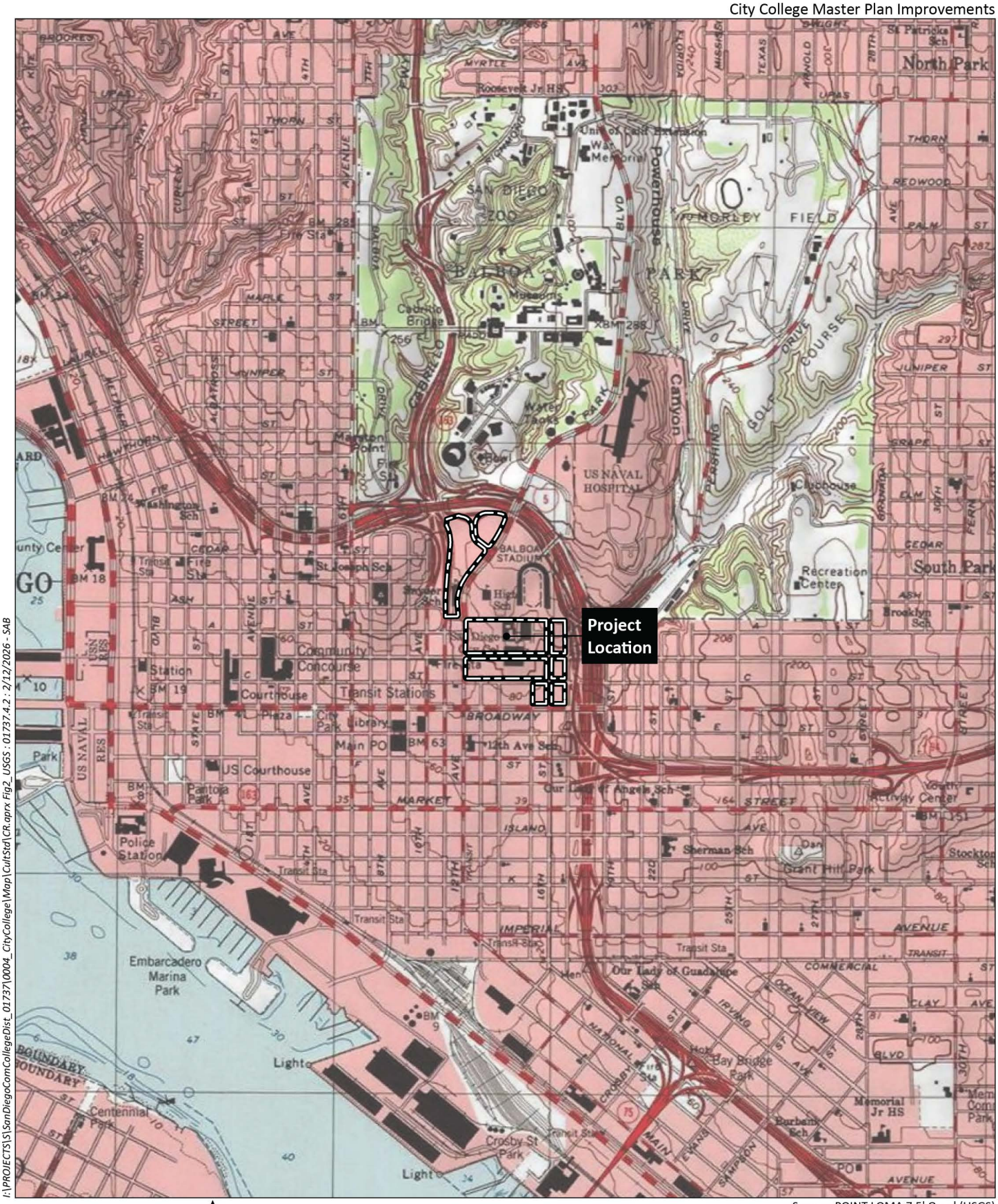
0 8 Miles

Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

# Regional Location

Figure 1

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0 2,000 Feet

Source: POINT LOMA 7.5' Quad (USGS)

HELIX Environmental Planning

# USGS Topography

Figure 2

I:\PROJECTS\S\SanDiegoComCollegeDist_01737\0004_CityCollege\Map\CultStd\CR.aprx Fig3_Aerial : 01737.4.2 : 2/12/2026 - SAB

0 350 Feet

Source: Aerial (Vantor, 2025)

HELIX Environmental Planning

# Aerial Photograph

Figure 3

Improvements to the soccer field, which is separated from the rest of North Campus by a freeway on/off ramp and accessible via a concrete underpass, would include a walk-jog path, a new 1,800-GSF field house containing restrooms and storage space, and an announcer's booth. The existing field house would be demolished. The soccer field would be replaced in its entirety, including new irrigation and a widened configuration to meet standard National Collegiate Athletic Association (NCAA) soccer pitch dimensions. Consistent with lighting described above, light poles up to 80 feet in height with lights resulting in approximately 50 foot-candles would be installed at the soccer field to allow evening usage.

# 1.3 REGULATORY FRAMEWORK

## 1.3.1 California Environmental Quality Act

The CEQA Guidelines (Section 15064.5) address determining the significance of impacts to archaeological and historic resources. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance (California Office of Historic Preservation [OHP] 1995). Significant resources are designated as "historical resources," and are defined per Public Resources Code (PRC) 21084.1 and CEQA Guidelines, California Code of Regulations (CCR) Title 14 Section 15064.5 as follows:

- Resource(s) listed or determined eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (CRHR) (14 CCR Section 15064.5[a][1]);

- Resource(s) either listed in the National Register of Historic Places (NRHP) or in a "local register of historical resources" or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, unless "the preponderance of evidence demonstrates that it is not historically or culturally significant" (14 CCR Section 15064.5[a][2]); or

- Resources determined by the Lead Agency to meet the Criteria for listing on the CRHR (14 CCR Section 15064.5[a][3]).

It is important to note under 14 CCR Section 15064.5(a)(4), a resource may also be considered an "historical resource" for the purposes of CEQA at the discretion of the lead agency, despite ineligibility recommendations.

For listing in the CRHR, a historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

4. It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

All resources nominated for listing must have integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. A resource must also be judged with reference to the particular criteria under which it is proposed for nomination.

Under 14 CCR Section 15064.5(a)(3), the final category of "historical resources" may be determined at the discretion of the lead agency.

### 1.3.2 Native American Heritage Values

California State Assembly Bill (AB) 52, revised PRC Section 21074 to include Tribal Cultural Resources (TCRs) as an area of CEQA environmental impact analysis. As a general concept, a TCR is similar to the federally defined termed Traditional Cultural Properties (TCP); however, it incorporates consideration of local and state significance and required mitigation under CEQA. According to Parker and King (1998), "Traditional" in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is derived from the role the property plays in a community's historically rooted beliefs, customs, and practices.

Per PRC Section 21080.3, a CEQA lead agency must consult with any California Native American tribe that requests consultation and that is traditionally and culturally affiliated with the geographic area of a proposed project to identify resources of cultural or spiritual value to the tribe, even if such resources are already eligible as historical resources as a result of cultural resources studies. A TCR may be considered significant if it is (i) included in a local or state register of historical resources; (ii) determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; (iii) a geographically defined cultural landscape that meets one or more of these criteria; (iv) a historical resource described in PRC Section 21084.1 or a unique archaeological resource described in PRC Section 21083.2; or (v) a non-unique archaeological resource if it conforms with the above criteria.

## 1.4 PROJECT PERSONNEL

Shelby Castells, M.A., RPA, served as principal investigator for this project. James Turner, M.A., RPA, is the primary author of this technical report and conducted the field survey, and Theodore G. Cooley, M.A., RPA, is a report coauthor. Ms. Castells, Mr. Turner, and Mr. Cooley all meet the qualifications of the Secretary of Interior's Standards and Guidelines for archaeology. Javier Dominguez (Kumeyaay Native American monitor) from Red Tail Monitoring and Research, Inc. (Red Tail) participated in the pedestrian survey. Resumes for key project personnel are presented in Appendix A.

# 2.0 PROJECT SETTING

## 2.1 NATURAL SETTING

The project area is located within the coastal plain of western San Diego County, where the climate is characterized as semi-arid steppe, with warm, dry summers and cool, moist winters (Hall 2007; Pryde

2004). The project location is situated on San Diego Mesa, a remnant of an ancient wave-cut marine terrace, with the San Diego River valley located to the north and the San Diego Bay to the west. The elevation ranges from approximately 50 feet above mean sea level (AMSL) along the southeastern boundary of the project area, to a maximum of approximately 170 feet AMSL in the northernmost portion of the project area.

Geologically, the project area is underlain by the middle to late Pliocene age San Diego Formation (Kennedy 1975a) containing marine and nonmarine sedimentary rocks consisting of yellowish-brown and gray, fine- to medium-grained, poorly indurated fossiliferous marine sandstone and reddish-brown, transitional marine and nonmarine pebble and cobble conglomerate (Kennedy 1975b; Kennedy and Tan 2008:10). This formation is also exposed in most of the adjacent canyons and ravines (Kennedy 1975a). On the mesa-top areas to the north, east, and south of the project area, the early to middle Pleistocene age Lindavista Formation predominates (Kennedy 1975a) consisting of near-shore marine and nonmarine sediments deposited on the 10-kilometer-wide wave-cut Linda Vista terrace platform (Kennedy 1975b:29). These sediments are formed of reddish brown "interfingered strandline, beach, estuarine and colluvial deposits composed of siltstone, sandstone and conglomerate" (Kennedy and Tan 2008:8). Immediately to the south of the project area is the late Pleistocene age Bay Point Formation (Kennedy 1975a), composed mostly of "marine and nonmarine, poorly consolidated, fine- and medium-grained, pale brown fossiliferous sandstone" (Kennedy 1975b:29).

The project area is characterized predominantly by urban development. The areas within and immediately surrounding the project area include transportation infrastructure and residential, commercial, and industrial development. As a result, large portions of the area are underlain by artificial fill as a result of buildings and infrastructure development, with the soils in the area having been altered to create level building sites or streets (Bowman 1973). The majority of the project is mapped as containing Urban Land, with a small portion of the northernmost edge of the project area containing Made Land; these soil types typically consist of smooth, level areas that have been filled with excavated and transported soil material or areas that had been altered so much by development that identification is not feasible (Bowman 1973).

Prior to historic and modern activities, the project area vicinity would have consisted of grassland communities and coastal sage scrub on the mesa, with stands of riparian vegetation within the more well-watered drainages in some of the larger canyons and river valleys, and a natural marsh habitat surrounding the San Diego Bay (Beauchamp 1986; Schoenherr 1992). Native grassland plants include *Stipa, Elymus, Poa,* and *Muhlenbergia*), while plants of the coastal sage scrub community include California sagebrush (*Artemisia californica*), white sage *(Salvia apiana*), flat-top buckwheat (*Eriogonum fasciculatum*), broom baccharis (*Baccharis sarothroides*), wild onion (*Allium haematochiton*), laurel sumac (*Malosma laurina*), San Diego sunflower (*Bahiopsis laciniata*), golden-yarrow (*Eriophyllum confertiflorum*), sawtooth goldenbush (*Hazardia squarrosa*), yucca (*Yucca schidigera*, *Hesperoyucca whipplei*), prickly pear cactus (*Opuntia* sp.), and scrub oak (*Quercus dumosa*). The riparian community would have consisted of plants such as sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii*), coast live oak (*Quercus agrifolia*), and willow (*Salix* sp.) (Beauchamp 1986; Munz 1974).

Major wildlife species found in this environment prehistorically were coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), grizzly bear (*Ursus arctos*), mountain lion (*Felis concolor*), rabbit (*Sylvilagus audubonii*), jackrabbit (*Lepus californicus*), and various rodents, the most notable of which are the valley pocket gopher (*Thomomys bottae*), California ground squirrel (*Otospermophilus beecheyi*), and dusky footed woodrat (*Neotoma fuscipes*) (Head 1972). Acorns and grass seeds were staple food resources in

the Late Prehistoric Period in Southern California (Luomala 1978). Rabbits, jackrabbits, and rodents were very important to the prehistoric diet as well; deer were somewhat less significant for food but were an important source of leather, bone, and antler. In addition, many of the plant species naturally occurring in the project area and vicinity are known to have been used by native populations for medicine, tools, ceremonial, and other uses (Christenson 1990; Hedges and Beresford 1986; Luomala 1978).

## 2.2 CULTURAL SETTING

The cultural history in San Diego County presented below is based on documentation from both the archaeological and ethnographic records and represents a continuous human occupation in the region spanning the last 10,000 years. While this information comes from the scientific reconstructions of the past, it does not necessarily represent how the Kumeyaay see themselves. While the material culture of the Kumeyaay is contained in the archaeological record, their history, beliefs and legends have persevered and are retained in the songs and stories passed down through the generations. It is important to note that Native American aboriginal lifeways did not cease at European contact. Protohistoric refers to the chronological trend of continued Native American aboriginal lifeways at the cusp of the recorded historic period in the Americas.

### 2.2.1 Ethnohistory

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in what is now San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay people. The coastal Kumeyaay died from introduced diseases or were brought into the mission system. Earliest accounts of Native American life in what is now San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across San Diego County. The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.

The project area is located within the traditional territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño (named for Mission San Diego de Alcalá). At the time of Spanish contact, Yuman-speaking Kumeyaay bands occupied southern San Diego and southwestern Imperial counties and northern Baja California. The Kumeyaay are a group of exogamous, patrilineal territorial bands that lived in semi-sedentary, politically autonomous villages or rancherias. Most rancherias were the seat of a clan, although it is thought that, aboriginally, some clans had more than one rancheria and some rancherias contained more than one clan (Carrico 2017; Luomala 1978). Several sources indicate that large Kumeyaay villages or rancherias were in river valleys and along the shoreline of coastal estuaries (Kroeber 1925; Luomala 1978). They subsisted on a hunting and foraging economy, exploiting the region's diverse ecology throughout the year; coastal bands exploited marine resources while inland bands might move from the desert, ripe with agave and small game, to the acorn- and pine nut-rich mountains in the fall (Cline 1984; Kroeber 1925; Luomala 1978).

At the time of Spanish colonization in the late 1700s, several major Kumeyaay villages were located in proximity to the project area. To the north, was the village of *Cosoy*, located approximately 3.7 miles to

the northwest of the project area, along the south side of the San Diego River near the location of the San Diego Presidio and the first location of the Mission de Alcalá. Another nearby village to the north was the village of *Jamo* (Rinconada) located approximately 6.7 miles to the northwest of the project area, along west side of Rose Canyon, where the Rose Canyon drainage enters into Mission Bay (Carrico 1977, 2008; Cooley et al. 1992; Winterrowd and Cardenas 1987). These village locations were documented as inhabited at the inception of Spanish colonization when they were visited by the Spanish during the Portolá expedition in 1769 (Carrico 1977). A third nearby village to the north was the village of *Nipaquay,* located upriver along the north side of the San Diego River, at the second and final location of the San Diego Mission de Alcalá, approximately 5.2 miles to the northeast of the project area (Brodie 2013; Carrico 2008). A fourth nearby village, indicated by Kroeber (1925) to also be located along the lower San Diego River, was the village of *Sinyeweche* to the east of the village of *Nipaquay*. To the south, the village of *Ehpaa* (Las Chollas) was located at the mouth of Las Chollas Creek, along San Diego Bay, approximately 2.7 miles southeast of the project area (Carrico 2008). The presence of some of these Kumeyaay villages at, or near, the locations of early Spanish facilities (e.g., *Cosoy* and *Nipaquay*) was not accidental. The Spaniards chose these locations because there were native villages present in proximity (Carrico 2008). Some native speakers referred to river valleys as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. For example, the floodplain from the San Diego Mission de Alcalá to the ocean was *hajir* or *qajir* (Harrington 1925). It is likely that the Kumeyaay people used the San Diego River valley and other significant east-west trending water courses as travel corridors from interior coastal plain areas to and from villages located along, and at the mouth of, the river, such as *Cosoy, Jamo, Nipaquay*, and *Sinyeweche,* as well as other villages along the coast to the north and south of the river and the project area, including *Ystagua*, *Onap*, *Peñasquitos*, *Pawai/Pawaii/Paguay*, *Apusquel*, and *Chiap* (Carrico 2008, 2018).

### 2.2.2 Archaeological Record

The earliest well-documented sites in the San Diego area belong to the San Dieguito Tradition, dating to over 9,000 years ago (Carrico et al. 1993; Knell and Becker 2017; Vaughan 1982; Warren 1966, 1967, 1968; Warren and Ore 2011; Warren and True 1961; Warren et al. 2008). The San Dieguito Tradition is thought by most researchers to have a subsistence system with an emphasis on hunting (Warren 1967, 1968). Diagnostic artifact types and categories associated with the San Dieguito Tradition, in coastal contexts, include elongated bifaces, scraping tools, crescentics, and leaf-shaped projectile points (Rogers 1929, 1938, 1966; Warren 1966, 1967, 1968).

In the southern coastal region, the traditional view of San Diego prehistory has the San Dieguito Tradition followed by complexes and traditions during the Archaic Period, dating from circa 8600 Before Present (BP) to circa 1300 BP (Warren et al. 2008). Many archaeological site assemblages dating to this period have been identified at a range of coastal and inland sites. These assemblages, designated as the La Jolla/Pauma complexes, are considered part of Warren's (1968) "Encinitas Tradition" and Wallace's (1955) "Early Milling Stone Horizon." The Encinitas Tradition is generally "recognized by millingstone assemblages in shell middens, often near sloughs and lagoons" (Moratto 1984:147) and brings a shift toward a more generalized economy and an increased emphasis on vegetal, especially seed resources, small game, and shellfish (Warren 1968, 2012). The local cultural manifestations of the Archaic period are called the La Jolla complex along the coast and the Pauma complex inland. Pauma complex sites lack the evidence of marine food resources such as shellfish that dominates many La Jolla complex site assemblages. Sites dating to the Archaic Period are most numerous along the coast, near-coastal valleys, and around estuaries. In the inland foothill areas of San Diego County, sites associated with, and radiocarbon dated to the Archaic Period, while not absent (e.g., Cooley 1995; Cooley and Barrie 2004;

Raven-Jennings and Smith 1999), are less common relative to the Late Prehistoric complexes that follow them (McDonald 1995:14). The La Jolla/Pauma complex tool assemblage is dominated by manos and metates, rough cobble tools, especially choppers, scraper planes, and scrapers, but also includes flexed burials, doughnut stones, discoidals, stone balls, plummets, biface points, beads, bone tools, and terrestrial and marine mammal remains (Moriarty 1966; True 1958, 1980; Warren 1968; Warren et al. 2008).

While there has been considerable debate about whether the San Dieguito and La Jollan subsistence patterns might represent the same people using different environments and subsistence techniques, or whether they are separate cultural patterns (e.g., Bull 1983; Ezell 1987; Gallegos 1987; Warren et al. 2008), abrupt shifts in subsistence and new tool technologies are seen to occur in the archeological record defining the onset of the Late Prehistoric Period (1500 BP to AD 1769). The Late Prehistoric period is characterized by higher population densities and intensification of social, political, and technological systems. The Late Prehistoric period is represented by the San Luis Rey complex in the northern portion of San Diego County and the Cuyamaca complex in the southern portion of the County. Late Prehistoric artifactual material is characterized by arrow points, Tizon Brownware pottery, various cobble-based tools (e.g., scrapers, choppers, and hammerstones), arrow shaft straighteners, pendants, manos and metates, and mortars and pestles (McDonald and Eighmey 2008). The arrow point assemblage is dominated by Cottonwood Triangular and Desert Side-notched point types, but the Dos Cabezas Serrated type also occurs (McDonald and Eighmey 2008). Ethnographic data suggest that subsistence during at least the latter part of the Late Prehistoric Period was focused on the utilization of acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources, except immediately adjacent to the coast, where they assumed primary importance (Luomala 1978). The settlement system is characterized by seasonal villages where people used a central-based collecting subsistence strategy.

## 2.2.3 Historical Background

### 2.2.3.1 Spanish Period

While Juan Rodríguez Cabrillo visited San Diego briefly in 1542, the beginning of the historic period in the San Diego area is generally given as 1769. In the mid-eighteenth century, Spain had escalated its involvement in California from exploration to colonization (Weber 1992) and, in that year, a Spanish expedition headed by Gaspar de Portolá and Junípero Serra established the Royal Presidio of San Diego. A small pueblo, now known as Old Town San Diego, developed below the presidio. Portolá then traveled north from San Diego seeking suitable locations to establish military presidios and religious missions in order to extend the Spanish Empire into Alta California.

Initially, both a mission and a military presidio were located on Presidio Hill overlooking the San Diego River. The Mission San Diego de Alcalá was constructed in its current location five years later. The missions and presidios stood, literally and figuratively, as symbols of Spanish colonialism, importing new systems of labor, demographics, settlement, and economies to the area. Cattle ranching, animal husbandry, and agriculture were the main pursuits of the missions.

### 2.2.3.2 Mexican Period

Although Mexico gained its independence from Spain in 1821, Spanish patterns of culture and influence remained for a time. The missions continued to operate as they had in the past, and laws governing the

distribution of land were also retained in the 1820s. Following secularization of the missions in 1834, large ranchos were granted to prominent and well-connected individuals, ushering in the Rancho Era, with the society making a transition from one dominated by the church and the military to a more civilian population, with people living on ranchos or in pueblos. With the numerous new ranchos in private hands, cattle ranching expanded and prevailed over agricultural activities. These ranches put new pressures on California's native populations, as grants were made for inland areas still occupied by the Kumeyaay, forcing them to acculturate or relocate farther into the back-country. In rare instances, former mission neophytes were able to organize pueblos and attempt to live within the new confines of Mexican governance and culture. The most successful of these was the Pueblo of San Pasqual, located inland along the San Dieguito River Valley, founded by Kumeyaay who were no longer able to live at the Mission San Diego de Alcalá (Carrico 2018; Farris 1994).

Land was also granted to pueblos with locally elected town councils. In 1833, San Diego submitted a petition to Governor Figueroa asking for formal recognition as a pueblo and, in 1834, was granted permission to establish a municipal government. However, partially due to the establishment of the ranchos in the back-county areas and the subsequent population shift to the ranchos, the pueblo's population shrunk from nearly 500 people in 1834 to 150 people in 1841 (Crane 1991). Consequently, the town council was replaced by a justice of the peace in 1838. A few years later, in 1845, the town was allowed a governor-appointed sub-prefect, Santiago Arguello, who commissioned a survey of the pueblo lands; the resulting map was signed by Governor Pio Pico in 1846, establishing the pueblo as over 48,000 acres of land.

#### 2.2.3.3 American Period

American governance began in 1848, when Mexico signed the Treaty of Guadalupe Hidalgo, ceding California to the United States at the conclusion of the Mexican–American War. A great influx of settlers to California and the San Diego region occurred during the American Period, resulting from several factors, including the discovery of gold in the state in 1848, the end of the Civil War, the availability of free land through passage of the Homestead Act, and, later, the importance of San Diego County as an agricultural area supported by roads, irrigation systems, and connecting railways. The increase in American and European populations quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of population decline among Native American communities.

While the American system required that the newly acquired land be surveyed prior to settlement, the Treaty of Guadalupe Hidalgo bound the United States to honor the land claims of Mexican citizens who were granted ownership of ranchos by the Mexican government. The Land Act of 1851 established a board of commissioners to review land grant claims, and land patents for the land grants were issued throughout the following years. In 1874, San Diego received a land patent for 47,323 acres, which was slightly less than the size of the original pueblo lands, due to 1,233 acres within Point Loma being assigned as a military reservation (Crane 1991).

In the early years of the American Period, Old Town remained the center of civic life in the area; however, the San Diego River was prone to major floods and, in the 1870s, downtown San Diego, then known as Horton's Addition, became the urban center (AECOM 2015). The San Diego River, however, remained a main source of water for the growing town (Papageorge 1971). While the first attempt to build a dike to route the San Diego River into what was then known as "False Bay" (now known as Mission Bay) occurred in the 1850s, it was not until the 1870s that a more permanent channel was constructed (Brodie 2013).

In the late 1860s, Alonzo Horton began the development of New San Diego and began the shift of commerce and government centers from Old Town (San Diego pueblo) to New Town (downtown). Development from downtown San Diego initially began to spread eastward, in part, by following natural transportation corridors. The 1880s saw "boom and bust" cycles that brought thousands of people to the area of San Diego County; during this period hotels, boarding houses, and rental cottages were constructed downtown to accommodate many of the working class laborers and skilled tradesmen and their families that had come to the newly developing city. However, by the end of the decade, many of the newcomers had left, although some remained to form the foundations of small communities based on dry farming, orchards, dairies, and livestock ranching. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses. Such rural farming communities consisted of individuals and families tied together through geographical boundaries, a common schoolhouse, and a church.

After the economic slowdown of the 1890s, residential, commercial, and industrial use expanded in the City. While the project area was removed from the central commercial area of downtown San Diego, by the turn of the century the project area had been divided into developed blocks and contained primarily sparse residential development.

Balboa Park, located immediately north of the project area, had been granted in 1868, but remained primarily wild land until the 1890s when it began to be transformed into a designed landscape (City 1992). In 1902, a landscape architect, Samuel Parsons, was hired to prepare a comprehensive plan for the public park. Funds were raised for his plan and planting development continued, and, by 1910, the parkland began to look much as it does today. The name "Balboa" was selected during a naming contest, in honor of the famous Spanish explorer, Vasco Núñez de Balboa. The continued development of Balboa Park owes much to the two world fairs of the early twentieth century, the Panama-California Exposition of 1915-1916, and the California Pacific International Exposition of 1935-36. These two events marked the beginning and the continued development of Balboa Park's cultural center that exists today (City 1992, 2020).

During the last decades of the nineteenth century and into the early twentieth, Native American villages or camps were located within undeveloped areas east of the city. In the 1880s, there were references to an "Indian Camp" in the vicinity of 12$^{th}$ and M streets, Third and Beech Streets, and 27$^{th}$ and K Streets (Carrico 1984). From approximately 1860 to 1890, a large encampment composed of Native Americans from Baja California occupied the mesas and canyons east of the current project area, and a large ranchera was located northeast of the City College campus, near the intersection of Florida and Pershing Drives (Carrico 1984). As the city developed and expanded, these communities were pushed eastward, until they ultimately settled in areas such as Lakeside, El Cajon, and the Jamacha area.

By the late 1940s, the area containing the project consisted of a mix of homes, apartments, and small businesses (Van Wormer 2006). Multi-story apartment buildings were built, and numerous automobile repair businesses were established in the area. Other businesses, such as grocery stores, furniture shops, and a sign studio, opened in the area as well. By the 1960s, the area was noted to suffer from "dreary" and "blighted" vacant properties with dilapidated structures (Van Wormer 2006).

#### 2.2.3.4 San Diego Community College District

The San Diego Community College District was established in 1914, when the first two-year post-secondary course of study was established in San Diego (Van Wormer 2006). Because this was an

extension of the public high school program, the classes were taught in San Diego High School; there were four instructors and 35 students in the first year of classes. By 1916, the faculty grew to 16 instructors, and all of the original students had graduated and entered a university as juniors.

In 1921, the program, which had more than 120 students enrolled, was moved to the State Normal School; shortly after this, the program was moved to the campus of San Diego State College (now San Diego State University). Beginning in 1939, however, the San Diego Evening Junior College began its program at San Diego High School, and the daytime junior college program was transferred back to the San Diego High School campus in 1946 (Van Wormer 2006).

In the 1950s, the Junior College expanded into its own campus. In 1953 and 1954, the first parcel of land, a single city block between Russ Boulevard and A Street, from 14th to 15th Streets, was purchased from funds granted by bond issues passed by voters in 1950 and 1951. In 1956, the A Building, for administrative and classroom uses, and the T Building, for vocational and shop purposes, opened. Attendance at the newly renamed San Diego Junior College and Vocational School was more than 8,600 students (Van Wormer 2006). Two years later, construction started on the second phase of the campus; by 1965, the Physical Education building was constructed, and all offerings at San Diego High School were discontinued.

Throughout the 1960s and 1970s, the campus expanded. Additional property was purchased in the late 1960s, and construction began in 1970 with the demolition of structures located on the newly acquired property (Van Wormer 2006). At this time, the San Diego Community College District was formed, governed by the superintendent of the San Diego Unified School District. In 1972, voters approved the creation of an independent College District.

Over the following decades, the campus grew and evolved. The 1988 Facilities Master Plan recommended modifications to the existing facility, the 1990s saw the construction of the Fitness Center and a parking pavilion, and the 2000s saw the completion of a new Educational Technology Center, Library, and Indoor Physical Education Facility (Van Wormer 2006).

# 3.0 METHODS

HELIX conducted a record search of CHRIS for the project area and a one-half-mile radius at the South Coastal Information Center (SCIC) on February 18, 2025. The NAHC was contacted for a Sacred Lands File search on February 18, 2025; following the receipt of the results, outreach letters were sent to the Native American Representatives and interested parties indicated by the NAHC on March 25, 2025. Various archival sources were also consulted, including historic topographic maps and aerial imagery, to identify historic structures and land use in the area, and geological maps and soil surveys, to assess subsurface archaeological potential.

A pedestrian survey of the project site was conducted on February 27, 2025, by HELIX staff archaeologist James Turner, with Kumeyaay Native American monitor Javier Dominguez from Red Tail. As most of the project area is heavily developed, the survey focused on areas of open ground. Due to the high level of development within the project area, the pedestrian survey focused on areas with open ground and the sports fields in the northern project area; reconnaissance methodologies and transects spaced less than five meters apart were utilized in these areas, with the transects increasing in distance to approximately 10 meters in the sports fields.

# 4.0 RESULTS

## 4.1 PREVIOUS STUDIES

The SCIC has a record of 245 previously conducted cultural resources studies within the one-half mile search radius, only eight of which overlapped the project study area (Table 1, *Previous Studies Overlapping the Project Area).* The studies overlapping the project area include historic resource inventories, monitoring reports, and a hazardous materials audit. Three studies (Kyle 2007; Robbins-Wade 2011a, 2011b) encompass portions of the project site and were directly related to work done for City College and are discussed further below. An additional study not on file at the SCIC overlaps with the project area (Turner et al. 2023).

**Table 1**
**PREVIOUS STUDIES OVERLAPPING THE PROJECT AREA**

| Report No. (SD-) | Report Title | Author, Date |
|---|---|---|
| 04805 | Historical Hazardous Materials Audit, Proposed Civic Center, San Diego, California | Tetra Tech Inc., 1989 |
| 08450 | Historic Resources Inventory for Uptown Area, San Diego, California | Brandes, 1981 |
| 08451 | Historic Resources Inventory for Middletown Area, San Diego, California | Brandes, 1981 |
| 11123 | Cultural Resources Study for the City College Master Plan, San Diego, California | Kyle, 2007 |
| 11815 | Cultural Resources Report for the Historical and Architectural Building Evaluation of 1037 15th Street, San Diego, California | Alter, 2008 |
| 12367 | Archaeological Resources Report Form: Mitigation Monitoring of the Group 3000 Project, San Diego, California | Pierson, 2009 |
| 13536 | Cultural Resources Monitoring Report for the B and C Streets (25th to 30th Streets) Utilities Undergrounding Project, City of San Diego, California | Pigniolo and Davidson, 2011 |
| 16180 | Cultural Resources Monitoring Report for the Park Boulevard Median Improvements Project, San Diego, California | Smith and Goralogia, 2015 |
| 13089 | Archaeological Monitoring for the City College General Purpose Classroom (15th Street) Project, San Diego, California | Robbins-Wade, 2011 |
| 13088 | Archaeological Monitoring for the Marks Move-Off (Victorian House Relocation) Project, 1037 15th Street, San Diego, California | Robbins-Wade, 2011 |
| NOF | Cultural Resources Analysis for the Blueprint San Diego Program, City of San Diego, California | Turner, Cooley, and Wilson, 2023 |

NOF indicates studies not on file at the SCIC.

In 2007, Kyle Consulting conducted a cultural resources study, consisting of a literature review, records search, and field survey of the campus and two off-site parcels, for the City College Master Plan (Kyle 2007). Both the literature review and records search did not indicate any previously identified cultural resources within the campus; however, archival research did indicate that nine buildings on two blocks proposed at the time for acquisition, as well as one building located on the campus itself, may have been eligible for listing on the CRHR. This was confirmed by the pedestrian survey, which occurred in September 2006. The study recommended that the buildings be recorded and evaluated for inclusion on the CRHR; additionally, archaeological monitoring was recommended for all ground-disturbing activities due to the potential for buried subsurface historic and prehistoric deposits (Kyle 2007).

In 2011, Affinis conducted cultural resource monitoring for the City College General Purpose Classroom and the Marks Move-Off projects (Robbins-Wade 2011a, 2011b). The General Purpose Classroom project involved the grading for, and construction of, a general purpose classroom building and parking garage on a lot bounded by Broadway, 15th, 16th, and C Streets (Robbins-Wade 2011a). All structures except the Marks House, located at 1037 15th Street, were demolished prior to the implementation of the monitoring program. The Marks House was removed from the project area and transported to its current location at 2644 Island Avenue; following this, the area was graded (Robbins-Wade 2011b). Two previously recorded resources were updated during the monitoring effort for these projects, P-37-030181, the Marks Residence, and P-37-031474, the Aldrich Apartments building, which were updated to include associated subsurface artifacts (Robbins-Wade 2011a, 2011b).

In 2023, HELIX conducted a cultural resource analysis for the Blueprint San Diego Program (Turner et al. 2023). As discussed in further detail in Section 4.6 below, this study designated areas within the City of San Diego as either Low, Moderate, or High Sensitivity based on the presence of cultural resources, the level of development, and other factors.

## 4.2 PREVIOUSLY RECORDED RESOURCES

The records search results indicated that 385 cultural resources have been previously recorded within the one half-mile search radius, 12 of which are located within 250 feet of the project study area (Table 2, *Previously Recorded Resources Within 250 Feet of the Project Area*). Of these resources, four are recorded within the project area and are discussed further below and shown on Figure 4, *Cultural Resources Within Project Area* (Appendix B, confidential, bound separately). The majority of the previously recorded resources within the search radius are built environment resources and are discussed further in the Historic Resources Survey Report prepared for this project (HELIX 2026). The records search results are located in Appendix C (confidential, bound separately).

**Table 2**
**PREVIOUSLY RECORDED RESOURCES WITHIN 250 FEET OF THE PROJECT AREA**

| Resource Number (P-37-) | Resource Number (CA-SDI-) | Age and Resources Present | Description | Recorder, Date |
|---|---|---|---|---|
| 021191 | --- | Historic-era building | The Frances Apartments | USD, 1980 |
| 021193 | --- | Historic-era building | The Davies Motor Co. | USD, 1980 |
| 021195 | --- | Historic-era building | Broadway Manor/St. Anthony Apartment Hotel | USD, 1980 |
| 021439 | --- | Historic-era building | 1037 15th Ave | Tinsley, 2001; USD, 1980 |
| 021440 | --- | Historic-era building | 1055 15th Ave | USD, 1980 |
| 021441 | --- | Historic-era building | 1065 15th Ave | USD, 1980 |
| 030181* | --- | Historic-era building | The Marks residence and associated artifacts | Alter, 2006; Robbins-Wade and Meriwether, 2010 |
| 031747* | --- | Historic-era building | The Aldrich Apartments and associated artifacts | Alter, 2006; Robbins-Wade et al., 2011 |
| 032128* | 20360 | Historic-era site | Structural remains, historic artifacts | Meriwether et al., 2011 |

| Resource Number (P-37-) | Resource Number (CA-SDI-) | Age and Resources Present | Description | Recorder, Date |
|---|---|---|---|---|
| 033557* | --- | Historic-era structure | Highway 395, constructed in the 1910s, and modified throughout the twentieth century | Tift, 2013; ASM, 2015; Chasteene, 2017; Foglia and Keckeisen, 2017; Stringer-Bowsher, 2018; ASM, 2021 |
| 035131 | 21739 | Historic-era site | Historic refuse deposit | Serr, 2015 |
| 037011 | --- | Historic-era building | 1425 and 1431 C Street | Crawford, 2015 |

* Overlaps Project Area

### 4.2.1 P-37-030181

Recorded in 2006, P-37-030181 consists of the Stephen B. and Fannie Marks Residence, a Victorian Cottage built in 1893 (Alter 2006a). At the time of recordation, the structure was evaluated for eligibility for inclusion on the CRHR and it was determined that the structure was eligible for inclusion under Criteria C as it was a rare example of a middle-class Victorian Cottage. In 2010, as part of the Marks Move-Off project, the residence was moved to a new location at 2644 Island Avenue (Robbins-Wade 2011b). During the move, two features, a cistern and a brick wall, were encountered. Artifacts, dating from the 1910s and 1920s, were recovered from the cistern (Robbins-Wade and Meriwether 2010). These artifacts included glass jars and bottles, ceramics, marbles, wood, and an automobile tire. Following documentation, the resource was destroyed (Robbins-Wade and Meriwether 2010).

### 4.2.2 P-37-031747

P-37-031747, recorded in 2006, consists of the Aldrich Apartment Building and Storefronts, a three-story, wood frame rectangular commercial and multiple family residential building constructed in a Beaux Arts style (Alter 2006b). At the time of recordation, the building was evaluated for inclusion on the CRHR; given that the building was not historically or architecturally significant, and because it was not associated with important events or individuals or embodied the distinctive characteristics of a type, period, or method of construction, it was determined that the structure was not eligible for listing on the CRHR. As such, the research potential for the building was exhausted by recordation (Alter 2006b). The area containing the building was graded in 2011 as part of the City College General Purpose Classroom project (Robbins-Wade et al. 2011). During the monitoring program implemented for this grading, artifacts dating to between 1880 and 1930 were recovered from the area where the building had been located. A variety of glass bottles and bottle fragments, ceramic bottles and artifacts, a doorknob, ceramic insulators, and an electrical cleat were collected. Based on the assemblage, it was determined that the artifacts did not represent a significant archaeological resource, and the mitigation measures, consisting of the preparation of the report and curation of the artifacts, have been fulfilled (Robbins-Wade et al. 2011).

### 4.2.3 P-37-032128 (CA-SDI-20360)

Recorded by Affinis in 2011 during monitoring for the City College Business and Humanities Building project, P-37-032128 (CA-SDI-20360) is comprised of a retaining wall parallel to 16th Street, a basement from a demolished building of unknown age, and a variety of historic artifacts (Meriwether et al. 2011). The retaining wall was constructed from concrete blocks and rebar, while the basement was located behind the retaining wall and was constructed from concrete blocks on a concrete slab. No artifacts

were found within the basement, but it was noted to have been filled with burned construction material, such as lumber and metal. A concentration of historic artifacts, mainly comprised of glass and ceramics, was observed behind the retaining wall, and were collected during the monitoring program (Meriwether et al. 2011).

### 4.2.4 P-37-033557 (Highway 395)

P-37-033557 is the historic-era alignment of Highway 395. By 1935, U.S. Highway 395 was part of a series of roads that connected communities in the U.S. from Mexico to Canada (Davis et al. 2018; Stringer-Bowsher 2018). The first route of what would become U.S. Highway 395 ran through Mission Valley, up Murphy Canyon, and into Poway as a wagon road in the late nineteenth century. In the first decades of the twentieth century, a survey to improve the road was conducted, and the route was extended from downtown San Diego at Broadway and 5th Street, up Murphy Canyon and east of Miramar to Bernardo. From there, it serviced northern communities, such as Richland, San Marcos, Buena, Vista, and Bonsall. By 1935, the route had been altered first to follow modern-day India Street, and then to follow what would later become Park Boulevard (Davis et al. 2018). A major U.S. Highway 395 realignment from 1947 to 1950 was the predecessor route to I-15, which consumed large portions of that alignment in the 1960s to 1980s. This realignment, completed downtown by 1948, began at Broadway and 10th Avenue, before following the current alignment of State Route (SR) 163.

Portions of Highway 395 (P-37-033557) have been recommended eligible for the NRHP and CRHR under Criteria A/1 due to its importance as a transportation corridor; however, only the segments of the highway with specific character-defining features are eligible. The character-defining features include road segments that follow the alignments from 1935-1968; two-lane, undivided highway; 24- to 30-foot roadbeds; where extant, original paving materials (such as concrete or gravel pavement or asphalt); and historic viewshed or natural and cultural topography (Stringer-Bowsher 2018).

The 1935-1947 and 1948-1950 alignments of Highway 395 are mapped as being within the project area. While these segments follow the alignments from 1935-1968, they are not two-lane undivided highways, and neither the original paving materials nor historic viewshed are extant. Neither the 1935-1947 nor the 1948-1950 alignments of the highway have been physically documented in the area.

As noted above, these segments of the highway followed Park Boulevard and 10th Avenue, respectively. As such, the segment of the highway recorded within the project area is mismapped and does not exist within the boundaries of the project and is not shown on Figure 4.

## 4.3 OTHER ARCHIVAL RESEARCH

Various additional archival sources were also consulted, including historic maps and aerial imagery. The purpose of this research was to identify historic structures and to review the changes in land use throughout the twentieth century.

The 1876 bird's-eye view map of San Diego shows that the project area was situated near the eastern edge of the developed portion of San Diego at that time (Glover 1876). While the current street grid was present, it did not yet extend as far east and north as the project area. However, the 1876 maps shows that the project area is characterized by hills and the drainage flowing south from Florida Canyon, recorded on later topographic maps as Powerhouse Canyon. Several buildings with fence lines, ancillary buildings, and wind towers are present either within or in the vicinity of the project area (Glover 1876).

The project area is not included in the 1887 or 1888 Sanborn Fire Insurance Maps (Sanborn Maps), but it is present on the 1906 Sanborn Maps, which show numerous residential structures within the city blocks. The Russ School is recorded to the north within an area labelled "City Park," where the current San Diego High School is located. A windmill is recorded within the portion of the project area northeast of the intersection of 16th and C streets. Finally, a "dry water course" is present to the southwest of the project area, and a bridge over it is recorded at the intersection of 16th and D streets.

The 1921 Sanborn Maps depict San Diego High School and the high school's stadium north of the project area. This map also depicts the San Diego Children's Home Association to the northeast. Most of the city blocks within the project area contained residences, though a few, specifically those blocks in the southeast, contained businesses such as Crawford Bro's Garage and the Silvergate Steam & Laundry on the corner of B and 16th streets.

The San Diego Junior College first appears on the 1956 Sanborn Maps. Here, the college consists of one building adjacent to the San Diego High Vocational School. The surrounding city blocks contain numerous residences and small businesses. The subsequent 1959, 1960, and 1962 Sanborn Maps remain relatively unchanged; by the time the 1965 maps were produced, San Diego Junior College had been renamed to San Diego City College and the campus was expanded to include the San Diego High Vocational School buildings. Finally, both the 1970 and 1971 Sanborn Maps depict the southward expansion of the college, with the Creative Arts Center now located south of B Street. These maps also depict the San Diego School of Business in the northeastern corner of the project area.

Aerial photographs from 1928, 1941, 1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1985, 1990, 1995, 2000, 2005, 2010, and 2014 (NETR Online 2025; University of California, Santa Barbara [UCSB] Digital Library 2025) and several historic USGS topographic maps, including the 1904 and 1930 *San Diego* (1:62,500), the 1958 *San Diego* (1:250,000), the 1979 *San Diego* (1:100,000), and 1967 and 1996 *Point Loma* (1:24,000) topographic maps were also examined.

The development of the area containing the project site as seen on aerial photographs follows the history established above; the 1928, 1941, and 1953 aerials show the area containing the current location of City College as being comprised of residences and businesses (NETR Online 2025; UCSB Digital Library 2025). The 1953 aerial photograph shows the expansion of SR 163 to the northwest of the project area, but no other changes are present. Building A and Building T are shown in the 1964 aerial, and the 1966 aerial shows the Physical Education buildings. The completed I-5 and SR 94 are also shown in these photographs. The expansion of the campus is illustrated on the subsequent aerial photographs; numerous parcels are purchased and subsequently graded, with new buildings constructed through the turn of the century.

The topographic maps also show the evolution of the campus and surrounding area. Early topographic maps, from the first half of the twentieth century, show the area as a grid of city blocks. The 1953 *Point Loma* (1:24,000) topographic map depicts San Diego High School and the Cabrillo Freeway to the north, while the 1967 version of the map shows the newly built freeway system (comprised of I-5, I-395, SR 94, and SR 163). This map also depicts several campus buildings, as well as the newly built Curran Plaza over B Street. Subsequent maps, such as the 1979 *San Diego* (1:100,000) or 1996 *Point Loma* (1:24,000) maps, label the area as San Diego City College, and structures associated with the college are seen on these maps.

## 4.4 NATIVE AMERICAN CONTACT PROGRAM

HELIX contacted the NAHC on February 18, 2025, for a Sacred Lands File search and list of Native American contacts for the project area. The NAHC indicated in a response dated March 4, 2025, that the results of the search were positive, and to contact the Kumeyaay Cultural Repatriation Committee for more information. Letters were sent on March 25, 2025, to Native American representatives and interested parties identified by the NAHC. No responses have been received to date; if any responses are received, they will be forwarded to District staff. Native American correspondence is included as Appendix D (confidential, bound separately).

## 4.5 PEDESTRIAN SURVEY

As noted above, the pedestrian survey focused primarily on any areas with open ground. These areas were located northeast of the intersection of Park Boulevard and C Street; northeast of Park Boulevard and B Street; southwest of Curran Plaza; the landscaped edges of the parcels along C Street, B Street, Russ Boulevard, and Park Boulevard; landscaped areas immediately east of the A Building; and the softball and soccer fields immediately south of I-5 and west of Park Boulevard.

With the exception of the Betty Hock Softball Field and the soccer field, these areas were surveyed using reconnaissance methodologies and transects spaced less than five meters apart. The outer edges of the sports fields were surveyed using reconnaissance, while the interior of each field was surveyed using transects spaced approximately 10 meters apart. The open land within the campus was noted to be heavily landscaped, with manicured grasses and a variety of native and non-native vegetation and trees present. Visibility was generally good, though very little visible soil was present (Plate 1). A campus garden was present between the Library and Building C; however, the garden was fenced off and surveyors were unable to access the area for a physical inspection (Plate 2). The sports fields all contained manicured grass, with dense vegetation along the outer areas bordering I-5, the on- and off-ramps, and Park Boulevard. Visibility in these regions was low, roughly 10 to 20 percent (Plates 3 and 4).

Observed soil within the area consisted generally of tan-brown silty loams. The campus garden had darker, loamy soil, but a physical inspection was not conducted. Rodent hole spoil piles were inspected and soil within these piles appeared to be disturbed fill soils, likely imported during the construction of the campus. The soil within the sports fields was similar to that seen within the open areas in the rest of the campus. A push pile was observed in the northeast corner of the soccer field. Soils within the push pile consisted of tan-brown silty sand, with small- to medium-sized rocks and fragments of PVC pipe.

No archaeological resources were observed during the field survey.

**Plate 1.** Overview of landscaped area along Park Boulevard, view to the north.

**Plate 2.** Overview of campus garden, view to the north.

**Plate 3.** Campus softball field, view to the northwest.

**Plate 4.** Campus soccer field, view to the north.

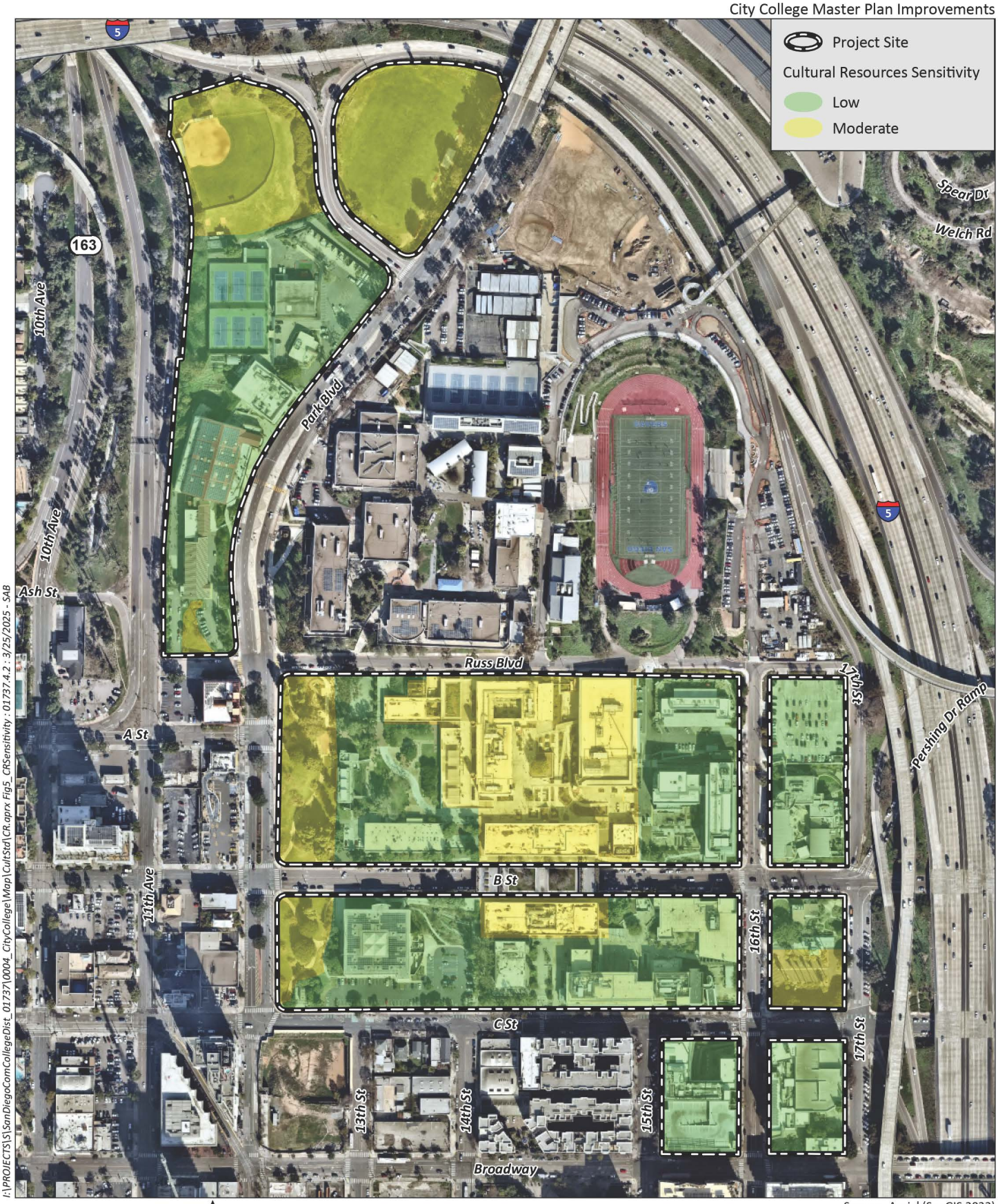
## 4.6 SENSITIVITY ANALYSIS

Three cultural resource sensitivity levels (low, moderate, or high) were considered for categorization of the project area based on the results of the records search, archival research, the NAHC Sacred Lands File check, regional environmental factors (e.g., slope, geology, proximity to rivers and creeks), the pedestrian archaeological survey, and the amount of modern development that has occurred, further defined below. The area containing the City College campus was designated as moderate sensitivity by the 2023 Cultural Resources Analysis for the Blueprint San Diego Program (Turner et al. 2023). The analysis designates areas within the City of San Diego as either Low, Moderate, or High Sensitivity. These designations are defined as thus:

> **High Sensitivity**: Indicates locations where significant cultural resources have been documented or would have the potential to be identified. High sensitivity resources include village and habitation sites and areas near fresh water sources. These resources may range from moderately complex to highly complex, with more defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high.
>
> **Moderate Sensitivity**: Indicates that some cultural resources have been recorded within the area or the area was developed before 1984 when CEQA review may not have been applied. Moderate sensitivity resources consist of diversity or density of feature and artifact types (e.g., a moderately dense lithic scatter). This also includes areas that may contain historic period archaeological resources.
>
> **Low Sensitivity**: Indicates areas where there is a high level of disturbance or development, and few or no previously recorded cultural resources are present based on records search results and due to the timing of development of the project site occurring after 1984 when CEQA would have been applied. Within these areas, the potential for additional resources to be identified would be low.

Given the developmental history of the project area, with the majority of the buildings being constructed in the latter half of the twentieth century, there is the potential for subsurface deposits to be present below the older buildings. While these deposits are likely to be historic in nature, there have been occurrences of prehistoric deposits being encountered during grading and excavation for projects in downtown San Diego. Additionally, there are references to unnamed prehistoric villages in the vicinity of the project; while not confirmed to exist within the project area, there still is the potential for prehistoric resources to be present.

While some of the buildings on campus were built prior to 1984, most of the campus has been disturbed by the construction of new buildings and parking lots over the last 50 years. Based on this, as well as the pedestrian survey and a review of aerial photographs, these areas have been recategorized as low sensitivity. Areas containing the original campus buildings and areas that have not undergone extensive grading, such as the sports fields immediately west of Park Boulevard, and the parking lot northeast of C and 16$^{th}$ Streets, have been designated as moderate sensitivity; it is unknown whether the excavation at these areas reached depths at which cultural material could be present, both from prehistoric and historic uses of the project area. Figure 5, *Cultural Resources Sensitivity*, illustrates the cultural resources sensitivity of the City College campus.




I:\PROJECTS\S\SanDiegoComCollegeDist_01737\0004_CityCollege\Map\CultStd\CR.aprx Fig5_CRSensitivity : 01737.4.2 : 3/25/2025 - SAB

0 350 Feet

Source: Aerial (SanGIS 2023)

HELIX Environmental Planning

# Cultural Resources Sensitivity

Figure 5

# 5.0 IMPACT ANALYSIS

The FMP recommends a series of improvement projects across the City College campus. As part of the impact analysis for archaeological resources, the potential future projects were evaluated to identify proximity of known cultural resources, cultural sensitivity, and the potential to impact subsurface cultural resources. This analysis and the project-specific potential for impacts to cultural resources from near-term projects are below. Additional recommendations are included for future projects which would be implemented as part of the FMP, but that the specific ground-disturbing characteristics and other project components are unknown at this time.

Of the near-term projects, the Building A Expansion and portions of the North Campus Athletic Fields project affecting the softball and soccer fields would occur in moderate sensitivity areas while the Performing Arts Center and remaining athletic improvements would be constructed in low sensitivity areas. Refer to Figure 5.

Long-term projects on North Campus are anticipated to be constructed within low sensitivity areas except for the potential classroom and office with parking proposed in the existing surface parking area along Russ Boulevard, a portion of which is in a moderate sensitivity area. Other long-term projects in areas of campus identified as moderate sensitivity include construction in Gorton Quad affecting the area east of the existing East Village Middle College High School building and potentially the Building R addition. A portion of the 16$^{th}$ and C site is also identified as moderate sensitivity, though a monitoring program for construction of the Student Affordable Housing project is required separately. Remaining long-term projects are anticipated to be constructed in areas of low sensitivity.

Near-term and long-term projects located within areas of low sensitivity, as noted above in Section 4.6, have a low potential for previously unrecorded cultural resources to be identified. As such, the potential for impacts to cultural resources within these areas is low and no further work is recommended. Future long-term projects located within areas of moderate sensitivity have a higher potential to encounter inadvertent discoveries of archaeological resources during project implementation, and additional work is recommended.

## 5.1 ARCHAEOLOGICAL RESOURCES

State CEQA Guidelines Section 15064.5(b)(1) defines a substantial adverse change as one that would materially impair the significance of a historical resource. According to Section 15064.5(2)(C), “the significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.” Historical resources include both archaeological sites and built environment resources determined significant under CEQA. Built environment resources are addressed in the Historic Resources Survey Report prepared for the FMP (HELIX 2026).

As described in Section 4.2, cultural resources have been previously recorded within the project area. These archaeological resources were identified during monitoring for the current Business and Technology, Arts and Humanities, and Mathematics and Social Sciences buildings. These resources were noted to consist of artifacts dating to the late nineteenth and early twentieth centuries, before they were destroyed during construction. These archaeological resources (P-37-030181, P37-031747, and P-

37-032128) were recommended not eligible to the CRHR and not significant under CEQA during their discovery and recordation. No archaeological resources were identified during the current survey. Therefore, no archaeological resources within the project area were identified as historical resources, per CEQA Guidelines Section 15064.5, and implementation of the FMP would not result in an effect to known archaeological resources.

No impacts would occur for future projects in the low sensitivity areas and no further work is required in the low sensitivity areas. However, ground-disturbing activities associated with the FMP projects that require clearing, trenching, and/or grading, have the potential to damage or destroy unknown archaeological resources that may be present on or below the ground surface. Adverse effects to significant or unique archaeological resources may result in a loss of valuable information that could be gained from the resources or prevent potentially eligible sites from being listed on a register of cultural resources. As such, projects requiring ground disturbance in moderate sensitivity areas may potentially cause a substantial adverse change in the significance of a historical and/or archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines and result in a potentially significant impact if inadvertent discoveries of significant cultural resources are made.

## 5.2 HUMAN REMAINS

Pursuant to State CEQA Guidelines Section 15064.5, a project must be evaluated for its potential to disturb any human remains, including those interred outside of formal cemeteries. A project that would have an adverse impact (direct, indirect, or cumulative) on human remains as defined by this guideline would be considered to have a significant impact. Human burials have occurred outside of formal cemeteries within San Diego County, usually associated with archaeological resource sites and prehistoric people. As such, while low, the potential exists for unknown burials to be present within the project area. Ground-disturbing activities associated with the implementation of the project could have the potential to disturb human remains and result in a potentially significant impact.

## 5.3 TRIBAL CULTURAL RESOURCES

A project would have a potentially significant environmental impact (direct, indirect, or cumulative) if it would cause a substantial adverse change in the significance of a TCR, defined as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and may be considered significant if it is (1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

Ground-disturbing or other activities associated with the project have the potential to affect TCRs, including archaeological sites, traditional gathering areas, or other areas of traditional use. The Sacred Lands File search conducted by the NAHC was returned with positive results, indicating that sacred lands or Native American cultural resources may be present within the project area. Per AB 52, the District conducted consultation with California Native American tribes that are traditionally and culturally affiliated with the project area to identify resources of cultural value to the tribe.

It is anticipated that ground-disturbing activities associated with the implementation of the project could have the potential to cause a substantial adverse change in the significance of a TCR pursuant to PRC Section 21074, and result in a potentially significant impact.

# 6.0 CONCLUSIONS AND MANAGEMENT RECOMMENDATIONS

This study was undertaken to identify archaeological resources, which may be considered historical resources per CEQA Guidelines Section 15064.5, that are present in the City College Facilities Master Plan Project area, and, if present, determine the effects of the project on historical resources pursuant to CEQA. No archaeological historical resources defined by CEQA have been identified within the project area and therefore implementation of the FMP is expected to have no effect on recorded archaeological historical resources. The project area is rated as having low and moderate cultural resources sensitivity areas and there remains a low potential for inadvertent discoveries of cultural material.

Much of the project area has been disturbed by the construction of the campus area, including grading and paving associated with transportation infrastructure, grading and construction associated with the structures within the surrounding city blocks, and trenching associated with the installation of utilities. The project area was likely cleared for these activities in the late nineteenth century, with numerous episodes of demolition and construction occurring in the area since. While the entire campus area was developed prior to 1984, some areas have undergone more recent development and research and aerial photographs indicate that grading occurred to below depths in which cultural material would be expected to be observed; and these areas have been identified as having low sensitivity for cultural resources (NETR Online 2025). The remainder of the project area has been identified as having a moderate sensitivity for cultural resources as these areas were developed prior to the passage of CEQA, including areas containing the original campus buildings constructed in the 1960s, as well as two landscaped areas, two sports fields, and a parking lot. These areas may not have undergone extensive ground disturbance and may contain subsurface cultural resources.

The following mitigation measures are recommended in order to reduce potential impacts to archaeological historical resources, human remains, and TCRs to less than significant. These measures are intended to guide the identification, evaluation, and mitigation of potential impacts to significant resources, if identified. With the implementation of the mitigation framework presented below, the identified potentially significant impacts to archaeological resources, human remains, and TCRs would be mitigated to a less than significant level.

## 6.1 MITIGATION FRAMEWORK

**CUL-1 Cultural Resources Monitoring Program**. If ground disturbance is proposed within a moderate sensitivity area, a cultural resources monitoring program shall be implemented.

1. The San Diego Community College District (District) shall retain a qualified Project archaeologist and Native American monitor associated with a tribe that is traditionally and culturally affiliated (TCA) with the project area ("TCA Tribe") to implement the monitoring program, as described below. The qualified Project archaeologist shall meet the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39).

2. The qualified Project archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.

3. The monitoring program shall require that during the initial grubbing, site grading, excavation, trenching, or disturbance of the ground surface, an archaeological monitor, overseen by the qualified Project archaeologist, and a Native American monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and discoveries of archaeological resources or of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring may be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified Project archaeologist, in consultation with the Native American representative, shall be responsible for determining the duration and frequency of monitoring.

4. If unevaluated potentially significant cultural resources are discovered, construction activities shall be diverted away from the discovery until significance evaluation can be conducted and the appropriate preservation or treatment actions can be taken. All cultural material collected during monitoring and appropriate for curation shall be processed and curated at a San Diego County facility that meets federal standards per 36 Code of Federal Regulations Part 79 unless, in the case of Native American cultural material, other appropriate treatment measures such as the reburial of recovered cultural material are agreed upon by the District and the TCA Tribe.

5. After the completion of monitoring, an appropriate report summarizing the monitoring program shall be prepared. If no significant cultural resources are discovered, a brief letter shall be prepared and submitted to the District and the South Coastal Information Center (SCIC). If significant cultural resources are discovered, a technical report with the results of the monitoring and data recovery or treatment (including the interpretation of the data within the research context), as applicable, shall be prepared and submitted to the District and SCIC.

**CUL-2 Procedure for Inadvertent Discovery of Human Remains**. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or their authorized representative, shall immediately notify the San Diego County Medical Examiner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American representative agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner's office has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code Section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

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# Appendix A

## Resumes of Key Personnel

**EDUCATION**

Master of Arts, Anthropology, San Diego State University, 2018

Bachelor of Arts, Biology and Anthropology, San Diego State University, 2015

**REGISTRATIONS/ CERTIFICATIONS**

Registered Professional Archaeologist No. 17338

**PROFESSIONAL AFFILIATIONS**

Society for Historical Archaeology

Society for California Archaeology

# JAMES TURNER

## Senior Archaeologist

Mr. Turner is a Registered Professional Archaeologist (RPA) with a Master's degree in Anthropology and field and college-level teaching experience in archaeology. He has more than six years of experience in Section 106, the Native American Graves Protection and Repatriation Act (NAGPRA) and writing detailed reports. Mr. Turner has archaeological research and fieldwork expertise throughout southern California. He has also received training in identifying and analyzing animal remains in archaeological contexts, historic artifact identification, and technical writing. Mr. Tuner's experience meets the Secretary of the Interior's Professional Qualification Standards for archaeology.

**Coronado Strand Main Replacement**. Archaeologist for a 46,300 linear-foot water main replacement in the City of Coronado, San Diego County. Prepared the cultural resource survey report. Work performed for Brown and Caldwell.

**Casa de las Campanas Project**. Archaeologist for a 10.1-acre expansion of the Casa de las Campanas Continuing Care Facility in San Diego, California. Conducted a field survey of the proposed project areas, as well as assisted with the production of the Archaeological Resources Report Form. Work completed for Casa de las Campanas.

**Haymar Easement Protection Project**. Archaeologist for an emergency easement erosion prevention project. Prepared cultural resources monitoring report. Work performed for the United States Army Corps of Engineers.

**Ocean Beach Dog Beach Accessibility Improvements**. Archaeologist for the implementation of Americans with Disabilities Act upgrades to an existing pathway at the Ocean Beach Dog Beach, located in the City of San Diego. Created Monitoring Work Plan. Work performed for the City of San Diego.

**Southcrest Green Infrastructure Project**. Staff Archaeologist for the replacement and installation of new storm drains and green infrastructure facilities in the community of Southcrest, San Diego. Prepared Native American Heritage Commission Sacred Land File search request. Work performed for the City of San Diego.

**Sewer and AC Group 793**. Staff Archaeologist for sewer line replacements and improvements in the City of San Diego. Prepared Native American Heritage Commission Sacred Land File Search request letter. Work performed for the City of San Diego.

**Bounty & Waring Navajo Canyon Long Term Access Project**. Archaeologist for the repair of erosion on a long-term access path for the sewer infrastructure in Navajo Canyon. Performed an intensive pedestrian survey of the project area. Work performed for the City of San Diego.

**Stowe Trail Cultural Resources Assessment.** Archaeologist for a proposed trail alignment in the Mission Trails Regional Park. Performed background research and assisted with report writing. Work performed for the City of San Diego Parks and Recreation Department.

**Clairemont Community Plan Update EIR Phase 1**. Archaeologist for the Clairemont Community Plan Update. Performed background research and assisted with preparing the Community Plan Update cultural resources section. Work performed for the City of San Diego.

**Aliso Creek Canyon Restoration Project**. Archaeologist for an erosion repair project in Lake Forest. Conducted a field survey of the project area, performed background research, and produced a cultural resources report. Work performed for the Orange County Department of Public Works.

**Peutz Valley Preserve Cultural Surveys and Report**. Archaeologist for the proposed construction of an ecological preserve located in the community of Alpine. Conducted historical and archival research regarding the area surrounding the proposed preserve. Work conducted for the County of San Diego.

**Santa Ysabel Nature Center Monitoring**. Archaeologist for a proposed 3-mile hiking trail in the unincorporated community of Julian. Performed background research and assisted with report writing. Work performed for the County of San Diego Department of Parks and Recreation.

**Lakeside Equestrian Facility Monitoring**. Archaeologist for the construction of a 13.91-acre equestrian facility in Lakeside, California. Created cultural resources monitoring plan. Work performed for the County of San Diego.

**Greg Cox Bike Skills Park Construction Monitoring**. Archaeologist for the construction of a 3.2-acre bike park facility in the Otay Valley Regional Park, San Diego, California. Created cultural resources monitoring plan. Work performed for the County of San Diego.

**Diaz Road Expansion, PW17-25**. Archaeologist for proposed city infrastructure improvements associated with the widening and/or construction of Diaz Road in the city of Temecula. Prepared cultural resources survey report. Work performed for David Evans and Associates, Inc.

**San Jacinto Las Colinas DD**. Archaeologist for a development project in the community of San Jacinto. Prepared a due diligence cultural assessment. Work performed for David Evans and Associates, Inc.

**Downtown Riverside Metrolink Station Track & Platform Project**. Archaeologist for the construction of an additional rail platform and tracks and extension of an existing pedestrian bridge at the existing Riverside-Downtown Station, Riverside. Assisted with report preparation. Work performed for the Riverside County Transportation Commission.

**Painted Hills**. Archaeologist for a proposed bridge repair program in the Temescal Valley area in Riverside County. Prepared the Phase IV cultural resources monitoring report. Work performed for KB Home.

**Temescal Canyon - TR 37153**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 14.8-acre property located in an unincorporated area of Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Wasson Canyon Project**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 74.6-acre property located in the City of Lake Elsinore, Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Rosetta Hills Project**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 49.6-acre property located in the City of Lake Elsinore, Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Lake Morena's Oak Shores Eastside Pipeline Looping Project**. Archaeologist for the Lake Morena's Oak Shores Mutual Water Company Eastside Pipeline Looping and Pipeline Abandonment Project. The project consisted of improvements to the existing water distribution system. Conducted archaeological monitoring and wrote a letter report summarizing the methods and results of the monitoring program. Work performed for Lake Morena's Oak Shores Mutual Water Company.

**Escondido Country Club**. Archaeological monitor for the redevelopment of the Escondido Country Club. Performed construction monitoring. Work performed for Lennar Homes.

**Broadway Channel Improvements - Phase A**. Archaeologist for an earthen channel improvement project in the city of El Cajon. Performed background research and prepared cultural resource survey report. Work performed for City of El Cajon.

**Seawater Controls Project**. Archaeologist for a proposed tank installation near the Scripps Institute of Oceanography in La Jolla. Performed monitoring of geotech borings and conducted a site survey. Work performed for University of California, San Diego.

**Carmel Mountain Road Life Sciences Project**. Archaeologist for a proposed commercial development project in the Torrey Hills Community Plan area. Responsibilities included performing background and archival research and producing an archaeological resources report. Work performed for Allen Matkins Leck Gabme Mallory & Natsis, LLP.

**Parkway Drive and Alvarado Road Trunk Sewer Phase 3 Upgrade Project**. Archaeologist for a sewer infrastructure improvement project in the city of La Mesa, San Diego County. Performed construction monitoring. Work performed for the City of La Mesa.

**Diamond Sports Complex**. Archaeologist for the construction of a sports complex in Lake Elsinore. Assisted with report preparation. Work performed for the City of Lake Elsinore.

**City of Escondido's Trunk Sewer Main Replacement Environmental Services**. Archaeologist for the replacement of the City of Escondido's trunk sewer main. Wrote a memo summarizing the methods and results for the records search and Sacred Lands File search. Work performed for Infrastructure Engineering Corporation, with the City of Escondido as the lead agency.

**Mountain View Connector Pipeline Cultural Monitoring**. Archaeologist for a waterline replacement project in the community of Alpine. Conducted cultural resource monitoring and prepared the final monitoring report. Work performed for Padre Dam Municipal Water District.

**Cordial Road Pipeline**. Archaeologist for a pipeline replacement project in the unincorporated portion of the City of El Cajon. Performed background research and field survey. Other responsibilities included the production of a letter report detailing the methods and results of the survey, as well as the completion of a site record update to submit to the South Coastal Information Center. Work performed for the Padre Dam Municipal Water District.

**The Triangle Project**. Archaeologist for an approximately 40.6-acre development center consisting of restaurant, commercial/retail, theater/entertainment, hotel, and office uses in Temecula, Riverside County, California. Prepared the cultural resources study update report and the records search update memo. Work performed for Domenigoni-Barton Properties, LLC.

# THEODORE COOLEY, RPA

## Senior Archaeologist

**EDUCATION**

Bachelor of Arts, Anthropology, California State College, Long Beach, 1970

Master of Arts, Anthropology, California State University, Los Angeles, 1982

**REGISTRATIONS/ CERTIFICATIONS**

Register of Professional Archaeologists No. 10621

City of San Diego, Certified Principal Investigator for Monitoring Projects

County of San Diego, Approved Consultant for Archaeological Resources

County or Riverside, Certified Cultural Resources Consultant Principal Investigator

County of Orange, Certified Cultural Resources Consultant Principal Investigator

Los Angeles, Ventura, San Luis Obispo, and Santa Barbara Approved Consultant

**PROFESSIONAL AFFILIATIONS**

Society for California Archaeology

Society for American Archaeology

Mr. Cooley has 46 years of experience in archaeological resource management. He has directed test and data recovery investigations, monitoring programs, and archaeological site surveys of large and small tracts, and has prepared reports for various cultural resource management projects. He is well-versed in National Historic Preservation Act, National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA) regulations and processes. Mr. Cooley's experience also includes Native American consultation for monitoring of archaeological field projects, including some with human remains and reburial-related compliance issues.

**Sycamore Canyon/Goodan Ranch Public Access Plan IS/MND**. Senior Archaeologist for Phase I pedestrian survey and cultural resource inventory in support of the preparation by the County of San Diego County Parks Department of a Public Access Plan for the Sycamore Canyon/Goodan Ranch Preserve located in coastal foothills of unincorporated west-central San Diego County. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for the County of San Diego.

**Sycuan/Sloane Canyon Trail IS/MND**. Senior Archaeologist for Phase I pedestrian survey and cultural resource inventory in support of the preparation by the County of San Diego County Department of a Parks and Recreation for the Sycuan/Sloane Canyon Trail project located in the coastal foothills of unincorporated southwestern San Diego County. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for the County of San Diego.

**R.M. Levy Water Treatment Plant Sewer Replacement**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory and assessment program in support of a water treatment plant, sewer pipeline, replacement project, located in the community of Lakeside, San Diego County. Involvement included participation in the analysis of the results from the survey program and preparation of the technical report. Work performed for HELIX Water District.

**Hiser Property Project**. Senior Archaeologist for a due diligence study prepared to summarize potential cultural resources constraints to the 9.2-acre Hiser Property development project, located in the Mission Gorge area of the City of Santee, San Diego County. The study consisted of background research including a record search and limited archival study, a field survey, and a review of the Sacred Lands File from the Native American Heritage Commission (NAHC). Involvement included participation in the analysis of the results and preparation of a summary letter report of the potential cultural resources-related constraints to the planned development. Work performed for KB Home.

**San Elijo Joint Powers Authority Roadway and Trail Addendum and Permitting**. Senior Archaeologist for Phase I cultural resource inventory, pedestrian survey, and resource testing at the San Elijo Water Reclamation Facility adjacent to San Elijo

lagoon, in San Diego County, in support of the preparation by the San Elijo Joint Powers Authority of a Roadway and Trail Addendum for upgrades to the facility requiring verification of Nationwide Permit authorization from the U.S. Army Corps of Engineers (USACE). Involvement included participation in the analysis of the results from the survey and testing program and co-authorship of the technical report. Work performed as a subconsultant to Kimley-Horn & Associates, with the San Elijo Joint Powers Authority as lead agency.

**Cubic Redevelopment Environmental Consulting**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory and assessment program in support of a 20-acre redevelopment project, located in the community of Kearny Mesa, City of San Diego. Involvement included participation in the analysis of the results from the survey program and preparation of the technical report. Work performed for Cubic Redevelopment Environmental Consulting, with the City of San Diego as lead agency.

**The Enclave at Delpy's Corner Project**. Senior Archaeologist for a cultural resources monitoring and data recovery program in support of a proposed 124-unit townhome development project, in the City of Vista, San Diego County. Involvement included participation in the analysis of the prehistoric lithic artifacts and preparation of technical report sections containing the results of these analyses. Work performed for CalAtlantic Homes.

**Sycamore & Watson Project**. Senior Archaeologist for an archaeological construction monitoring program for the Sycamore & Watson residential development project, located in City of Vista, San Diego County. Involvement included participation in the analysis of the results from the monitoring program and preparation of the technical report. Work performed for Meritage Homes.

**French Valley 303 Project**. Senior Archaeologist for an archaeological construction monitoring program for the French Valley 303 Site residential development project, located in the French Valley area of unincorporated Riverside County. Involvement included participation in the analysis of the results from the monitoring program and co-authorship of the technical report. Work performed for Pulte Home Co., LLC.

**Brown Field and Montgomery-Gibbs Executive Airport Master Plans**. Senior Archaeologist for Phase I cultural resource inventory and pedestrian survey programs at the Brown Field Municipal Airport and the Montgomery-Gibbs Executive Airport, in the City of San Diego, in support of updating of the Airport Master Plan and its Programmatic Environmental Impact Report. Involvement included participation in the analysis of the results from the survey programs and co-authorship of the technical reports. Work performed as a subconsultant to C&S Companies, with the City of San Diego as the lead agency.

**Newage Carlsbad Luxury Resort Technical Studies**. Senior Archaeologist for a cultural resources assessment study for the Ponto Hotel development project in the City of Carlsbad, San Diego County, California. Involvement included participation in the analysis of the results from the assessment program and preparation of the technical report. Work performed for Kam Sang Company, with the City of Carlsbad as the lead agency.

**Salt Bay Design District Specific Plan EIR**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory program in support of the 46.6-acre Salt Bay Design District Specific Plan mixed-use wholesale/retail shopping and light industrial development project, in the cities of San Diego and Chula Vista. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for M. & A. Gabaee, with the City of San Diego as lead agency.

**Riverside Views and Briggs Road Development Project**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory program of the Briggs Road Residential project located in Riverside County. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for the Walton International Group, LLC.

**San Jacinto Property Project**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory program of the 214 residential project located in Riverside County. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for the Walton International Group, LLC.

**8016 Broadway Self Storage Project**. Senior Archaeologist for a Phase I pedestrian survey and cultural resource inventory program of the Lemon Grove Self-Storage project located in the City of Lemon Grove, San Diego County. Involvement included participation in the analysis of the results from the survey program and co-authorship of the technical report. Work performed for the Summit Environmental Group, Inc.

# Shelby Castells, RPA

**Senior Archaeologist**

HELIX Environmental Planning

## Summary of Qualifications

Ms. Castells has provided cultural resources management services in San Diego County and Southern California for nearly 20 years. She has served as a principal investigator for cultural resources studies for private development, public utilities, energy infrastructure, and federal projects. Ms. Castells has extensive experience providing regulatory compliance for California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA), and the Native American Graves Protection and Repatriation Act (NAGPRA). She has expertise in bioanthropology/ managing human remains and is also skilled in Phase I, II, and III cultural resources studies, the evaluation of resources and assessments of effects, creation of mitigation measures and management plans, construction compliance management, quality assurance/quality control (QA/QC) State Historic Preservation Officer (SHPO) consultation, and Tribal and government consultations. Ms. Castells is a Registered Professional Archaeologist (RPA) and meets the U.S. Secretary of the Interior's Professional Qualifications for prehistoric and historic archaeology.

## Selected Project Experience

**San Diego Gas & Electric (SDG&E) Strategic Undergrounding Program** Principal Investigator/Project Manager for utility infrastructure program in San Diego, Orange, and Imperial Counties. Managed over 85 task orders for cultural resources services for the utility's Strategic Undergrounding Program (SUG) in compliance with CEQA, NEPA, Section 106 of the NHPA. Conducted desktop reviews and record searches, identifying environmental compliance requirements, conducting archaeological surveys, testing, and data recoveries. Conducted Tribal consultations. Recommended mitigation measures including resource testing and evaluation, avoidance, and construction monitoring. Coordinated and consulted with local, state, and federal agencies, including Caltrans, California State Parks, Vista Irrigation District, City of San Diego, Bureau of Indians Affairs, Cleveland National Forest, and Bureau of Land Management. Work was performed for SDG&E as a subconsultant for AECOM.

**SDG&E Sunrise Powerlink Project Adaptative Weed Control Plan and Management Strategy Cultural Resources Services** Principal Investigator/Project Manager managing archaeological inventory across 1,233 acres for the utility weed control program in the County of San Diego. Identified over 75 cultural resources and managed preliminary eligibility assessments for the California Register of Historical Resources (CRHR). Prepared a Cultural Resources Management Plan to inform SDG&E of AECOM's weed control methodologies so the plan's goals were met while protecting cultural resources, including preparing and implementing the Long-Term Management Plan. Conducted Tribal consultation for the project. Work performed for San Diego Gas & Electric as a subconsultant to Petra Resources Management.

## Education

Master of Arts, Anthropology, San Diego State University, 2010

Bachelor of Arts, Anthropology, University of California San Diego, 2003

## Registrations/ Certifications

Registered Professional Archaeologist #3748180

## Professional Affiliations

Society for Historical Archaeology Society for California Archaeology

# Shelby Castells, RPA

## Senior Archaeologist

**Naval Facilities Engineering Systems Command Southwest (NAVFAC SW) F35 Aircraft Mishap** Principal Investigator/Project Manager for aircraft archaeological survey and monitoring program, located at the Ocotillo Wells State Vehicular Recreation Area in Imperial County. Managed archeological resources in NAVFAC's compliance with Section 106 of the NRHP and NEPA on California State Parks Property, also requiring compliance with California State Parks Department of Parks and Recreation (DRP) permits and reporting. Worked performed for NAVFAC Southwest.

**Montecito Ranch Conservation Bank** Principal Investigator/Project Manager for an archaeological survey of a 955-acre preserve in the City of Ramona, San Diego County. Conducted services for developing the site into a mitigation and conservation bank for Marine Corps Base Camp Pendleton. Identified and recorded 48 cultural resources and made preliminary eligibility assessments to the NRHP and the CRHR. Conducted Native American consultation on behalf of Marine Corps Base Camp Pendleton. Prepared a Historic Properties Management Plan for the project to avoid impacting cultural resources. Conducted SHPO consultation. Work performed for the Endangered Habitats Conservancy for the United States Marine Corps.

**McKee Orchard Center Project** Principal Investigator/Project Manager for a private development project in the City of Poway, San Diego County. Conducted a data recovery of a NRHP-eligible ethnographic and prehistoric village site, including a GPR study, surface micro mapping and collection, excavation units, laboratory work, and artifact analysis. Provided Tribal consultation and repatriation assistance, and technical report preparation. Managed archaeological and Native American monitoring. Work performed for Cornerstone Communities.

**Jacumba Fire Station Survey** Principal Investigator/Project Manager for a cultural resources survey and technical report in support of a CEQA review for a new fire station in Jacumba under the County of San Diego. Managed the identification and recordation of a CRHR and NRHP-eligible archaeological district, identified if the project would result in adverse impacts to the archaeological district, and created mitigation measures. Work performed for Ascent Environmental.

**Batiquitos Lagoon Habitat Mitigation** Principal Investigator/Project Manager for a habitat mitigation project in San Diego County. Conducted an archaeological survey of the habitat mitigation project area in compliance with CEQA as part of the Carlsbad Hydrologic Unit Invasive Non-native Plant Control and Revegetation Program. Conducted a record search at the SCIC and the NAHC, an archaeological pedestrian survey, the identification of multiple cultural resources, preparation of a technical report with mitigation and avoidance measures. Work performed for Nature Collective with the County of San Diego as the lead agency.

**Machado Smith Excavation, Old Town San Diego State of California Historic Park** Principal Investigator/ Project Manager/Field Director for an excavation to identify the location of two 19th-century structures, evaluate the archaeological remains for eligibility to the CRHR and significance under CEQA, and assist in the recreation of the buildings in Old Town San Diego State of California Historic Park. Prepared a work plan and California State Parks permit application. Directed excavations including mechanical trenching and hand excavations. Excavated 19th century features. Directed laboratory work associated with the excavations, cataloged the artifacts, performed the artifact analysis, and prepared the artifact collection for curation. Evaluated the cultural resource for eligibility to the NRHP and CRHR and

for significance under CEQA. Prepared a technical report providing the results of the excavation, artifact analysis, and evaluation of the resources to the CRHR, provided mitigation measures, and guidance to the building recreation process. Prepared DPR 523 forms for the cultural resource. Work performed for Old Town Family Hospitality Corporation, with California State Parks as the lead agency.

**Star Ranch Cultural and Historical Resources Survey and Evaluation Report** Principal Investigator/Field Director/ Project Manager for a development in San Diego County. Conducted a cultural resources survey and evaluation of over 20 archaeological sites that will be impacted by the development, spread over 2400 acres. Documented, tested and evaluated prehistoric and historic period archaeological sites. Organized consultation between Native American groups, the County of San Diego, and the project proponent. Prepared DPR site forms and a technical report of the project findings. Assisted in the preparation of the EIR and the cumulative impacts analysis. Work performed for RBF with the County of San Diego as the lead agency.

**Rancho Del Rio Biological Mitigation Parcel San Diego County, CA** Principal Investigator/Project Manager for a development project in the City of San Diego. Conducted a cultural resource survey of the project area and prepared a technical report in compliance with the City of San Diego CEQA Guidelines. Identified a cultural resource within the project area and documented the resource on DPR 523 Forms recommended avoidance measures or evaluation of the resource to the CRHR and City Register. Work performed for Dudek with the City of San Diego as the lead agency.

**Mira Mesa Community Plan Update** Principal Investigator/Project Manager for the Mira Mesa Community Plan Update. Prepared a cultural resources constraints and sensitivity analysis for the project area, including archaeological record searches at the SCIC, record search of the Sacred Lands File with the NAHC, historical research and literature review and the creation of a technical report and sensitivity maps along with mitigation measures. Work performed for Dudek with the City of San Diego as the lead agency.

**Heritage Road Bridge Replacement** Principal Investigator/Project Manager for a bridge replacement project in the City of Chula Vista, San Diego County. Conducted a cultural resource study for the project, including delineating and mapping the area of potential effect (APE), conducting a record search and an archaeological survey of the APE, preparing the Historic Property Survey Report and the Archaeology Survey Report, and creating mitigation measures. The City of Chula Vista and Caltrans were the lead agencies.

**UCSD Hillcrest Campus Off-Site Traffic Mitigation** Principal Investigator/Project Manager for a hospital traffic mitigation project in the Hillcrest area of the City of San Diego. Conducted an archaeological survey of the project area and prepared a technical report. Identified eligible cultural resources which will be adversely affected by the project and recommended avoidance and mitigation measures. Work performed as a subconsultant for Harris & Associates, with UCSD as the lead agency.

# Appendix B

Confidential Figures
(Confidential, Bound Separately)

# Appendix C

Records Search Results
(Confidential, Bound Separately)

# Appendix D

Native American Correspondence
(Confidential, Bound Separately)

# PEIR Appendix E

## Historic Resources Survey Report

HELIX Environmental Planning

# City College Facilities Master Plan Project

## Historic Resources Survey Report

August 2026 | 01737.00004.002

*Prepared for:*

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| ACHP | Advisory Council on Historic Preservation |
| AIA | American Institute of Architects |
| APN | Assessor's Parcel Number |
| BERD | Built Environment Resources Directory |
| c. | circa |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CHL | California Historic Landmark |
| CHRIS | California Historical Resources Information System |
| City | City of San Diego |
| County | San Diego County |
| CRHR | California Register of Historical Resources |
| DPR | Department of Parks and Recreation |
| ECC | Educational Cultural Complex |
| EEC | Early Education Center |
| EOPS | Educational Opportunities Programs & Services |
| FMP | City College Facilities Master Plan |
| GSF | gross square foot/feet |
| HABS | Historic American Buildings Survey |
| HALS | Historic American Landscapes Survey |
| HELIX | HELIX Environmental Planning, Inc. |
| Heritage | Heritage Architecture & Planning, Inc. |
| HRB | Historical Resources Board |
| HRG | Historical Resources Guidelines |
| HRR | Historical Resources Regulations |
| HRSR | Historic Resources Survey Report |
| I- | Interstate |
| LDM | Land Development Manual |
| MAYA | Mexican American Youth Association |
| MEChA | el Movimiento Estudiantil Chicano de Aztlán |

# ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|---|---|
| NHPA | National Historic Preservation Act |
| NPS | National Park Service |
| NRB | National Register Bulletin |
| NRHP | National Register of Historic Places |
| OHP | Office of Historic Preservation |
| PQS | Professional Qualifications Standards |
| PRC | Public Resources Code |
| RPA | Register of Professional Archaeologists |
| SB | Senate Bill |
| SCIC | South Coastal Information Center |
| SDCCD | San Diego Community College District |
| SDMC | San Diego Municipal Code |
| SDRHR | San Diego Register of Historic Resources |
| SDUSD | San Diego Unified School District |
| SISP | Supplemental Instructional Service Program |
| SHPO | State Historic Preservation Officer |
| SSSP | Student Success and Support Program |
| Standards | Secretary of the Interior's Standards for the Treatment of Historic Properties |
| TWLF | Third World Liberation Front |
| USC | United States Code |
| USGS | U.S. Geological Survey |

# EXECUTIVE SUMMARY

HELIX Environmental Planning, Inc. (HELIX) was contracted by the San Diego Community College District (SDCCD) to provide cultural resources services for the City College Facilities Master Plan Project (project) in the City of San Diego, San Diego County, California. The proposed project would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. As the Facilities Master Plan (FMP) is conceptual in nature, the exact architectural programming and design of each project would be developed during project implementation in coordination with user groups. The District has identified three near-term projects, Building A Expansion, Performing Arts Center, and North Campus Athletic Fields, as well as multiple future long-term projects across the campus. Therefore, HELIX has prepared this Historic Resources Survey Report (HRSR), which includes the following: the results of a literature review, an intensive-level built environment survey, campus development history, relevant historic contexts, and evaluations to determine if individual buildings, structures, or the larger campus are eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and, therefore, whether any constitutes a *historical resource* for the purposes of the California Environmental Quality Act (CEQA). This report details the methods and results of the historic resources survey and has been prepared to comply with CEQA.

HELIX conducted an intensive-level survey of the project area (City College) on February 19, 2025. The campus consists of approximately 27 buildings/structures, 13 of which were determined to be 40 years of age (1985) or older. In addition to 13 buildings that are of age, HELIX identified three structures/plazas (two sites and one structure) and one historic district that are of age and required evaluation for listing in the NRHP and CRHR. Archival research was completed in November 2025.

One resource appears eligible for listing in the CRHR: the San Diego City College Campus Expansion Historic District (Historic District). The eligible historic district is located within the main central campus area generally between Park Boulevard and 16$^{th}$ Street, and between Russ Boulevard and C Street. The historic district is comprised of eight contributing resources (five buildings and three contributing structures/plazas): Creative Arts (C; 1971), Saville Theatre (SAV; 1971), City Commons (D; 1977), Academic Success Center (L; 1970), and Student Affairs (M; 1976); Gorton Quad; the pedestrian stairs and walkway leading to Building C; and Curran Plaza. The historic district conveys the character and significance of San Diego City College during a major expansion period which included political, social, and cultural activism and change, and represents a significant concentration and linkage of buildings and spaces united aesthetically by architectural design. The historic district possesses local significance and is recommended eligible to be listed in the CRHR as a historic district under Criterion 1, Education and Social History, and under Criterion 3, Architecture. The period of significance is from 1970-1977, reflecting the period of expansion. Therefore, the buildings, sites, and structures comprising the historic district are *historical resources* for the purposes of CEQA. Mitigation measures are included in this report to address potential impacts of the project on historical resources. SDCCD would be required to implement all feasible mitigation, including project redesign where possible and applicable documentation, relocation, and interpretive measures; however, projects that cannot be modified to meet the Secretary of the Interior's Standards would continue to result in a significant and unavoidable impact to historical resources.

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# 1.0 INTRODUCTION

## 1.1 PURPOSE AND SCOPE

HELIX Environmental Planning, Inc. (HELIX) was contracted by the San Diego Community College District (SDCCD) to provide cultural resources services for the City College Facilities Master Plan Project (project) in the City of San Diego (City), San Diego County (County), California. The proposed project would generally demolish existing aging facilities on the campus and replace them with more modern facilities that would accommodate existing programming. The Facilities Master Plan (FMP) is conceptual in nature and the exact architectural programming and design of each project would be developed during future planning and design phases. The District has identified three near-term projects, Building A Expansion, Performing Arts Center, and North Campus Athletic Fields, as well as multiple future long-term projects across the campus. Therefore, HELIX has prepared this Historic Resources Survey Report (HRSR), which includes the following: a literature review, an intensive-level built environment survey, campus development history, relevant historic contexts, and evaluations to determine if individual buildings, structures, or the larger campus are eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and, therefore, whether any constitutes a *historical resource* for the purposes of the California Environmental Quality Act (CEQA). Mitigation measures are recommended to address potential impacts of the project on historical resources. This report details the methods and results of the historic resources survey and has been prepared to comply with CEQA.

HELIX Senior Architectural Historian Nelson White, who has a master's degree in Historic Preservation, conducted the survey, researched and authored the architecture historic contexts and architect biographies, and served as the primary author of this report. HELIX Senior Architectural Historian Teri Delcamp, who has a master's degree in History, contributed to the architectural styles historic contexts, architect biographies, and authored the evaluations. Both meet and exceed the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History. HELIX Senior Historians Thea De Armond and James Turner conducted historical research and co-authored the historic contexts including the History of the SDCCD, Early Settlement and Development, Campus Development, and Social and Cultural Development. HELIX Principal Cultural Resources Specialist Mary Robbins-Wade, M.A., RPA, provided quality control and review. She both meets and exceeds the Secretary of the Interior's PQS for History. Resumes of key personnel are included in this report as Appendix A, *Resumes of Key Personnel*.

## 1.2 PROJECT LOCATION

The project is in the Downtown Community Plan planning area of the City of San Diego, in southwestern San Diego County (Figure 1, *Regional Location*). The project is located south and west of Interstate (I-) 5, north of Broadway, and east of State Route 163, in an unsectioned portion of the Pueblo Lands of San Diego within Township 17 South, Range 3 West, on the U.S. Geological Survey (USGS) *Point Loma, California* 7.5-minute quadrangle (Figure 2, *USGS Topography*). The approximately 44-acre project site consists of 13 parcels: Assessor's Parcel Numbers (APNs) 534-073-19 (2.48 acres), 534-094-11 (2.31 acres), 534-096-11 (11.57 acres), 534-203-24 (5.28 acres), 534-222-18 (3.17 acres), 534-223-12 (1.36 acres), 534-224-04 (0.12 acre), 534-224-09 (1.04 acres), 534-224-10 (0.23 acres), 534-225-19 (1.43 acres), 534-440-06 (7.79 acres), 534-440-10 (3.56 acres), and 534-440-11 (3.38 acres). The North Campus is bounded by I-5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and

State Route 163 on the west. The South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15th Street on the west (Figure 3, *Aerial Photograph*).

## 1.3 PROJECT DESCRIPTION

The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. The FMP is conceptual in nature and describes potential projects for the campus that would assist City College in meeting its educational and programming goals. Specific project designs, building footprints, architectural details, circulation and parking improvements, infrastructure alignments, and operational characteristics are expected to be refined during future planning and design phases. Specific projects identified for development under the FMP include:

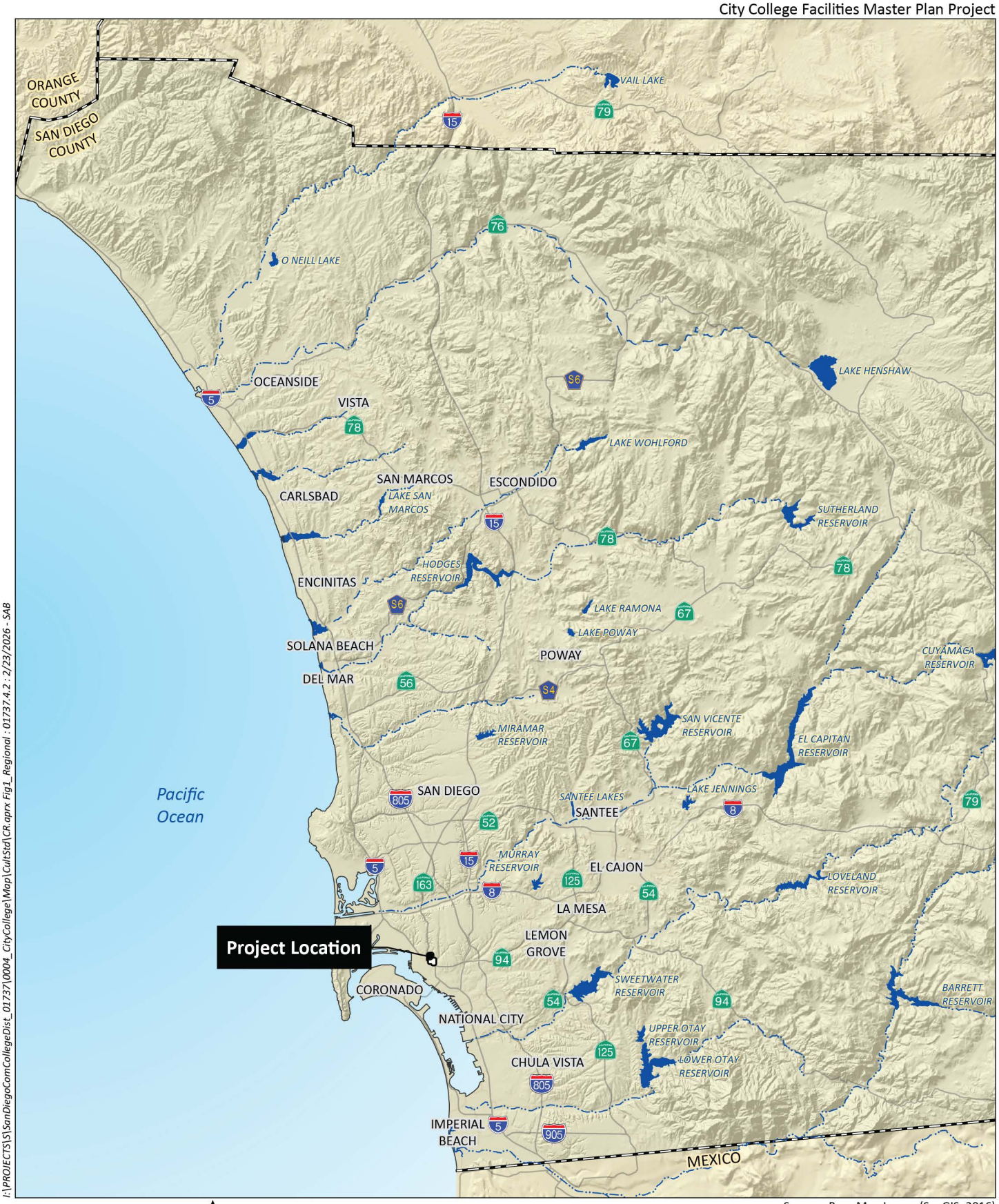
- Building A Expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

### 1.3.1 Near-Term Projects

#### 1.3.1.1 Building A Expansion

A new addition to Building A is proposed to replace the existing 32,399-gross-square-foot (GSF) D Building, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed building would be approximately 110,000 GSF and would accommodate a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be

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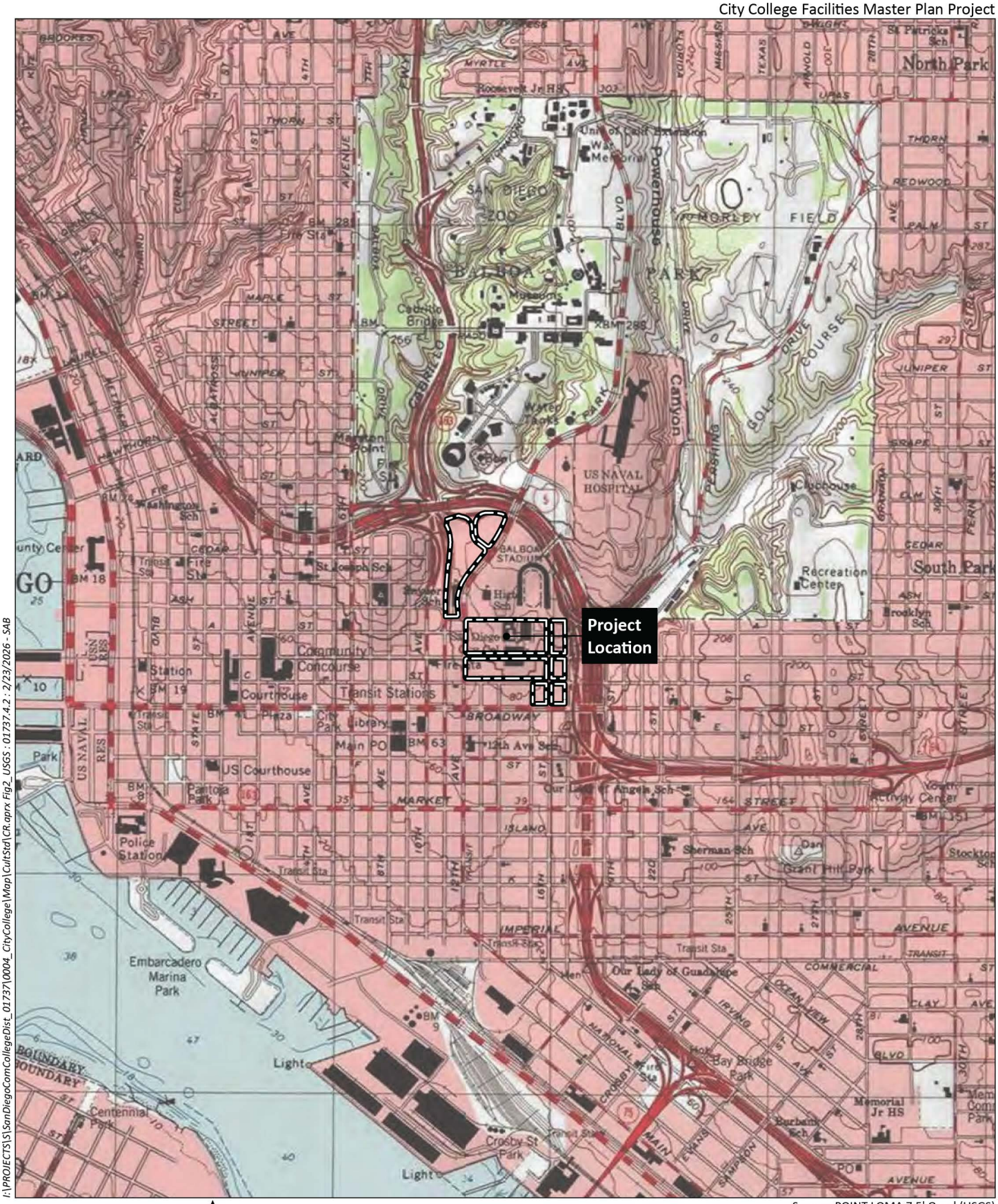
0 8 Miles

Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

# Regional Location

Figure 1

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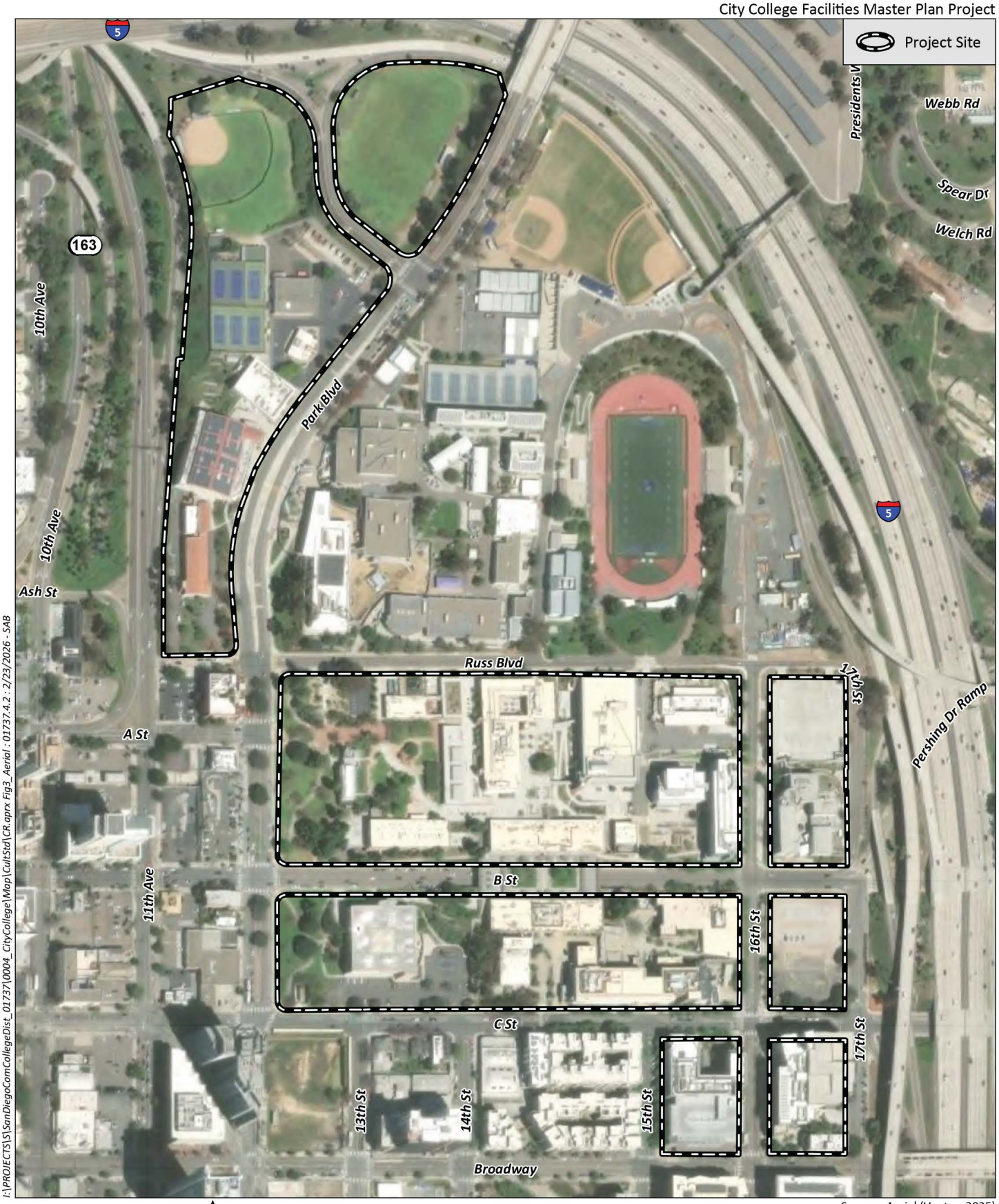
HELIX Environmental Planning

# USGS Topography

Figure 2

City College Facilities Master Plan Project

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0 350 Feet

Source: Aerial (Vantor, 2025)

HELIX Environmental Planning

# Aerial Photograph

Figure 3

designed in coordination with the existing Building A facilities, similar to the existing integration with D Building.

#### 1.3.1.2 Performing Arts Center

Saville Theatre is proposed to be replaced with an expanded and upgraded building including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished and an approximately 20,000-GSF Performing Arts Center, inclusive of a new theater, would be constructed. The new Performing Arts Center would have a street-level lobby space, a widened proscenium arch in the theater, connection to a future exterior amphitheater, and rooms for dance and music programming.

#### 1.3.1.3 North Campus Athletic Fields

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields. New sand volleyball courts are proposed north of the existing tennis courts.

Improvements to the Betty Hock Softball Field would include rotation of the field to the optimal north-northeast direction and construction of new dugouts, an announcer's booth, a backstop, batting cages, and bullpens. A new field house would also be constructed adjacent to both the softball field and volleyball courts, containing restrooms and storage rooms. Lighting would also be installed at the softball field and volleyball courts to allow evening usage.

Improvements to the soccer field, which is separated from the rest of North Campus by a freeway on-/off-ramp and accessible via a concrete underpass, would include a walk-jog path, a new 1,800-GSF field house containing restrooms and storage space, and an announcer's booth. The existing field house would be demolished. The soccer field would be replaced in its entirety, including new irrigation and a widened configuration to meet standard National Collegiate Athletic Association soccer pitch dimensions. Consistent with lighting described above, light poles up to 80 feet in height with lights resulting in approximately 50 foot-candles would be installed at the soccer field to allow evening usage.

# 2.0 REGULATORY FRAMEWORK

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. Significant resources are those resources that have been found eligible for listing in the NRHP, the CRHR, or for local listing, as applicable.

## 2.1 FEDERAL REGULATIONS

### 2.1.1 National Historic Preservation Act of 1966

The National Historic Preservation Act (NHPA) of 1966 (16 United States Code [USC] 470), declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the creation of the NRHP, established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a

mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

#### 2.1.1.1 Section 106

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in or eligible for inclusion in the NRHP and that the ACHP must be afforded an opportunity to comment on such undertakings through a process outlined in 36 Code of Federal Regulations (CFR) Part 800. The Section 106 process involves the identification of historic properties within the area of potential effect, the determination of whether the undertaking will cause an adverse effect on historic properties, and the resolution of those adverse effects through consultation with parties to the Section 106 review process, most prominently including the California SHPO and Native American tribes.

### 2.1.2 National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR Part 60.2).

The NRHP is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Properties can be significant at the local, state, or national level. To qualify for listing in the NRHP, properties generally must be at least 50 years old, possess historic significance, and retain physical integrity. To be eligible for listing in the NRHP, a property must be considered significant under one or more of the NRHP criteria, which include:

- Criterion A: associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: associated with the lives of persons significant in our past;
- Criterion C: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- Criterion D: has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in NRHP *Bulletin 15 How to Apply the National Register Criteria for Evaluation* as the "ability of a property to convey its significance" (National Park Service [NPS] 2002). To assess integrity, the NPS recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities:

1. Location – the place where the historic property was constructed or the place where the historic event occurred;

2. Design – the combination of elements that create the form, plan, space, structure, and style of a property;

3. Setting – the physical environment of a historic property;

4. Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;

5. Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

6. Feeling – a property's expression of the aesthetic or historic sense of a particular period of time; and

7. Association – the direct link between an important historic event or person and a historic property.

## 2.2 STATE REGULATIONS

### 2.2.1 California Environmental Quality Act

Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the CRHR. In addition, resources included in a local register of historic resources, or identified as significant in a local survey conducted in accordance with state guidelines, are also considered historical resources under CEQA, unless a preponderance of the facts demonstrates otherwise. According to CEQA, the fact that a resource is not listed in, or determined eligible for listing in, the CRHR, or is not included in a local register or survey, shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historic resource as defined in California Public Resources Code (PRC) Section 5024.1.7.

CEQA, PRC Section 21084.1, and California Code of Regulations (CCR) Title 14 Section 15064.5 address determining the significance of impacts to archaeological and historic resources and discuss significant cultural resources as "historical resources," which are defined as:

- resource(s) listed or determined eligible by the State Historical Resources Commission for listing in the CRHR (14 CCR Section 15064.5[a][1])

- resource(s) either listed in the NRHP or in a "local register of historical resources" or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, unless "the preponderance of evidence demonstrates that it is not historically or culturally significant" (14 CCR Section 15064.5[a][2])

- resources determined by the Lead Agency to meet the criteria for listing on the CRHR (14 CCR Section 15064.5[a][3])

### 2.2.2 California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to

indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL), numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR.

A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2: It is associated with the lives of persons important to local, California, or national history;
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; and/or
- Criterion 4: It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation (PRC Section 5024.1[c]).

Under 14 CCR Section 15064.5(a)(4), a resource may also be considered a "historical resource" for the purposes of CEQA at the discretion of the lead agency.

Significant resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Resource integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance, is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. In an archaeological deposit, integrity is assessed with reference to the preservation of material constituents and their culturally and historically meaningful spatial relationships. A resource must also be judged with reference to the particular CRHR/NRHP criteria under which it is proposed for eligibility.

## 2.3 LOCAL REGULATIONS

Pursuant to Government Code Section 53094, local City of San Diego zoning and development regulations are not applicable to FMP development as implementation of the FMP would facilitate the education of community college students. While not subject to local regulations of the City, SDCCD may consider aspects of local plans and policies for the communities surrounding the campus when it is appropriate and feasible. Relative to historical resources, City regulations regarding the evaluation, designation, and preservation of historical resources do not apply to FMP development undertaken by SDCCD. However, localized guidance from the City relative to identification and evaluation of such resources provides relevant guidance for SDCCD in the absence of campus-specific guidelines for identification of locally significant historic resources. As such, the City's Historical Resources Regulations (HRR) and related guidance are summarized below.

### 2.3.1 City's Historical Resources Regulations

The purpose of the City's HRR (San Diego Municipal Code [SDMC] Chapter 14, Article 3, Division 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures, historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties (City 1997). These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. It is further the intent of these regulations to protect the educational, cultural, economic, and general welfare of the public, while employing regulations that are consistent with sound historical preservation principles, and the rights of private property owners.

For development projects regulated by the City, these regulations apply to proposed development when the following historical resources are present on the site: designated historical resources, historical buildings, historical districts, historical landscapes, historical objects, historical structures, important archaeological sites, and traditional cultural properties.

#### 2.3.1.1 City of San Diego Historical Resources Guidelines

The purpose and intent of the City's Historical Resources Guidelines (HRG), located in the City's Land Development Manual (LDM), are to protect, preserve and, where damaged, restore the historical resources of San Diego (City 1999). These guidelines are designed to implement the City's HRRs in compliance with applicable local, state, and federal policies and mandates, including, but not limited to, the City's General Plan, CEQA, and Section 106 of the NHPA. The intent of the HRG is to ensure consistency in the management of the City's historical resources, including identification, evaluation, preservation/mitigation, and development. The HRG states that if a project will potentially impact a resource 45 years or older, the resource's significance must be determined, even if it is not listed in or previously considered eligible for the California Register or a local register (LDM Section II.D.5; City 1999).

To be designated as historic and potentially listed in the San Diego Register of Historic Resources (SDRHR), one or more of the following Criteria must be met:

A. Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;

B. Is identified with persons or events significant in local, state, or national history;

C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;

E. Is listed, or has been determined eligible by the NPS for listing on the NRHP, or is listed or has been determined eligible by the California State OHP [Office of Historic Preservation] for listing on the CRHR; and/or

F. Is a finite group of resources related to one another in a clearly distinguishable way, or is a geographically definable area or neighborhood, containing improvements that have a special character, historical interest, or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of the above Criteria, an SDRHR-eligible resource must also retain sufficient integrity to convey its significance. Although the SDMC uses a 45-year threshold to review resources that may be adversely affected by development, a resource need not be 45 years of age to be eligible for listing on the SDRHR.

Eligible resources, which may include an improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object, are designated to the SDRHR by the City's Historical Resources Board (HRB) at a publicly noticed hearing. The City's HRG also states that if a project will potentially impact a resource, the resource's significance must be determined, even if it is not listed in or previously considered eligible for the CRHR or a local register (LDM Section II.D.5; City 1999).

#### 2.3.1.2 Historic Districts

The City's historic preservation program provides for the designation of individually significant resources as well as historic districts (City 1999). A historic district is defined by the SDMC as *"a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or styles in the history and development of the City*" (SDMC Section 113.0103).

# 3.0 PREVIOUS EVALUATIONS

City College has not been previously recorded or formally evaluated for built environment historic resources. A supporting report*, Historical Background Study and Significance Assessment*, included as an appendix to the 2007 *Cultural Resource Study for the City College Master Plan* by Kyle Consulting for Potter & Associates, made brief recommendation that "none of the remaining buildings on the campus of [City College] … qualify for listing on the [CRHR]. They lack the historical associations, architectural distinction, or integrity to be considered important resources under the California Environmental Quality Act" (Van Wormer 2007:37; Kyle Consulting 2007). No buildings, structures, objects, or sites within the campus are listed individually in the NRHP or the CRHR, or are designated on the City of San Diego Register of Historical Resources. City College is not included in the California Office of Historic Preservation Built Environment Resources Directory (BERD) for San Diego County.

Two individual architects of buildings at City College, Frank L. Hope, Sr. and Richard J. Lareau, are included in the City's 2020 *Biographies of Established Masters* (City 2020).

# 4.0 SCOPE AND METHODOLOGY

## 4.1 PROJECT SCOPE

The scope of this project is a campus-wide historic resources survey of all built environment resources at the City College campus that were constructed through the year 1985 (40 years of age or older). The

threshold of 1985 was determined by the HELIX project team to include all resources with the potential to achieve historic significance in the next 10 to 15 years. Resources that post-date 1985 were neither surveyed nor evaluated as part of this historic resources survey. Of the approximately 27 buildings/structures at City College, 13 buildings and three structures/plazas (two sites and one structure) were determined to be of age for evaluation. HELIX surveyed these buildings as well as landscapes, planning features, and other elements of the campus's built environment. HELIX identified a total of 13 buildings, three structures/plazas, and one historic district requiring evaluation for listing in the NRHP and CRHR.

## 4.2 METHODOLOGY

This evaluation was prepared in accordance with the most up-to-date standards and the best industry practices. Research, survey, and evaluation methodology were informed by the following informational materials maintained by the NPS and the California OHP.

- National Register Bulletin (NRB) 15: *How to Apply the National Register Criteria for Evaluation*
- NRB 24: *Guidelines for Local Surveys: A Basis for Preservation Planning*
- Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources
- California OHP: *Writing Historic Contexts*
- Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources

## 4.3 SURVEY

Upon completion of sufficient research to determine the age of all buildings on the City College campus, HELIX conducted an intensive-level survey of its built environment. The NPS defines an intensive-level survey as one designed to identify, inspect, and document, in the field, all historic resources within a given area and to complete sufficient background research necessary to evaluate historic properties and to prepare an inventory (NPS 1985). On February 19, 2025, HELIX Senior Architectural Historian Nelson White walked the entire campus. The purpose of the survey was to identify and digitally photograph the overall campus and every building 40 years of age or older to inform the historical significance evaluations. He was equipped with current campus maps that provided basic building footprints and building names and/or numbers. He took note of the development, architectural styles, and the age and integrity of the buildings. Additional focused research was conducted for each property on the list. Recordation on California Department of Parks and Recreation (DPR) 523 series forms is outside the scope of work for this survey. All field notes, photographs, and records related to the survey are on file at the HELIX La Mesa office.

## 4.4 RESEARCH AND OUTREACH

HELIX conducted extensive background research to develop an understanding of the City College campus, its development history and culture, and to characterize the historical development of the surrounding area. Understanding gained from this background research helped to inform the outreach

efforts and, ultimately, the historic contexts and themes. HELIX consulted a variety of primary and secondary source materials, including (but not limited to) the following:

- SDCCD archives, City College Library, Mesa College Library, faculty, and staff
- Campus planning documents including the *Cultural Resource Study for the City College Master Plan* (Kyle Consulting 2007) and technical reports such as the Historical Background Study and Significance Assessment for City College (Van Wormer 2007)
- City College scrapbooks
- Books, journals, periodicals, and other published sources
- Articles published in campus newspapers (*The City College Jay Sees*, *Tecolote Student Newspaper*, *The Knight Owl*)
- Articles published in local and major newspapers such as *The San Diego Union-Tribune*, the *San Diego Sun*, the *North County Times*, and the *Los Angeles Times*
- Historical photographs and maps of the campus
- Archived building plans and construction documents
- American Institute of Architects (AIA)
- Avery Index to Architectural Periodicals
- San Diego History Center
- San Diego Public Library, California Room
- Sanborn fire insurance maps
- ProQuest

HELIX conducted an outreach effort as a fundamental component of the research and information gathering for this project. An e-mail solicitation for information was issued by HELIX in September 2025 to select SDCCD faculty and staff. Respondents were asked to share relevant information about City College's history and potentially significant events, themes, buildings, and places. As part of the outreach process, HELIX also submitted follow up questions to a few recipients of the original e-mail solicitation. These individuals were identified based on responses to solicitation for information, were told about the project and its goals, and were invited to elaborate on their responses based on their own knowledge of the campus and its history. Information that was gleaned from e-mail responses helped to inform the historic context statements. A list of individuals who participated in the public outreach component of this project is included as Appendix B, *Outreach Program*, of this report.

## 4.5 RESOURCE TYPES

In addition to individual buildings, the survey observed various other resource types including structures, objects, and sites, all of which help to tell the story of City College's development history. The following list provides a description of each resource category that was identified.

- **Building:** A *building*, such as a house, barn, church, hotel, or similar construction is created to shelter any form of human activity. *Building* may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

- **Structure:** The term *structure* is used to distinguish from buildings those functional constructions made usually for purposes other than creating shelter.

- **Object:** The term *object* is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment, such as statuary in a designed landscape.

- **Site**: A *site* is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archeological value regardless of the value of any existing structure.

- **Historic District:** A *district* possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

- **District Contributors and Non-Contributors** refers to the buildings, structures, site, and objects that are located within the boundaries of a historic district. Those that add to the historic significance are known as contributors. Those that do not contribute to the historic significance, be it for extensive alterations or because it was built outside the district's historic period (known as period of significance), are known as non-contributors.

## 4.6 CALIFORNIA HISTORICAL RESOURCE STATUS CODES

The California Historical Resource Status Codes (referred to as "status codes") were created by the California OHP in 1975 as the National Register Status Codes. They were created to provide a consistent database tool to classify and track resources identified in the state's inventory and as the original name implies, they were focused on NRHP eligibility. The CRHR was implemented in 1998. In 2003, the OHP renamed the status codes as the California Historical Resource Status Codes and substantially revised them to reflect both the CRHR and local criteria. Today's status codes convey (1) the designation level (federal, state, or local) at which a resource is determined eligible, if at all, and (2) under which program the evaluation was triggered. Status codes are used to track resources within the California Historical Resources Information System (CHRIS) and to support the CEQA review process. California Historical Resource Status Codes most likely to be applicable in evaluating City College's built resources are listed in Table 1, *Applicable California Historical Resource Status Codes.*

**Table 1**
**APPLICABLE CALIFORNIA HISTORICAL RESOURCE STATUS CODES**

| Code | Description |
|---|---|
| 3B | *Appears eligible for NR both individually and as a contributor to a NR eligible multi-component resource like a district through survey evaluation.* |
| 3D | *Appears eligible for NR as a contributor to a NR eligible multi-component resource through survey evaluation.* |
| 3S | *Appears eligible for NR individually through survey evaluation.* |
| 3CB | *Appears eligible for CR both individually and as a contributor to a CR eligible multi-component resource through survey evaluation.* |
| 3CD | *Appears eligible for CR as a contributor to a CR eligible multi-component resource through survey evaluation.* |
| 3CS | *Appears eligible for CR individually through survey evaluation.* |
| 6Z | *Found ineligible for NR, CR or local designation through survey evaluation.* |

NR = National Register; CR = California Register

# 5.0 HISTORIC CONTEXT STATEMENT

## 5.1 INTRODUCTION AND OVERVIEW

Historic and cultural resources cannot be adequately evaluated without first taking into consideration the historic context(s) with which they are associated. Historic context statements are documents that help communities understand their past so they can identify and evaluate historic places and make informed preservation decisions. According to the NPS, historic context statements illuminate the major historical trends and developments that shaped a community or region and are reflected in its buildings, landscapes, and other historic resources.

A historic context statement investigates the history, culture, and geography of a specific place during a defined time period. It identifies the topography, major land-use patterns, and the different types of properties, such as homes, industrial sites, commercial buildings, or infrastructure, that contributed to the community's development and physical form. It also explains why these patterns and property types matter and outlines the typical features a property should possess to be considered representative of patterns and type.

Historic context statements are general in scope without being the all-encompassing history of a community. Instead, they are organized to give an overview of the area's development and then focus on key themes relevant to the chosen place and period. Each theme includes a list of related property types and guidance on how to determine whether those properties are historically significant. With this information, communities can conduct preservation planning, surveys, and evaluations in a consistent, well-supported way.

Six historic contexts have been identified for the evaluation of built resources on the City College campus. The contexts are organized chronologically and capture major patterns and trends in the campus's development history that are expressed in its extant built resources. Within each context are one or more themes that provide a focused discussion related to a particular property type(s). For the Architecture and Design context, evaluation guidelines accompany each theme and provide a framework for evaluating resources associated with the theme. A resource may be significant under multiple contexts and themes; for instance, a particular resource may be significant as representing

important trends in campus planning and design and may also be an excellent example of a particular architectural style.

The contexts and themes associated with SDCCD's City College campus are summarized as follows:

- **Context: History of the San Diego Community College District**
  The San Diego Community College District, formally established in 1972, consists of three credit-granting institutions and a continuing education center, the oldest of which is San Diego City College, which opened in 1914. The others consist of San Diego Mesa College, which opened in 1962; San Diego Miramar College, which opened in 1969; and the Educational Cultural Complex, which opened in 1976. This context contains a history of SDCCD, starting with the opening of San Diego Junior College in 1914, through the modern day.

- **Context: Early Settlement and Development of San Diego**
  Modern-day downtown San Diego dates to the late nineteenth century, when the area experienced a population boom due to the efforts of boosters such as Alonzo E. Horton. The population of the downtown area decreased as the expansion of freeways allowed for the growth of suburban neighborhoods and commercial centers. The 1960s saw the redevelopment of the downtown area, with the new Civic Concourse spurring new development in the area.

    - Theme: Downtown San Diego

- **Context: Campus Development**
  The San Diego City College campus consists of approximately 27 buildings/structures, nearly half of which were built between 1956 and 1980. A total of 13 extant buildings and three extant structures/plazas are 40 years of age or older, with most being built in the 1970s due to the City College Expansion Project. The remaining buildings/structures were built between the 1990s and 2020s, with most built in the 2010s.

- **Context: Social and Cultural Development**
  This context discusses the social and cultural development of City College. First, the Civil Rights Movement, and the subsequent rise of student activism and prominent student groups on campus is discussed, followed by a discussion of the creation of City College's ethnic studies program and student support services.

    - Theme: Civil Rights Movement and Student Activism

    - Theme: Initiatives in Cultural Diversity, Ethnic Studies, and Student Support

- **Context: Architecture and Design**
  This context provides an overview of the predominant architectural styles, International, Brutalism, Post-and-Beam, which are found on the City College campus. For each style a list of character-defining features is presented to help in both identification and to help guide the evaluation of buildings and structures that may have significance for embodying the characteristics of a specific architectural style and/or form.

    - Theme: International Style, circa (c.) 1925-1965 (Buildings A and T)

    - Theme: Brutalism, c. 1950-1975 (Buildings D, L, and M)

  - Theme: Post-and-Beam, c. 1950-1970 (Buildings C, D, L, M, and Saville Theatre)

- **Context: Architects**
  Original building plans and other SDCCD records indicate that two different architecture firms designed the extant buildings and structures at City College that were constructed between 1956 and 1985 (40 years of age or older). The firms include the following:

  - Frank L. Hope & Associates

  - Richard J. Lareau & Associates

## 5.2 HISTORY OF THE SAN DIEGO COMMUNITY COLLEGE DISTRICT

Today, the San Diego Community College District consists of three credit-granting institutions: San Diego City College, San Diego Mesa College, and San Diego Miramar College, and one non-credit institution, San Diego College of Continuing Education. Together, the SDCCD serves approximately 90,000 students annually and is one of the largest community college districts in California (SDCCD 2026). Its predecessors, however, which date to the early years of junior college and vocational schooling in the United States, were somewhat smaller.

The origins and aims of the United States' first junior colleges (broadly, two-year colleges founded prior to 1960) are somewhat unclear (Pederson 2000).[1] According to historian Robert Pedersen, the traditional account is as follows:

> [C]ommunities, encouraged by prominent university men [like Stanford president David Starr Jordan (1851-1931) and University of California, Berkeley professor Alexis Lange (1862-1924)] and inspired by powerful, democratic forces within the American culture, embraced the public junior college with the intent of bringing higher education within the reach of those Americans long barred from university attendance by distance, schooling deficiencies, and poverty (Pederson 2000:2).

This account of the origins of the junior college is in line with the aims of contemporary community colleges. However, it doesn't align with the fact that early junior colleges appear to have catered to the same elite as four-year universities: their student bodies were dominated by the affluent; they generally charged tuition; and their students engaged in extra-curricular activities that the working class had little time for, such as sports, newspapers, literary societies, et cetera (Pederson 2000:49-58). Regardless, the impetus and aims underlying the establishment of early junior colleges seem to have differed greatly by location.

[1] According to Robert Patrick Pedersen, "[a]s a general but imprecise rule," the phrase 'junior college' is used to describe both public and private two-year colleges operating before 1960; after 1960, public two-year colleges began to call themselves 'community colleges,' while private two-year colleges continued to call themselves 'junior colleges'" (Pederson 2000:2). Accordingly, except when referring to specific two-year colleges whose names deviate from Pedersen's rule, this account of the history of junior colleges and community colleges refers to pre-1960s, public two-year colleges as "junior colleges" and post-1960, public two-year colleges as "community colleges."

Education scholars Arthur M. Cohen and Florence B. Brawer identify early twentieth-century California as uniquely compatible with junior colleges: as a relatively new state (granted statehood in 1850), California had few private educational institutions that might compete with junior colleges, and the few it did have supported the establishment of a junior college system (Cohen and Brawner 2003:18). In 1907, the legislature passed the California Upward Extension Act, authorizing secondary schools to offer post-graduate courses in line with those offered in the first two years of university. Although the Act sanctioned something that was already happening, it nonetheless served as model legislation for other states (Cohen and Brawner 2003:18). In 1910, Fresno became the first city in California to take advantage of the Upward Extension Act, when it founded Fresno Junior College (today, Fresno City College), California's first junior college. The first in the U.S. was founded in 1901 (Joliet Junior College) in Joliet, Illinois (Pederson 2000:17).[2]

San Diego's first community college, San Diego Junior College, was founded four years later, in 1914. It opened with 34 students and five instructors (SDCCD 2023). Like other early junior colleges, San Diego Junior College was housed in the local high school, San Diego High School. It was administered by the local public school district (today, San Diego Unified School District [SDUSD]) until the early 1970s (SDCCD 2023).

According to the *San Diego Sun*, San Diego Junior College aimed "to cover all of the requirements of the University of California for the first two years of collegiate work, in the College of Liberal Arts and Sciences" (*San Diego Sun* 1919). Additionally, it included "several elective courses of a vocational and professional nature" (*San Diego Sun* 1919). A 1914 article on the college's establishment represented the new institution as broadening educational access by "bring[ing] regular college work under trained instructors within the reach of folks who aren't in a position to send their boys and girls away to an expensive college" (*San Diego Sun* 1914). However, early newspaper articles about San Diego Junior College students and their activities suggest that most belonged to the City's white elite or perhaps its upwardly mobile middle class (*San Diego Sun* 1916).[3]

Somewhat more inclusive was the San Diego Adult School, which was founded the same year (1914) and was also housed at San Diego High School. According to the school's principal Arthur Gould, San Diego Adult School courses sought to "provide for that large proportion of high school pupils who [could not] or [did] not care to go to college" (San Diego College of Continuing Education 2023). Additional adult education courses were also taught at elementary schools in downtown San Diego (San Diego College of Continuing Education 2023).

World War I brought a decline in junior college enrollment across California (Toews 1964:5). San Diego Junior College was no different. In December 1917, the *San Diego Sun* reported that, "According to latest reports from San Diego junior college [sic] class, number of members is fast diminishing owing to large number of boys enlisting in army and navy" (*San Diego Sun* 1917a). Only nine months earlier, a week before the U.S. joined the war, some 75 seniors at the junior college had "'ditch[ed]'

[2] Pedersen locates the origins of the first junior colleges in "the fairly widespread curricular administration being undertaken by many larger public high schools in the decades around 1900" (Pederson 2000:17). This experimentation included the introduction of college-level courses to high schools, the addition of a 13th grade, and so on. It dates as early as the 1870s, thus predating the establishment of a junior college in Joliet.

[3] The first graduating class at San Diego Junior College included both men and women but none with Hispanic (or, indeed, non-Anglo-Saxon or -western European) surnames (see *San Diego Sun* 1916). Census records identify them as white and reveal them to be the children of physicians, farmers, grocers, and real estate agents.

classes…taking hike to Adobe falls, where—in masculine and feminine relays—they enjoy[ed] 'nature swim' in the stream, under chaperonage" (*San Diego Sun* 1917b).

In the years after the war, enrollment crept up. By 1921, overcrowding resulted in San Diego Junior College relocating from San Diego High School to San Diego Normal School in University Heights (non-extant except for two ancillary buildings; the predecessor to San Diego State University) (Patrick 1991).[4] The State Normal School was being converted into a teachers college, San Diego State Teachers College.[5] The new teachers college needed liberal arts courses, which were already offered by San Diego Junior College. So, rather than having "in the city two collegiate institutions overlapping and duplicating in courses and purposes," the junior college was merged with the teachers college (McGrew 1922:276). The extent of that merging is unclear. The physical campuses consolidated but research to date has not revealed if the administrations were also consolidated (Pederson 2000:116).[6]

The 1930s, broadly, saw a rise in vocational education at junior colleges across the U.S., perhaps a partial product of the Great Depression (Drury 2003). In 1938, Walter L. Thatcher established the San Diego Vocational High School and Junior College. The vocational classes throughout the district were transferred to the newly acquired facility in an old arms plant at State and Market Streets (non-extant) (Patrick 1991). The school later collaborated with a local flying school, the Ryan School of Aeronautics, to establish an exceedingly popular Technical Institute of Aeronautics. Students spent half the day in college courses and half the day in aeronautics work. According to the *San Diego Sun*, "graduates [were] qualified for skilled aircraft work" (*San Diego Sun* 1936).

In 1933, an estimated magnitude 6.4 earthquake struck Los Angeles, resulting in 120 deaths and an estimated $40 million worth of property damage (Eaton 2026). The majority of the deaths were attributed to falling debris, though newspapers at the time noted that an even greater tragedy was averted by the fact that children fled collapsing school buildings, and factory and office workers vacated other dangerous buildings (Eaton 2026). A month later, Governor James Rolph, Jr. signed the Field Act into law; the Act required earthquake-resistant design and construction for all public school buildings (Alquist 2007). Because of this legislation, it was determined that the majority of the buildings on the site of the San Diego High School would have to be demolished and rebuilt. It was decided by the Board of Education that two smaller schools would be built elsewhere, and that the Junior College would take over the site when the high school had to be replaced (Patrick 1991).

During World War II, San Diego's population increased by two-thirds (Reft 2014). That population increase, coupled with the GI Bill, which provided money for education to veterans, and the Truman Commission Report, which advocated for the establishment of a network of free, public "community colleges," boosted enrollment at the junior college, particularly of veterans. According to the student

[4] Several structures from the original Normal School are still extant, including six annex buildings and the Eugene Brucker education Center.

[5] This was the second iteration of what would later become San Diego State University. For further information, including a complete history of the University, see Seth Mallios's *Hail Montezuma! The Hidden Treasures of San Diego State University*.

[6] The junior college seems to have retained a separate identity from the teachers college; its sporting events and extracurriculars seem to have been reported separately from those of the teachers college, and the student newspaper *Paper Lantern* bore twin subtitles "State Teachers College" and "San Diego Junior College" for several years. However, the junior college seems to have been sufficiently superseded by the teacher's college in California's overall consciousness as to fail to make a 1927 list of California junior colleges in the *Oakland Tribune*, and Pedersen lists it as having been closed on an indeterminate date, if reopened by 1935 (Pederson 2000:116).

newspaper *Jay Sees*, in 1948, 70 percent of students at San Diego Junior College were veterans of the Second World War, with 346 of them (nearly two-thirds) attending under the GI Bill (*Jay Sees* 1948).

In 1946, San Diego Junior College returned to the San Diego High School campus. Over the course of that transfer, the Junior College reorganized to include the subsidiaries: San Diego Vocational High School, San Diego College of Arts and Sciences, and San Diego Evening Junior College. A 1949 article in the *National City Star-News* testifies to the institution's provision of a range of courses from the liberal arts, to art, millinery, sewing, and "various other cultural courses" (*National City Star-News* 1949). According to the *Star-News*, "[s]pecial naturalization classes and English classes for foreign born [had] been included in the schedules," testifying to the college's increased emphasis on access. Similarly, its principal Paul Klein stated, "that the school [was] open for the convenience of the public and that there [was] no cost" (*National City Star-News* 1949).

The 1948 San Diego Junior College Student Handbook gives some insight into what the combined campus was like. Both the Junior College and High School followed the same time schedule; college courses were held during the same time as the high school classes (San Diego City College 1948). Junior College students had exclusive use of the lockers in the south and southeast corridors of the main building; however, the number of lockers was limited, and upwards of three to four students shared each one.

As the 1940s ended and the 1950s began, it was clear that the Junior College was outgrowing its facilities. In 1947, approximately 750 students attended the Junior College, and the number more than doubled the following year (*Jay Sees* 1947, 1948). City School Superintendent Will C. Crawford envisioned an educational and cultural complex encompassing the junior college on the site of San Diego High School (Patrick 1991). In 1950, Bond A passed to fund construction; as a result, Crawford directed the purchase of several city blocks south of Russ Boulevard (present site of City College), immediately south of the high school. In preparation for the new campus, the Board of Education merged the San Diego Junior College and the San Diego Vocational School, developed during World War II to produce aviation mechanics, into the San Diego Junior College and Vocational School (Schoenherr 2014).

The first two buildings constructed at the new campus of the new San Diego Junior College and Vocational School were a temporary administrative building (Building A) and a large shop building (Building T), both of which were designed by Frank L. Hope & Associates and completed in 1956 (Van Wormer 2007). These temporary buildings ultimately became permanent once it was realized that it would be politically and legally impossible to displace San Diego High School. *Brown v. Board of Education* ruled that the lawful segregation of African-American children in schools was a violation of the 14$^{th}$ Amendment. The two schools that were proposed to replace the existing San Diego High School would have been, based on their locations, severely racially segregated (Van Wormer 2007). On February 21, 1961, the Board of Education voted to rename San Diego Junior College San Diego City College (Rhoades and Spoerer 2014).

Enrollment at City College soon exceeded the capacity of the existing facility. At this time, the SDUSD exchanged unused city-center property with the City of San Diego for approximately 145 acres of vacant land in Kearny Mesa. Architects Frank L. Hope & Associates prepared plans for this new college, the Kearny Mesa Junior College. In 1962, San Diego Mesa College opened with an enrollment of 1,400 students at Kearny Mesa High School (Patrick 1991). In 1964, Mesa College moved to its new campus. While City College course offerings were two-thirds vocational and one-third academic, the intent was for Mesa College course offerings to be two-thirds academic and one-third vocational in order to

balance the course offerings between the two colleges. The new campus also provided greater choice for students county-wide (*Ramona Sentinel* 1983).

SDUSD acquired the location of the Miramar Campus, located on the 120-acre Navy Hour Glass Field, as a surplus property donation in 1965. In 1969, the Miramar Regional Occupational Training Center accepted its first students (SDCCD 1989). This college, which would later be known as San Diego Miramar College, was geographically the largest of the colleges and offered courses and programs in criminal justice and fire science, and operated the police and sheriff's academies (Mira Mesa Recreation Council n.d.; SDCCD 1989, 2018; San Diego Mesa College 2026). A total of 597 students attended day classes, and 522 students attended evening classes.

Enrollment at City College continued to increase, necessitating another SDUSD expansion. In 1966, a downtown community group, San Diegans, Inc., proposed a major campus expansion plan; this plan, adopted by the City Council and administered by the San Diego Redevelopment Agency, was formally initiated in 1968 (Van Wormer 2007). However, funds were not made available until 1970. During this time (between 1966 and 1970), the San Diego Board of Education bond revenues were used to purchase property and approximately eight acres were purchased using these funds. In 1970, the campus expansion began with the demolition of the existing buildings within the newly purchased city blocks, most of which were aging apartment buildings or small storefronts, between Russ Boulevard and 12$^{th}$, 17$^{th}$, and C streets (Van Wormer 2007). In 1971, a second building was added to the Miramar campus to accommodate the aviation maintenance technology program, which was moved from City College.

Even as San Diego's community college system grew, it continued to be administered by the public school district, SDUSD. Only in 1972 was a separate community college district authorized: San Diego Community College District. SDCCD administers all three community colleges: San Diego City College (founded 1914), San Diego Mesa College (founded 1962), and San Diego Miramar College (founded 1969), as well as the San Diego Adult School (founded 1914).

That same year, in 1972, the SDCCD, along with the City and County of San Diego, began pooling funds to buy the Preble-Sachem Naval Housing Development in Southeast San Diego. The goal was to create an Educational Cultural Complex (ECC) which would serve the area. In 1974, the ECC's groundbreaking ceremony was held with inaugural SDCCD President Dr. Lawrence Davenport, then-San Diego Mayor Pete Wilson, San Diego Urban League Leader Clarence Pendleton, and others in attendance. The ECC, today, the largest of San Diego College of Continuing Education's six campuses, opened its doors on May 15, 1976 (San Diego College of Continuing Education 2023; SDCCD 2020).

Over the subsequent decades, all four campuses continued to evolve, with further expansion occurring at each of the campuses. Several older buildings, such as City College's A and C buildings, were remodeled or upgraded, and Mesa College's Quad was redesigned to create a more welcoming atmosphere. Miramar College nearly doubled in size from 1990 to 2020, and a new 38,000-square-foot building opened at the ECC in 2009. Today, the four institutions the SDCCD oversees are much larger, more diverse, and more concerned with providing an accessible education than were their progenitors, San Diego Junior College and the San Diego Adult School.

## 5.3 EARLY SETTLEMENT AND DEVELOPMENT OF SAN DIEGO

San Diego City College is located within San Diego's Downtown Community Plan planning area, thus the following contexts provide a brief history of the City.

On May 26, 1868, 1,400 acres of pueblo land were set aside for a public park by the City of San Diego Board of Trustees. The trustees included Alonzo E. Horton and Ephraim W. Morse. For much of the remainder of the nineteenth century, the area then known as "City Park" remained a mostly wild land preserve of hilltops, canyons, and arroyos, forever preserved for future generations of San Diegans and visitors. However, encroachments on the park land began in the 1870s and 1880s (City 1992). San Diego's population was growing, and the City saw a need for another school. The Board of Trustees decided to use a portion of the park land for a new school. Russ School, named after Joseph Russ, who donated the wood to construct the school, was completed in 1882. Today, San Diego High School is located on the same lot and is the oldest school in San Diego (City 2025a).

In 1892, Kate O. Sessions, San Diego's patron saint of horticulture, asked City officials to lease 30 acres of the parkland to her for a nursery. She was granted the lease and, in return, she planted 100 trees per year throughout the park and donated trees to the City for planting elsewhere. Kate Sessions transformed the parkland into a lush, designed landscape with tree shaded lawns, flower gardens, and hillside nature paths (City 1992).

In 1902, a landscape architect, Samuel Parsons, was hired to prepare a comprehensive plan for the public park. Funds were raised for his plan and planting development continued and, by 1910, the parkland began to look much as it does today. The name "Balboa" was selected during a naming contest, in honor of the famous Spanish explorer, Vasco Núñez de Balboa. The continued development of Balboa Park owes much to the two world fairs of the early twentieth century, the Panama-California Exposition of 1915-1916, and the California Pacific International Exposition of 1935-36. These two events marked the beginning and the continued development of Balboa Park's cultural center that exists today (City 2025b).

After World War II, rapid suburbanization occurred in San Diego. Families and businesses moved to the outskirts of the City, where there were new residential and commercial developments. The population of the City grew from 334,387 in 1950 to 494,201 in 1957. Despite the overall population boom, the population of downtown San Diego decreased during the same time frame. Freeway expansion in San Diego County made commuting easier and more accessible during the 1950s, further promoting the growth of suburban neighborhoods and commercial centers. The loss of hotel business to suburban motels contributed to the decrease in downtown sales revenue, which had declined 1.1 percent between 1948 and 1954. By the late 1950s, no significant development had occurred in the downtown area in nearly 30 years, and many extant buildings and structures became dilapidated. This led to the decline of downtown property values (City 2007).

Hotel Circle in Mission Valley was developed specifically to increase suburban property values and draw business away from downtown in the 1950s and 1960s (Heritage Architecture & Planning, Inc. [Heritage] 2019). Mission Valley's central location and proximity to I-8 made the area ideal for hotels and motor inns. The Town and Country Resort was the first hotel constructed in what is now known as Hotel Circle in 1953 as a 46-unit motor inn. Other low-density garden motels with ample parking and contemporary architectural styles were constructed soon after, including Mission Valley Lodge and the Stardust Hotel and Country Club. After the City revisions to zoning allowed for higher density development in Mission Valley, several other higher-density hotels were constructed in the early 1960s. These hotels being within a one-mile radius, became known as Hotel Circle (Heritage 2019).

To revitalize downtown, an economic study by San Diegan, Inc., was undertaken. The study informed the City's General Plan for redevelopment of downtown in 1960. The Civic Concourse, including City

Hall, a Convention Center and Auditorium, Civic Theater, and a parking garage, was constructed in 1962 as part of the General Plan. The Civic Concourse sparked new construction projects in downtown including office buildings and hotels. Westgate Plaza, downtown's first new luxury hotel in 39 years, opened its doors in 1970 and brought the hotel business back to downtown. High-rise hotels, commercial building, and the Civic Concourse designed in Contemporary and Brutalist styles, ignited the urban revitalization of downtown San Diego in the 1960s and 1970s (City 2007).

## 5.4 CAMPUS DEVELOPMENT

The present-day City College campus opened with the completion of the Administrative and Vocational/shop buildings (A and T; see Plate 1) in 1956. Both buildings, designed by Frank L. Hope & Associates, were built in the International style. In the fall of 1957, enrollment was more than 8,600 students. At this time, still named San Diego Junior College, some programs were still being offered on the San Diego High School campus. In 1958, two wings were added to Building A (see Plate 2 5). Increasing enrollment resulted in the need for campus growth. City College prepared for and executed its first big expansion and development during the 1960s and 1970s. The San Diego Board of Education renamed the campus to San Diego City College in 1961 (*San Diego Evening Tribune* 1961). In 1965, the Physical Education Building (P1) was completed and all associated course offerings at the high school were transferred to the new college buildings (Schoenherr 2014).

**Plate 1.** Aerial image depicting Buildings A and T under construction, late 1955 (*San Diego City College Centennial Book*). The white apartment building to the south of Building A was replaced when Building A was expanded in 1958.

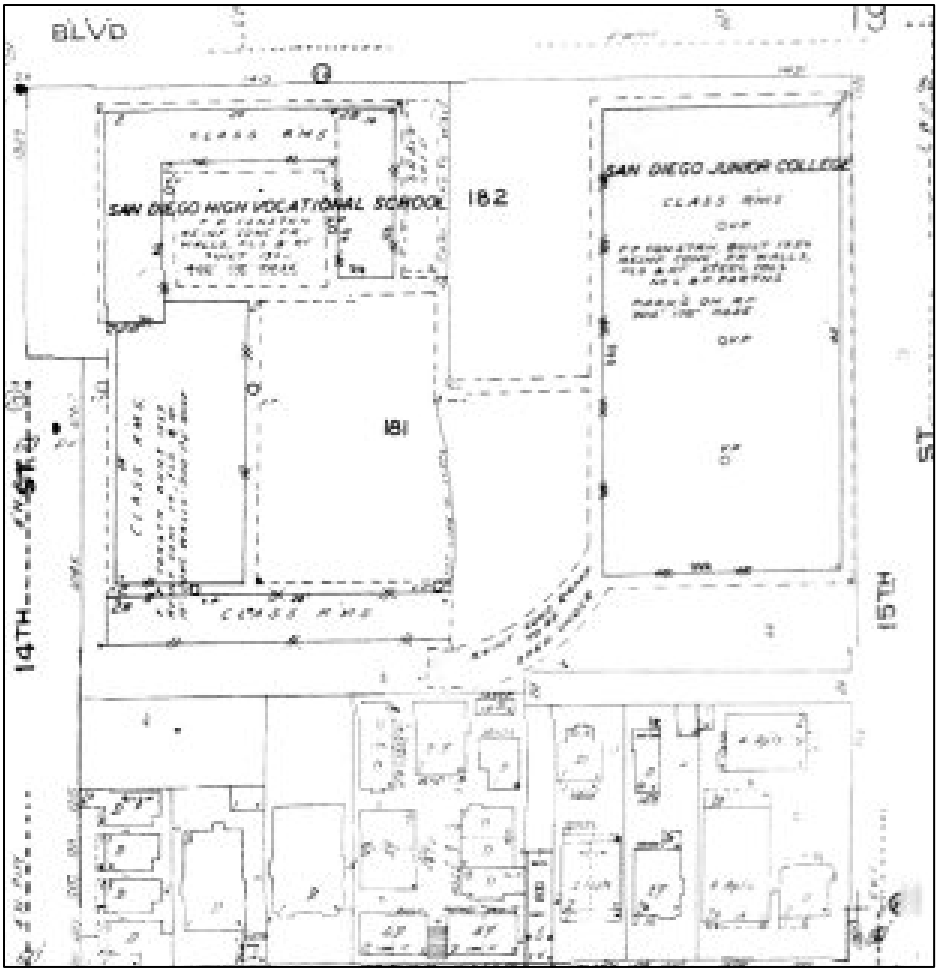



**Plate 2.** Sanborn Fire Insurance Map depicting City College, 1960 (Environmental Data Resources).

### 5.4.1 San Diego City College Campus Expansion 1970-1977

Funded through Senate Bill 691 and a Federal Renewal Project, the City College Expansion Project required the acquisition of approximately 27 acres of land incrementally between 1968 and 1974 (SDCCD n.d.). The first parcel of land, the southern portion of the campus, was acquired in 1968 to 1969. In 1970, the Library (L) was constructed and in 1971 the Creative Arts building (C) and Saville Theatre (SAV) were constructed. Presumably the pedestrian stairs and walkway leading to Building C were constructed at the same time.

Later land acquisitions saw the spread of the campus first to the east, then to the southwest, and then southeast.

With the campus expansion underway, in 1973, City College constructed Curran Plaza over B Street. Additional buildings on the new south side of campus included the Math and Science building (M) in 1976 and the City Commons (D) in 1977. Presumably, Gorton Quad was constructed as part of buildings D and M. Four other buildings were built during this period and on the south part of campus but have since been demolished and replaced: E, F, H, and S. Located elsewhere on campus, the Handball Courts (H) were built in 1974. The 1970s expansion was entirely designed by Frank L. Hope & Associates in a mix of Brutalist architecture with Post and Beam form (see Plate 3). In 1978, Richard J. Lareau and

Associates designed three small buildings in Balboa Park for use by the college, a Snack Bar/Press Box and two Dugouts, at Morley Field. By the end of the 1970s, City College had more than 13,000 students enrolled (Schoenherr 2014).

The fall of 1981 saw a record 19,453 students enrolled (Schoenherr 2014). This enrollment boom came at a cost; classrooms and parking facilities were overloaded. According to the October 18, 1982, edition of the *Tecolote Student Newspaper*, students were forced to arrive hours before their classes in order to find a parking spot.[7] Many students grew frustrated with the system and either parked outside of the designated lots or risked receiving one of the estimated 300 citations issued weekly (*Tecolote Student Newspaper* 1982). In 1984, due to a record State budget deficit, the college was forced to implement fees on resident students. Because of this, by 1987 enrollment had dropped to less than 11,000 (Schoenherr 2014). Hundreds of classes were cancelled, programs were consolidated and realigned, and services were reduced across the SDCCD. However, in 1988 voters passed Proposition 98, which established an annual minimum funding level for K-14 (kindergarten to associate degree) education each fiscal year. The spending supported K-12 schools, community colleges, county offices of education, and other state programs (Kaplan and Saucedo 2024).

**Plate 3.** City College campus map, 1979-1980 (City College Archives). Note the addition of Gorton Quad, Curran Plaza over B Street, and buildings C, D, L, and M. Also, buildings E, F, H, and S, which are non-extant.

## 5.4.2 Modern Expansion Period

In 1988, a Facilities Master Plan was completed that recommended modifications to the existing campus in order to meet current and future needs, specifically those involving a forecasted increase in enrollment and maintenance to the aging buildings. The 1990s and early 2000s saw these modifications implemented: the Fitness Center (P-2) was completed in 1992 and a 420-stall parking pavilion was

[7] The *Tecolote Student Newspaper*, formerly known as the *Knight Owl*, was absorbed by the *City Times* student newspaper in the 1980s.

completed in 1996. The Education Technology Center and the new Library (both located in the Learning Resource Center) were completed in 2000 and 2002, respectively. An Indoor Physical Education Facility (P-3) opened in 2005, adjacent to the existing Physical Education building, which was extensively renovated in 2009. In 2005, the Board of Trustees approved a new Facilities Master Plan with the goal of City College being able to accommodate 25,000 students by 2025. The first physical changes resulting from this plan occurred in 2010 when the Career Technology Center (V) and a parking structure opened in a newly acquired city block. The next decade saw completion of the Math & Social Science building (MS) and parking structure in 2012, and the Sciences Building (S) in 2013. The Arts and Humanities and Business Technology Buildings (AH and BT, respectively) were built in 2014, which required the demolition of the former Student Center that had been built during the 1970s expansion. Of these structures, only the Math and Social Science Building and parking structure were built on newly acquired land; the Arts and Humanities, Business Technology, and Sciences buildings replaced existing buildings as noted above. In circa 2018, extensive renovations were completed to buildings A, D, and T. The former Child Development Center building that was also built during the 1970s was cleared for future construction east of 16th Street between B and C Streets. The most recently completed building, the Early Education Center (EEC), opened in 2021.

Currently under construction, City College is developing its first-ever student housing project in the southeastern portion of the campus (Jay Purnell, personal communication, September 22, 2025). The project, designed to support students facing housing insecurity and other barriers to their education, is envisioned as a community hub where students can live, study, and thrive. The seven- and eight-story building will consist of 283 affordable housing units, retail space, common areas, and open space (San Diego County 2024).

## 5.5 SOCIAL AND CULTURAL DEVELOPMENT

### 5.5.1 Civil Rights Movement and Student Activism

In the 1960s and 1970s, U.S. colleges and universities were important sites of political activism. Students organized sit-ins, teach-ins, rallies, and demonstrations concerning issues like women's liberation, the draft, U.S. imperialism, and civil rights. California was an epicenter of student protest, with the University of California, Berkeley earning the particular ire of future U.S. president Ronald Reagan, who, during his 1966 campaign for California governor, castigated the "small minority of beatniks, radicals and filthy speech advocates [who] have brought…shame to and…loss of confidence in a great University" (Reagan 1966).

Faculty and students at City College engaged in the same social and political movements as their peers at four-year institutions. In 1938, the *San Mateo Times* described San Diego, San Mateo, and San Francisco Junior College students as "run[ning] the same gamut of red activities as do those at the universities" (*San Mateo Times* 1938). The newspaper seems to have extrapolated San Diego's purportedly communistic tendencies from the presence of psychology professor and "political gadfly" Harry C. Steinmetz on its faculty (Eisloeffel 1989). Steinmetz had run for mayor in 1935 on a socialist platform and was, according to the *San Mateo Times*, "active in the radical labor movement" (*San Mateo Times* 1938). In 1954, he was fired from his position at San Diego State University for refusing to sign an anti-communist loyalty oath.

In the 1960s, both faculty and student involvement in left-leaning politics increased. In October 1968, a City College student and veteran of the Vietnam War was "beaten and forcibly ejected" from a rally for

the Republican senatorial candidate Max Rafferty, when he protested against Rafferty's criticism of college students' anti-Vietnam War protests (Bergholz 1968). A year later, on October 15, 1969, students at City College joined nationwide Moratorium Day protests to end the war (Stone 1969). Faculty likewise engaged in anti-war activism. City College history professor Larry Schwartz, after whom the college's Schwartz Square is named, supported efforts to impeach both Richard Nixon and Gerald Ford, the former for his actions during the Vietnam War and the latter for granting the former a pardon (*San Diego Evening Tribune* 1974).

City College was also involved in civil rights activism. In 1968, the Harlem Democrat Adam Powell visited City College on a speaking tour, to recruit "young white students to enlist as soldiers in his 'second civil war,' which he [called] the 'black revolution'" (*Santa Maria Times* 1968). Ten years later, on May 19, 1978, City College was the starting point for a "Malcolm X Full Employment March and Rally" organized by Nia Cultural Organization, San Diego's longest lived Black Power organization (Sylvester 1978). According to the Los Angeles Times, between 1,000 and 1,500 people joined the rally, marching from San Diego City College down Broadway (Sylvester 1978). Speakers included Dolores Huerta of the United Farm Workers, Dennis Banks of the American Indian Movement, and the actress and activist Jane Fonda (Sylvester 1978).

Activism at City College was supported by a range of student groups, including the Mexican American Youth Association (MAYA), el Movimiento Estudiantil Chicano de Aztlán (MEChA, a later iteration of MAYA), the Black Student Council, and the National Student Coalition Against Racism. Those groups were established at City College in the late 1960s and 1970s, as local branches of nationwide student organizations. In addition to engaging in straightforward political activism, they organized a wide range of events and activities for the college: in January 1969, MAYA organized a Maya Day celebration, proceeds from which were used to tutor Mexican-American students "with academic difficulties" (*San Diego Evening Tribune* 1969).

Many student activists focused their efforts on making City College more hospitable to students of color. In February 1970, the campus was the site of a conference of the San Diego Chapter of the Chicano Council on Higher Education. A letter to the college's president Rex Gorton from Rene Nuñez, the Administrative Engineer of Centro de Estudios Chicanos, documented three events that occurred at the conference (Nuñez 1970).

The first event involved a group of Chicano students lowering the American flag and replacing it with the flag of Aztlán; as a result, the college launched a Blue Ribbon Committee investigation into the students. The second event involved the theatrical group El Teatro Popular de la Vida y la Muerte, invited by MAYA and MEChA to perform in the central quad of the college during the conference. Prior to El Teatro Popular de la Vida y la Muerte's performance, the conference was suddenly moved to "a small little theater" (Nuñez 1970). The final event discussed by Nuñez involved the nearby San Diego High School. MAYA and MEChA invited high school students from San Diego High School to take advantage of the conference and the high school's administration initially granted permission to its Chicano Studies classes and other interested students to attend the event. However, according to Nuñez, City College requested that the administration of the high school reverse the decision to allow students to attend the event. It was, Nuñez argued, hypocritical that a Blue Ribbon Committee was investigating the flag raising when these actions, deemed detrimental and racist by Centro de Estudios Chicanos, essentially ruined the conference.

As a result, in 1970, with the support of San Diego's Chicano Federation, a large body of Mexican-American students at City College, led by a former student Jose Gomez, sought the removal of Gorton as the college's president "because of his 'gross failure to communicate with his students'" (*The San Diego Union-Tribune* 1970). The following year, the Black Student Council joined efforts to oust Gorton, on the grounds that he had "created unnecessary student and faculty unrest" (*The San Diego Union Tribune* 1971). Gorton remained at City College until 1973. However, student activists' concerns about City College's engagement with students of color bore more immediate fruit. A consultant hired by the Board of Trustees recommended the "hiring of more minority people on both the support and professional staffs and the establishment of full Black Studies and Chicano Studies departments" (*The San Diego Union-Tribune* 1971).

## 5.5.2 Initiatives in Cultural Diversity, Ethnic Studies, and Student Support

### 5.5.2.1 Cultural Diversity and Ethnic Studies

Broadly, ethnic studies examines the histories, cultures, and experiences of minoritized ethnic-racial groups in the U.S., particularly people of color. Education scholars Thomas J. La Belle and Christopher R. Ward partially locate the origins of ethnic studies programs in "the dissatisfaction registered among minority students and faculty with their lack of impact on higher education…and…the wider civil rights and international liberation movements in the Third World" (LaBelle and Ward 1996:70). The establishment of ethnic studies programs was facilitated by an overall growth in higher education during the 1960s and 1970s (LaBelle and Ward 1996:70). That growth brought resources that could be invested to support new programs, as well as students and faculty of color.

Just as California was a center of student protest, it was also significant in the growth of ethnic studies. The first ethnic studies program in the U.S. was established at Oakland's Merritt College, a community college, in 1967 (People's Minister of Information JR 2015).[8] The college offered a comprehensive associate's degree in Afro American Studies (Katungi and Kim 2021). Two years later, San Francisco State College (today, San Francisco State University) established the first ethnic studies program at a four-year institution, following a six-month strike by students and faculty, and led by a student group known as the Third World Liberation Front (TWLF; San Francisco College of Ethnic Studies n.d.). The TWLF demanded equal access to public higher education, more senior faculty of color, and a new curriculum that would embrace the history and culture of all people including Ethnic Minorities (Diaz 2026). By the late 1970s, a wide variety of ethnic studies programs had been established across the U.S., but most were located in California (LaBelle and Ward 1996:71).

In 1969, students of the SDCCD demanded Black and Chicano Studies be taught at both City and Mesa colleges. The SDCCD met these demands with two new departments over the next three years: Chicano Studies in 1970, and Black Studies in 1971 (Katungi and Kim 2021). One of the Black Studies department's first professors, Nathan Katungi, arrived at City College in 1973 (Katungi 2022). The centrality of students to the development of Black Studies at City College was clear to Katungi at the outset—one of his interviewers for the position was a student. According to Cruz Rangel, one of City College's first Chicano Studies professors, Chicano Studies was likewise uniquely student-centered (Espinosa 2022).

From their establishment, both Black Studies and Chicano Studies at City College were closely engaged with San Diego's communities of color outside the college. The case of Chicano Park is emblematic of

[8] San Francisco State College is more frequently identified as the location of the first ethnic studies program in the U.S.

that engagement (Espinosa 2022; Anguiano n.d.). In April 1970, City College student Mario Solis learned that the City of San Diego had decided to build a highway patrol station in the promised location of a community park in the historically Mexican-American neighborhood of Barrio Logan. Solis rushed into a Chicano Studies course taught by Gilbert Robledo (the first professor hired for City College's Chicano Studies program) and rallied his peers in support of political action. Hundreds of city residents, including City College Chicano Studies students, seized and occupied the plot of land for 12 days, ultimately securing an agreement with the City of San Diego to construct the promised park, Chicano Park.

Katungi identifies several professors from City College's history department as particularly supportive of its new ethnic studies programs, including Larry Schwartz (see above) (Katungi 2022). But ethnic studies was not immediately embraced by academics with more "traditional" backgrounds. A 1978 *Los Angeles Times* article on ethnic studies includes accusations from longtime City College history instructor Eugene K. Chamberlin that the City College Chicano Studies program was "'run as a Mexican-American club situation with very little academic content'" (Jones 1978). Cruz Rangel denied Chamberlin's charges, insisting that the program was "as academically sound as all other courses" (Jones 1978). Ultimately, Rangel and ethnic studies won out. Students in both Black and Chicano Studies pushed to entrench their respective departments at City College, successfully demanding a multicultural studies requirement at the college (Katungi 2022). Rangel retired in 2019, after a 50-year career (Mohler 2019). Plans are underway to add a Native American Studies department to its ethnic studies programs (*San Diego City College NewsCenter* 2023).

#### 5.5.2.2 Student Support

Student support is not a modern invention. In the first 200 years of American higher education, faculty was responsible for both the students' intellectual and moral development (Doyle 2004). However, as higher education began to change during the late nineteenth and early twentieth centuries, the focus of faculty shifted to research and scholarly work and many colleges and universities hired student services specialists to monitor and discipline the students for their behavior outside of class. This led to the creation of Student Affairs in many universities and colleges, which would provide the adjunct services necessary to ensure a student's readiness for the classroom (Doyle 2004).

Post-war enrollments in colleges and universities swelled in the 1930s; these dramatic increases in enrollments continued through the 1960s, when the impact of expanding college access to new populations combined with the effects of student movements to generate the first widespread concerns over student attrition (Venit 2016).

In 1966, City College's newspaper geared towards evening students, *The Knight Owl*, detailed the services available to students (*The Knight Owl* 1966). Students in need were eligible for a loan sufficient to cover the total price of a book of $20 or apply for the work study program. Students could also take advantage of the Guidance Program, in which an advisor would be assigned to the student for their enrolment at the college. This advisor would be a specialist in the student's field of study and would be available for consultation (*The Knight Owl* 1966). In 1969, Dean of Students Russel Burtraw established the Extended Opportunity Programs and Services (EOPS), which provided state funds for low-income students (Schoenherr 2014).

Four tutorial programs were available for City College students in the early 1970s: the La Raza Consortium, which sought to identify and train qualified students to serve as counselors and tutors to other Chicano students; Senate Bill (SB) 164, which was passed in 1969 and provided funds for tutoring,

counseling, and direct aid; Veterans' Tutorial Program, which offered tutoring services to veterans; and the Supplemental Instructional Service Program (SISP), which utilized peer-led study sessions (Schoenherr 2014). Seeing a need for a broader tutorial service, the chairman of the Physical Science Department, Dr. Herald Kane, started the Candle Program to provide tutors for students in mathematics and science. Dean Burtraw agreed to fund the program after it saw great success, and the Tutor Corps were born (Schoenherr 2014). The focus of the Corps was to train students to become tutors in specific disciplines. Burtraw would eventually merge the Candle Program and Tutor Corps with the SISP to become the Tutorial/Learning Center on campus.

Over the 1970s and 1980s, numerous socioecological models describing students' commitment to earning their degrees were produced, and researchers began noticing trends regarding certain demographics graduating at lower rates. This led to programs and services which targeted these demographics; soon, however, the focus shifted to retention of first year students and preventing drop-outs (Venit 2016). Researchers have determined that colleges and universities should focus on smaller class sizes and the financial constraints of the students to increase retention and graduation rates (Millea et al. 2018).

In 2013, City College held a Student Success and Support Program (SSSP) Summit, which led to the formation of three committees to address core services and student success activities: the Career/Education Planning and Degree Completion Committee, the Programs and Enrollment Management Committee, and the Communications and Technology Committee (San Diego City College 2026). The goal of these committees is to produce recommendations and initiatives that support student success and equity.

## 5.6 ARCHITECTURE AND DESIGN

City College exhibits a variety of architectural styles. Of the approximately 13 extant buildings and structures that were constructed in the period 1956 to 1985 (the 40-year age threshold of this report), the majority were designed in the Brutalist and Post-and-Beam styles. Two buildings are designed in the International style. Therefore, the following presents a brief synopsis of the most prevalent styles exhibited at the college.

### 5.6.1 International Style, c. 1925-1965

Two buildings at City College exhibit characteristics of the International style (Buildings A and T). Therefore, the following presents a brief synopsis of its origin and defining characteristics.

The International style originated in Western Europe in the 1920s and 1930s. The term "internationalism" as it relates to architecture was first used by German American architect Walter Gropius (1883-1969). His seminal text entitled *Internationale Architektur*, which he edited in 1925 for the Bauhaus School in Weimar, Germany, characterized the new, modern aesthetic that was being promoted by the Bauhaus and other schools as "international and unbounded by place or culture" (Architectural Resources Group and ICF International 2021:28). The style transcended any national or regional identity because it made no reference to local vernaculars or traditional buildings forms (City 2007:58). It was in part introduced to the U.S. when, in 1932, the Metropolitan Museum of Art in New York mounted the influential "Modern Architecture: International Exhibition." Architectural historian and critic Henry-Russell Hitchcock and architect Philip Johnson authored the exhibition's accompanying

book *The International Style: Architecture since 1922*. The authors identified three key design principles of the style:

1) Architecture as volume – thin planes or surfaces create the building's form, as opposed to a solid mass;

2) Regularity in the façade, as opposed to building symmetry;

3) No applied ornament (Chicago Architecture Center 2026).

European born and trained architects, such as Rudolph Schindler (immigrated 1920) and Richard Neutra (immigrated 1925), were already designing in the style in the U.S. However, it was notably further popularized in the U.S. as European architects emigrated in the years before World War II. Among these were luminaries Walter Gropius (1937) and Marcel Breuer (1937) who settled in Massachusetts and taught at Harvard, Ludwig Mies van der Rohe (1938) and Lazlo Moholy-Nagy (1937) who settled in Chicago, and William Lescaze (1920) who settled in New York City (Architectural Resources Group and ICF International 2021:28). The principles of the International style and Modernism in general spread across the U.S. In Los Angeles and Southern California, the principles were introduced in the 1920s with the arrivals of Viennese architects Schindler and Neutra (Architectural Resources Group and ICF International 2021:28). The style emerged in San Diego later than elsewhere, with most examples built after 1935 (City 2007:58). The style generally reached its zenith in the U.S. in the years after World War II with Mies van der Rohe and others, and waned by the mid-1960s (Fleming et al. 1998:286). In contrast, the *San Diego Modernism Historic Context Statement* indicates its local end generally occurred by 1955. San Diego has few examples of true International-style architecture and what is present is generally exhibited in the form of commercial or institutional buildings, such as schools. Notable examples within San Diego include the following: Pueblo Ribera Court by Schindler (1923, HRB no. 117; Plate 4), Caltrans building by C.J. Paderewski (1953, non-extant), Education Center by Clyde Hufbauer (1953; Plate 5), and, surpassing the aforementioned San Diego end date by eight years, the Chamber Building by Palmer & Krisel (1963) (City 2007:59-60).

### Character-Defining Features

- Horizontal orientation
- Emphasis on simple, geometric volumes with square corners
- Common exterior materials include concrete, brick, and stucco
- Lack of applied ornament
- Asymmetrical façades
- Horizontal bands of flush mounted windows, typically metal-framed casement
- Flat roofs (cantilevered slabs or parapets)

### Evaluation Criteria

The *San Diego Modernism Historic Context Statement* provides the following guidance on evaluation criteria for the International Style buildings in San Diego.

Examples of this style in San Diego are limited; therefore, retention of good examples is important. Eligible resources should retain the majority of their character-defining features, although some impact or loss to character defining features may be acceptable when comparative analysis demonstrates that the resource is a rare example of the type.

Location and setting are particularly relevant for International style resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource.

Typically, International style buildings will be significant individually due to their limited number and the rarity of resources gathered in a sufficient concentration to warrant district designation. However, tracts exhibiting an International style, such as the one in the Rolando Village area, may be eligible for district designation (City 2007:59).

**Plate 4.** El Pueblo Ribera Court, 1923, Rudolph Schindler (HRB no. 117; Google Street View).

**Plate 5.** Eugene Brucker Education Center, 1953, Clyde Hufbauer (Google Street View).

### 5.6.2 Brutalism, c.1950-1975

Several buildings at City College exhibit characteristics of the Brutalist style (Buildings D, L, and M). Therefore, the following presents a brief synopsis of its origin and defining characteristics. The Central Plant (U) was constructed to resemble the architectural style of these surrounding buildings but was constructed in 2011, outside of the period of significance.

Brutalism began in the early 1950s in England by young architects who were disenchanted with the country's establishment architects. In the years after World War II, the establishment advocated for softened and more picturesque Modernism for the masses. These "new Brutalists" argued for architecture that was more honest and direct and, therefore, more ethical. Husband and wife architects Peter and Alison Smithson are credited with designing the earliest example of Brutalism: Hunstanton School (1951-1954) in Hunstanton, United Kingdom. Architectural historian Reyner Banham described the Brutalist approach as follows:

> What has caused hesitation to lodge in the public's gullet is the fact that it is almost unique among modern building in being made of what it appears to be made of. Whatever has been said about honest use of materials, most modern buildings *appear* to be made of whitewash or patent glazing, even when they are made of concrete and steel. Hunstanton *appears* to be made of glass, brick, steel, and concrete, and is in fact made of glass, brick, steel, and concrete (ICF International 2020:26).

The name Brutalism originated from the French *béton brut*, meaning raw concrete, which rapidly became Brutalism's defining and primary material. In Brutalism's early days in recovering post-war Europe, concrete was more affordable than the glass and steel indicative of the International style. As a style, Brutalism often applied one material, usually exposed concrete, across the entirety of a building with bold, oversized, angular shapes that either broke the typical rectangular form or handled that form in a sculptural manner (ICF International 2020:28).

Notable examples within San Diego include the Salk Institute by famed architect Louis Kahn (1959-1966, HRB no. 304; Plate 6) and the non-extant Qualcomm Stadium by Gary Allen, of Frank L. Hope & Associates (1965). The University of California, San Diego features 11 Brutalist buildings that were constructed between 1958 and 1975. Among these are Muir College residence hall by Dale Naegle (1967) and the Geisel Library by William Pereira (1970; Plate 7) (City 2007:79).

## Character-Defining Features

- Exposed and expressive structural system
- Monumental massing
- Angular and rectangular forms
- Unpainted exposed concrete, raked or smooth, dominating visible elevations
- Intentional avoidance of traditional elements or ornament
- Typically displays bold oversized angular shapes with sculptural and distinctive geometric forms to break apart the rectangular form

## Evaluation Criteria

The *San Diego Modernism Historic Context Statement* provides the following guidance on evaluation criteria for the Brutalist Style buildings in San Diego.

> Location and setting are particularly relevant for Brutalist resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource (City 2007:79).

**Plate 6.** Salk Institute, 1959-1966, Louis Kahn (HRB no. 304 – Wikipedia).

**Plate 7.** Geisel Library, 1970, William Pereira (Wikipedia).

### 5.6.3 Post-and-Beam, c.1950-1970

Several buildings at City College exhibit characteristics of the Post-and-Beam style (Buildings C, D, L, M, and Saville Theatre [SAV]). Therefore, the following presents a brief synopsis of its origin and defining characteristics.

Post-and-Beam refers to a method of construction that is indicative of various Modern styles; however, in San Diego it is sufficiently prevalent to be treated as a style in its own right. Therefore, the following provides a brief context of the style excerpted from the *San Diego Modernism Historic Context Statement.*

> Post-and-Beam is a method of construction in which the structural framing consists of load bearing beams supported by columns rather than solid bearing walls. This method has been used for centuries in wood-frame and heavy-timber construction. In Modern design, post-and-beam construction was used as a means of limiting the need for solid load-bearing walls, which allowed for expansive use of glass along the perimeter of the building where one would normally find an opaque wall. In fact, extensive use of glass including entire walls of floor-to ceiling glass is a primary characteristic of this style. Simplified aspects of Japanese and Ranch design are frequently seen in Post-and-Beam architecture.
>
> Post-and-Beam Modern houses are characteristically rectilinear with open floor plans that are grid-like in layout and based on a consistent module or beam length. The roofs are generally flat, although there are some examples of Post-and-Beam Modern construction with gabled roofs. Roof lines frequently include wide overhangs. The

> structural members may be wood or steel. Used in both residential and commercial design, Post-and-Beam architecture is generally custom designed and involves a high degree of individualization (City 2007:67).

Notable institutional examples within San Diego include the following: the Design Center by Lloyd Ruocco (1949, HRB no. 434; Plate 8), which is widely viewed as the "catalyst" for the style in San Diego, and the Institute of Geo-Planetary Physics, Scripps Institution of Oceanography by Ruocco (1963; Plate 9) (City 2007:69).

### Character-Defining Features

- Direct expression of the structural system, usually wood or steel frames
- Horizontal massing
- Flat or shallow pitch roofs (with deep overhangs or no parapet)
- Floor-to-ceiling glass
- Repetitive façade geometry
- Minimal use of solid load bearing walls
- Absence of applied decoration
- Strong interior/exterior connections
- Open interior floor plans
- Exterior finish materials usually include wood, steel, and glass

### Evaluation Criteria

The *San Diego Modernism Historic Context Statement* provides the following guidance on evaluation criteria for Post-and-Beam buildings in San Diego.

> Due to the relative rarity of this sub-style and high degree of individualization any extant examples should be considered for historic designation. District designations may also be considered in instances where examples are found grouped in later communities such as Alvarado Estates, Del Cerro, and Mt. Helix, which were developed in the 1950s and 1960s and offered lots for high-end custom residential development.
>
> In evaluating integrity, expression of the structural system through expansive floor-to-ceiling glass and wood or steel framing is critical to conveying the style.
>
> Due to the transparent nature of these glass-walled structures the contextual relationship and landscape setting is of extreme importance to the overall character of these properties. Surrounding landscapes associated with Post-and-Beam architecture should be considered in historical designations and rehabilitation projects. Any intact landscapes, especially those that can be attributed to the architect or a landscape architect, should be retained. (City 2007:68)

**Plate 8.** Design Center, 1949, Lloyd Ruocco (HRB no. 434 – San Diego Historical Society, ID no. OP 1727-52).

**Plate 9.** Scripps Institute of Oceanography (SIO), Institute of Geophysics and Planetary Physics (IGPP) Munk Lab, 1962, Lloyd Ruocco (Heritage Architecture & Planning).

# 5.7 ARCHITECTS

Original building plans and other SDCCD records indicate that two different architecture firms designed the extant buildings at City College that were constructed between 1956 and 1985 (40 years of age or older). Therefore, the following presents a brief biography of each firm in descending order of their commissions at present day City College.

## 5.7.1 Frank L. Hope & Associates

Frank L. Hope & Associates designed 12 extant original buildings and/or structures at City College; therefore, the following provides a synopsis of the firm's work. A complete list of the extant buildings and structures designed by the firm is presented in Table 2, *Inventory of Buildings and Structures at City College that Were Designed by Frank L. Hope & Associates Between 1956 and 1985*.

**Table 2**
**INVENTORY OF BUILDINGS AND STRUCTURES AT CITY COLLEGE THAT WERE DESIGNED BY FRANK L. HOPE & ASSOCIATES BETWEEN 1956 AND 1985**

| Building ID No. | Year | Current Name | Historic Name |
|---|---|---|---|
| A | 1956/1958, 1977 | Academic Building (Thatcher) (altered) | San Diego Junior College & Vocational School (Administration) |
| T | 1956 | Administrative Services (altered) | San Diego Junior College & Vocational School (Vocational/Shop) |
| P | 1965 | Physical Education (altered) | Shower and Locker Building |
| L | 1970 | Academic Success Center | Library Building |
| C | 1971 | Creative Arts | Creative Arts Center |
| SAV | 1971 | Saville Theatre | Saville Theatre |
| - | 1971 | Pedestrian Steps/Walkway from C St. | Pedestrian Steps/Walkway from C St. |
| - | 1973 | Curran Plaza | Curran Plaza |
| H | 1974 | Handball Court Building | Handball Court Building |
| M | 1976 | Student Affairs | Math – Science Building |
| D | 1977 | City Commons (altered) | College Center Dining Facility |
| - | 1977 | Gorton Quad | Gorton Quad |

The firm was founded by Frank Lewis Hope, Sr., in 1928, who is included in the City's 2020 *Biographies of Established Masters.* His sons Frank L. Hope, Jr. and Charles Hope eventually joined the firm and, in the 1960s, leadership passed to his son Hope, Jr. Known in its later years as Hope Consulting Group, then Hope Design Group, the firm was dissolved in 1993.

Frank L. Hope, Sr. (1901-1994) was born on June 1, 1901, in San Bernardino, California (City 2020:26). In 1913 he moved to San Diego with his family. Hope's architecture education included two years at the University of California, Berkeley and one year at the Carnegie Institute of Technology (Koyl 1955:256). After school he returned to San Diego, where he started his architecture career working for master architect Richard Requa. After passing his architectural exam, Hope, Sr. opened his own firm, Frank L. Hope & Associates, Architects & Engineers (City 2020:26).

The firm designed a myriad of building types across San Diego including residential, commercial, and institutional. Early residential commissions were largely designed in revivalist styles, especially Spanish

Colonial Revival. As architectural preferences changed, so did the firm's work; much of it in contemporary styles (City 2020:26). The firm's early work also included several buildings for the San Diego Roman Catholic Diocese: the Spanish Revival-style Carmelite Monastery in Normal Heights (1930), Sacred Heart Catholic Church in Ocean Beach (1946), Our Lady of the Sacred Heart Catholic Church in City Heights (1947), the San Diego College for Women (1950), and the Immaculata at the University of San Diego (1964) (City 2020:26). As the practice grew, commissions included Scripps Memorial Hospital, La Jolla (1949, 1975); Children's Hospital (1954); Home Federal Savings & Loan Association (1966); and Point Loma Community Presbyterian Church (1955) (Koyl 1955:256; Sutro 2024). Academic commissions included 10 buildings at Kearny Mesa Junior College, present day Mesa College (A100, B100, C100, D100, K100, K200, L100, M100, N100, and O100; 1954) (SDCCD 2025).

Six of the firm's early commissions have been listed in the San Diego Historical Resources Register under Criteria C and D (among other criteria), for their design/construction and as the work of a master: the First National Bank Building at 500-522 Broadway (1940 remodel, HRB no. 465); the Contemporary Ranch-style Frank L. Hope Residence at 371 San Fernando Street (1947, HRB no. 803), which in 2007 established him as a Master Architect by the HRB; the Spanish Revival-style Luigi and Louise Perna/Frank L. Hope Residence at 2320 Hickory Street (1928, HRB no. 1065); the Spanish Revival-style Lawrence and Mary Oliver/Frank L. Hope Residence at 815 Armada Terrace (1935, HRB no. 1169); the Monterey Revival-style Mary Lynch/Frank L. Hope House at 371 San Fernando Street (1947, HRB no. 1459); and the Spanish Revival-style Edward Molloy/Frank L. Hope Residence at 2702 Willow Street (1928, HRB no. 1284) (City 2020:26). Hope, Sr. received an honor award from the AIA San Diego and he was posthumously described as the "grandfather of architecture in San Diego" and that he and his firm "helped shape San Diego from a small town in the late 1920s to a modern city aware of its regional prominence" (Koyl 1955:256; *The San Diego Union-Tribune* 1994).

In 1951, Frank L. Hope, Jr. (1930-2024) earned his bachelor's degree in architecture from the University of California, Berkeley and, in 1955, he joined his dad at the firm (Koyl 1962:324-5, 1970:420). Hope, Sr. retired in 1965 and, under his son's leadership, the firm continued to evolve and expand its footprint. The firm, rebranded as Hope Design Group, grew to 150 employees and had offices in Southern California, San Francisco, and Saudi Arabia (Sutro 2024). The firm's later commissions included San Diego Convention Hall (1963), San Diego's first modern high-rise Home Tower (1963), Modernist-style Timken Museum of Art (1965), Mercy Hospital (1966), the former San Diego Stadium that was awarded an AIA National Honor Award (1967; aka Jack Murphy, QualComm, SDCCU Stadium), National Cash Register Electronics Manufacturing Facility (first increment, 1968), Union-Tribune Building (1974), and the San Diego Marriot (1984) (Koyl 1962:324-5, 1970:420; Sutro 2024).

Academic commissions included the University of California, San Diego's Brutalist-style McGill and Mandler Halls (1969), which are "modernist structures of concrete and fluted precast panels" (Sutro 2024). Such "first-class" buildings as these were reported to have been "assets in recruiting prominent faculty such as brain scientist George Mandler" (Sutro 2024). Later academic commissions include nine buildings at San Diego Mesa College (Buildings D200, C200, I300, L200, L400, M200, O200, O300, and P100; 1967-1980) and six buildings at San Diego City College (Buildings L, C, SAV, H, M, and D; 1970-1977) (SDCCD 2025). The City College commissions are reported to have been designed by architect Gary Allen, who had previously studied with Isamu Noguchi and worked for Philip Johnson (Sutro 2024).

One of the firm's later commissions has been listed in the San Diego Historical Resources Register under Criterion C for design/construction: the Post-and-Beam architecture, with International-style influences, Frank and Barbara Hope, Jr. House at 3430 Bangor Place (1967, HRB no. 1069). Frank L. Hope, Jr. won

numerous AIA awards including an award of merit for the Regional Center Study-Downtown San Diego (1964); first honor awards for the Bureau of Commercial Fisheries (date unknown, now California Fish & Wildlife), the Naval Facility Engineering Command (1965), and for San Diego Stadium (1969); and lastly an award of excellence for the Bureau Commercial Fisheries (1965) (Koyl 1962:324-5, 1970:420).

### 5.7.2 Richard J. Lareau & Associates

Richard J. Lareau & Associates designed three buildings in 1978 (the Morley Field Snack Bar/Press Box and two Dugouts) for use by City College, in Balboa Park; therefore, the following provides a synopsis of the firm's work. Lareau is included in the City's 2020 *Biographies of Established Masters.*

Richard John "Dick" Lareau (1927-2022) was born on October 17, 1927, in Bremerton, Washington, and was raised in Chula Vista (Ancestry.com 2012; City 2020:33; Koyl 1962:405; Modern San Diego 2026). Lareau attended the University of California, Berkeley from which he earned his bachelor's and master's degrees in architecture in 1954 and 1955, respectively (Koyl 1962:405; Showley 2022). His early training included various designer and draftsman roles for Kitchen & Hunt in San Francisco and afterward for Paderewski, Mitchell & Dean in San Diego (Koyl 1962:405). In 1957, Lareau established his own firm. Lareau's practice grew to a staff of 15 at its peak. The firm trained a number of the region's architects including Alfonso Macy, Paul McKim, George Hartley, Bill Richards, and Paul Thoryk (Modern San Diego 2026).

Lareau designed a wide variety of building types including single- and multi-family residential homes, retirement communities, public schools, libraries, colleges, hospitals, religious buildings, commercial buildings, industrial buildings, and military buildings (City 2020:33). His work was predominantly Modernist in style. Inspired by the work of Harwell Hamilton Harris, Lareau's work expressed the structure of his buildings, which frequently feature flat roofs with wide eaves and projecting beams, natural wall materials, and large expanses of glass that respond to the site's geography and/or vistas (City 2020:33). Lareau was also known for his circular-shaped public buildings including the 4,500-square-foot Mission Bay Visitor's Center (1969), which he likened to a "sculptural seashell" (Showley 2022). It was inspired by Frank Lloyd Wright's Guggenheim Museum in New York City (Showley 2022).

Lareau's commissions include numerous residences across San Diego County, the East San Diego Branch Library (1961), Saint John's Evangelical Lutheran Church & School Classrooms (1964), Pacific Beach Community Congregational Church (1966), various buildings for the military, and the Barnes Tennis Center in Ocean Beach (1995). Academic commissions include California Western University's (now Point Loma Nazarene University) campus master plan (1958) and several buildings including dorms and cafeteria (1959-1962), Little Theater (1960), Ryan Library (1962), gymnasium (1962), science building (1967), and fine arts and music (1969); United States International University's (now Alliant University) campus master plan and several buildings including administration, library and learning resource center, science building and lecture hall, and academic classroom cluster (1970); Mesa College's Child Development Center and landscape building (both 1976); and San Diego City College's Morley Field dugouts and snack bar/press box (1978) (Koyl 1962:405; Modern San Diego 2026; Showley 2022).

Two of Lareau's commissions have been listed in the San Diego Historical Resources Register under Criteria C and/or D for their design/construction and/or as the work of a master: the Michael and Clara Brown House at 5645 Taft Avenue (1968, HRB no. 1246) and the Rose Vollmer/Richard Lareau House at 4514 Ladera Street (1964, HRB no. 1344); both of which are designed in the Post-and-Beam architectural style (City 2020:33). Lareau's Contemporary style Pan-Pacific House at 6361 Elmhurst Drive in Del Cerro

(1958) was featured in the San Diego Parade of Homes and was recognized at the 1964 United Masonry Association of San Diego for its incorporation of numerous indoor-outdoor spaces (Modern San Diego 2025).

# 6.0 SURVEY FINDINGS

## 6.1 SUMMARY OF FINDINGS

In summary, HELIX identified a total of 13 buildings and three structures/plazas, and one historic district within the project site (City College campus) that are 40 years of age (1985) or older and thus required evaluation for listing in the NRHP and CRHR.

One resource appears eligible for listing in the CRHR, as follows:

- 1 eligible historic district: San Diego City College Campus Expansion Historic District

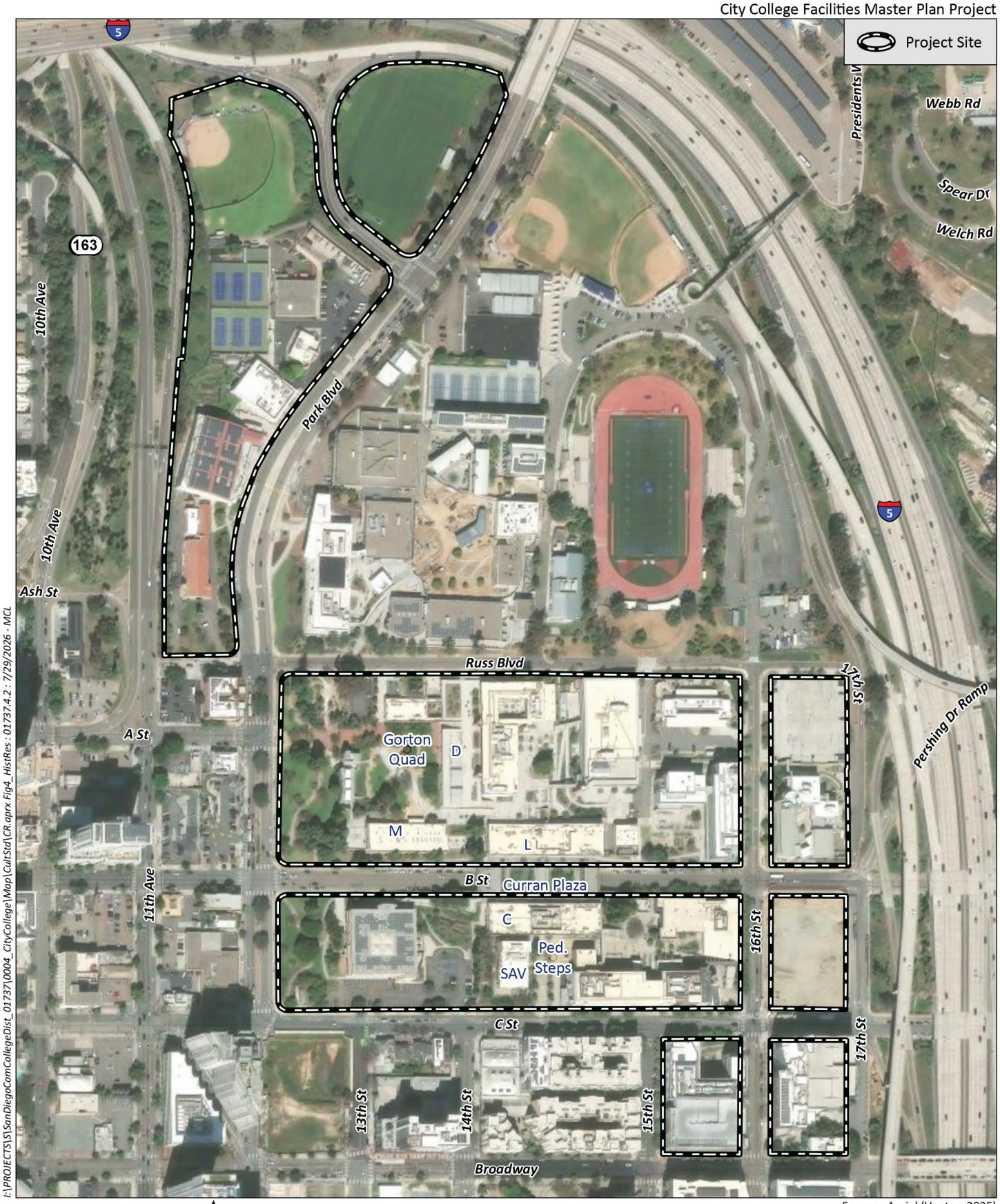
The eligible historic district is located within the main central campus area generally between Park Boulevard and 16th Street, and between Russ Boulevard and C Street. The historic district is comprised of eight contributing resources (five buildings and three structures/plazas). These findings are presented in the following aerial image of the campus (Figure 4, *Historical Resources at City College*). All 13 buildings and three structures/plazas were evaluated for individual listing in the CRHR. A complete list of survey findings and evaluations is included in this report as Appendix C, *Built Environment Inventory and Evaluations*.

## 6.2 HISTORIC DISTRICT

### 6.2.1 San Diego City College Campus Expansion Historic District

As discussed in Section 5.4.1, the San Diego City College campus underwent a significant expansion in the 1970s. All of the buildings constructed between 1970 and 1977 were designed by Frank L. Hope & Associates. The following evaluation utilized the college campus map of 1979-1980 as a base for referencing extant buildings and spaces. The San Diego City College Campus Expansion Historic District consists of five contributing buildings and three contributing structures/plazas, which are presented in Table 3, *Contributors to the San Diego City College Campus Expansion Historic District*. The five contributing buildings are Creative Arts (C; 1971), Saville Theatre (SAV; 1971), City Commons (D; 1977), Academic Success Center (L; 1970), Student Affairs (M; 1976). The three contributing structures/plazas are the pedestrian stairs and walkway leading to Building C (1971), Curran Plaza (1973), and Gorton Quad (1976/1977). Three of the buildings added during this expansion period are no longer extant: the former Student Center (S), Child Development Center (F), and Evening Admin Building (E). The two original buildings from 1956 (A and T) are still extant, but predate the expansion period, have been significantly modified, and are not contributing buildings.

Four of the five contributing buildings express a Brutalist style in a Post-and-Beam form. The fifth building (D) conveys more of a Post-and-Beam style expressed in Brutalist materials. In keeping with the key character-defining features of Brutalism, the buildings feature angular and rectangular forms; unpainted brick and exposed, smooth concrete dominating visible elevations. The buildings also feature character-defining features of Post-and-Beam, including horizontal massing, flat roofs with deep

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0 350 Feet

Source: Aerial (Vantor, 2025)

HELIX Environmental Planning

# Historical Resources at City College

Figure 4

overhangs, floor-to-ceiling glass, repetitive façade geometry, and minimal use of solid load-bearing walls. Shared characteristics of both styles are seen in the absence of applied decoration and the direct expression of the structural system (but in the aforementioned brick and concrete typical of Brutalism instead of the typical wood or steel frames expected of Post-and-Beam). The Post-and-Beam influence of horizontal massing in the one- and two-story buildings diminishes the monumental massing that characterizes so many other Brutalist buildings. As a result of thoughtful design, the buildings taken together as a whole feature a unified design vocabulary and cohesive material finishes. Because of the combination of styles, the buildings tend to express both less organic and less monumental characteristics than is expected from stand-alone examples of either architectural style.

Curran Plaza, which is atop the B Street overpass, links the portions of the campus north and south of B Street. Two additional sites have been identified as contributors: Gorton Quad and the pedestrian stairs and walkway leading to Building C. Gorton Quad is accessed via the main campus pedestrian entrance walkway from Park Boulevard (formerly 12th Street) and is surrounded on three sides by Building M and Building D. The stairs and walkway leading from C Street to Building C provide a main pedestrian entrance to the campus from the south. All three of these spaces retain sufficient integrity to convey their historical character.

Lastly, the period of expansion was also a time of political, social, and cultural activism as described in Section 5.5. Both students and faculty engaged in activities related to these themes on campus and elsewhere in the City. The SDCCD and City College made significant changes to course offerings, departments, degree programs, and facilities in response to the social and cultural movements of the time. The eligible historic district includes both interior and exterior learning and gathering buildings and spaces where these activities and academic changes occurred and were significant to the history of City College and the City of San Diego. The historic district conveys the character and significance of San Diego City College during a major expansion period which included political, social, and cultural activism and change, and represents a significant concentration and linkage of buildings and spaces united aesthetically by architectural design.

Therefore, the San Diego City College Campus Expansion Historic District possesses local significance and is recommended eligible to be listed in the CRHR as a historic district under Criterion 1, Education and Social History, and under Criterion 3, Architecture. The period of significance is from 1970-1977.

**Table 3**
**CONTRIBUTORS TO THE SAN DIEGO CITY COLLEGE CAMPUS EXPANSION HISTORIC DISTRICT**

| Building ID No. | Year | Current Name | Style |
|---|---|---|---|
| L | 1970 | Academic Success Center (Library) | Brutalist in a Post-and-Beam form |
| C | 1971 | Creative Arts | Brutalist in a Post-and-Beam form |
| SAV | 1971 | Saville Theatre | Brutalist in a Post-and-Beam form |
| M | 1976 | Student Affairs | Brutalist in a Post-and-Beam form |
| D | 1977 | City Commons (altered) | Post-and-Beam expressed in Brutalist materials |
| - | 1971 | Pedestrian Steps/Walkway from C St. | N/A |
| - | 1973 | Curran Plaza | N/A |
| - | 1977 | Gorton Quad | N/A |

#### 6.2.1.1 Character-Defining Features

Character-defining features are the visual and physical qualities that give a building its distinctive identity and that relate it to an area or period of significance. These features may include the overall building shape, its materials, craftsmanship, decorative details and features, and aspects of its site and environment.

- Five buildings and three structures
- Building arrangements, footprints, volumes, and heights
- Strong stylistic unity of Buildings C, D, L, M, and SAV that all express a Brutalist style in a Post-and-Beam form designed by master architect Frank L. Hope & Associates.
- Unified design vocabulary and cohesive material finishes
    - Brutalist details including angular and rectangular forms, unpainted brick and exposed, smooth concrete dominating visible elevations
    - Post-and-Beam details including horizontal massing, flat roofs with deep overhangs, floor-to-ceiling glass, repetitive façade geometry, and minimal use of solid load bearing walls
- Related structures – Curran Plaza, Gorton Quad, and the pedestrian stairs and walkway from C Street

## 6.3 EVALUATION CONCLUSION

HELIX conducted an intensive-level survey of the project site (City College) on February 19, 2025. The campus consists of approximately 27 buildings and/or structures, 13 of which were determined to be 40 years of age (1985) or older. HELIX identified a total of 13 buildings, three structures/plazas (two sites and one structure), and one historic district requiring evaluation for listing in the NRHP and CRHR. Archival research was completed in November 2025.

One resource appears eligible for listing in the CRHR: the San Diego City College Campus Expansion Historic District. The eligible historic district is located within the main central campus area generally between Park Boulevard and 16th Street, and between Russ Boulevard and C Street. The historic district is comprised of eight contributing resources (five buildings and three structures/plazas): Creative Arts (C; 1971), Saville Theatre (SAV; 1971), City Commons (D; 1977), Academic Success Center (L; 1970), and Student Affairs (M; 1976); Gorton Quad; the pedestrian stairs and walkway leading to Building C; and Curran Plaza. The historic district conveys the character and significance of San Diego City College during a major expansion period which included political, social, and cultural activism and change, and represents a significant concentration and linkage of buildings and spaces united aesthetically by architectural design. The San Diego City College Campus Expansion Historic District possesses local significance and is recommended eligible to be listed in the CRHR as a historic district under Criterion 1, Education and Social History, and under Criterion 3, Architecture. The period of significance is from 1970-1977, reflecting the period of expansion. Therefore, the buildings and structures comprising the historic district are *historical resources* for the purposes of CEQA.

# 7.0 IMPACTS ANALYSIS

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project does any of the following:

(1) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

(2) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(3) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register.

Campus improvements implementing the FMP and affecting the contributing buildings, structure, and sites within the eligible historic district could result in potentially significant impacts to a historical resource. Potential impacts are further discussed below at the program-level of FMP implementation and at the project-level for each of the near-term projects.

## 7.1 PROGRAM-LEVEL IMPACTS

As described above, the buildings and structures comprising the San Diego City College Campus Expansion Historic District are *historical resources* and changes to these existing buildings and structures could result in impacts to a historical resource. Projects implemented under the FMP with potential to affect historical resources are anticipated to be categorized as: (1) minor alterations, (2) alterations to character-defining features, or (3) new construction adjacent to historical resources. Impacts to historical resources are evaluated in these three categories below by determining the potential for these project types to affect the integrity and character-defining features of historical resources.

### 7.1.1 Minor Alterations

Projects involving routine maintenance, minor system upgrades, changes to secondary spaces (i.e., restrooms or storage spaces), or changes to spaces that as an existing condition contain no identified character-defining features are assumed not to result in adverse changes to the character-defining features of a historical resource. Impacts would be less than significant for projects implemented under the FMP that result in no permanent change to the character-defining features of a historical resource.

### 7.1.2 Alterations to Character-Defining Features

A project that requires either extensive alteration (such that the resource would no longer convey its historic significance) or demolition of a historic resource would result in a potentially significant impact to that resource. Such projects may also include renovation activities that require alterations involving character-defining features, result in a change of use, or are additions that may be incompatible with the resource. Therefore, mitigation measures provided below include the requirement for a Project Impact Analysis to determine whether the project meets, or could be redesigned to meet, the *Secretary of the Interior's Standards for the Treatment of Historic Propertie*s (Standards). If a project does not meet the Standards, additional measures require implementation of a documentation plan, prepared by a qualified architectural historian retained by SDCCD, to fully document the historical resource prior to alteration or demolition. The potential for relocation or commemoration of the resource would also be considered under the mitigation framework.

### 7.1.3 Projects Adjacent to a Historical Resource

New construction adjacent to a historical resource also has the potential to result in significant indirect impacts to the historical resource if such new construction is incompatible with the historical resource in terms of bulk, scale, massing, height, and/or style such that the setting, feeling, and/or association of the historical resource is impaired. Mitigation measures provided below regarding evaluation under the Standards and, if a project does not meet the Standards, additional measures for documentation, relocation, and/or commemoration of the resource would apply.

## 7.2 NEAR-TERM PROJECT IMPACTS

### 7.2.1 Building A Expansion

A new addition to Building A is proposed to replace the existing 32,399-GSF Building D, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed new building would be approximately 110,000 GSF, or approximately 3.5 times larger than the existing D Building. The new addition would be coordinated with the existing Building A facilities, similar to the existing integration with Building D. As the existing Building D and surrounding Gorton Quad are contributing resources to the San Diego City College Campus Expansion Historic District that is recommended eligible for CRHR listing, demolition or other alterations to these existing resources could result in a potentially significant impact to a historical resource. While the precise redevelopment plans are not available at this time, the Building A Expansion project would result in demolition of a contributing building to a historic resource and therefore be categorized as a project that will alter character-defining features of a historical resource. Therefore, this project would conflict with the *Secretary of the Interior's Standards for the Treatment of Historic Propertie*s. The feasibility of mitigation measures HIST-2 through HIST-4 would be considered; however, since demolition of a resource (Building D) contributing to the historic district would be required, the impact is anticipated to remain significant with implementation of all feasible mitigation measures.

### 7.2.2 Performing Arts Center

Saville Theatre is proposed to be demolished and replaced with an expanded and upgraded building including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished and an approximately 20,000-GSF Performing Arts Center would be constructed. As the

existing Saville Theatre is a contributing resource to the San Diego City College Campus Expansion Historic District that is recommended eligible for CRHR listing, demolition or other alterations would result in a potentially significant impact to a historical resource and conflict with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The feasibility of mitigation measures HIST-2 through HIST-4 would be considered; however, since demolition of a contributing resource (Saville Theatre) to the historic district would occur, the impact is anticipated to remain significant with implementation of all feasible mitigation measures.

### 7.2.3 North Campus Athletic Fields

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields, including new support buildings. The fields and associated facilities within North Campus were not identified as historical resources and do not contribute to the eligible San Diego City College Campus Expansion District. This area is separated from such resources by Park Boulevard and would not result in indirect effects. Therefore, this project would not result in changes to historical resources and no mitigation measures would apply.

# 8.0 CONCLUSIONS AND MANAGEMENT RECOMMENDATIONS

Implementation of the FMP, including the near-term Building A Expansion and Performing Arts Center projects, has the potential to result in significant impacts to a historical resource: the San Diego City College Campus Expansion Historic District. To ensure compliance with CEQA and provide a structured approach for identifying, evaluating, and addressing potential impacts to historic resources, the following mitigation framework defines the review processes and treatment protocols that shall be applied to individual FMP projects.

## 8.1 MITIGATION FRAMEWORK

To mitigate future potential adverse impacts to *historical resources* located on the City College campus, the following mitigation measures are recommended for proposed alterations, additions, demolitions, and/or construction involving any of these resources: Creative Arts (Building C), Saville Theatre (SAV; 1971), City Commons (Building D; 1977), Academic Success Center (Building L; 1970), and Student Affairs (Building M; 1976); Gorton Quad; the pedestrian stairs and walkway leading to Building C; and Curran Plaza. This includes projects that require the temporary removal of character-defining features, for which SDCCD should ensure the safe removal, storage, and reinstallation of the features(s).

As defined in CCR Section 15126.4(b)(2), "in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur" (CCR, Title 14, Division 6, Chapter 3, Section 15126.4[b][2]). However, pursuant to the PRC, documentation of a historical resource, by way of historic narrative, photographs, or architectural drawings, can still serve to reduce the effect of the demolition of the resource, even though it will not mitigate the effects to the point where clearly no significant effect on the environment would occur. Thus, "CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of significance. In this context, recordation serves a legitimate archival

purpose" (State of California OHP 2026). The following mitigation measures would reduce potential impacts on historic resources to the extent feasible; however, impacts would remain significant and unavoidable after mitigation for future projects that do not comply with the Standards as determined under mitigation measure HIST-1.

**HIST-1 Project-level Historic Properties Project Impacts Analysis.** During initial project planning for projects that may result in changes to a historical resource, including but not limited to the Creative Arts (Building C), Saville Theatre, City Commons (Building D), Academic Success Center (Building L), and Student Affairs (Building M) buildings; Gorton Quad; the pedestrian stairs and walkway leading to Building C; and Curran Plaza, the project plans shall be reviewed by a qualified architectural historian (meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural History) for the potential to affect character-defining features of that resource as defined in Section 6.2.1.1 of the Historic Resources Survey Report. If the architectural historian determines that the minor changes to an eligible historic resource would result in no permanent changes to the character-defining features of the resource, no further analysis or mitigation measures are required for the minor renovation projects.

For projects that may involve altering character-defining features, either directly or indirectly, a Project Impacts Analysis shall be prepared by a qualified architectural historian during the project design phase to identify potential direct and indirect impacts, as defined by the California Environmental Quality Act (CEQA), utilizing the *Secretary of the Interior's Standards for the Treatment of Historic Propertie*s (Standards). If the Project Impacts Analysis concludes that the project meets the Standards, no further analysis or mitigation measures are required.

If the Project Impacts Analysis concludes that the project, as designed, does not comply with the Standards, it shall be further reviewed by the same qualified architectural historian to determine if the resource would retain its overall eligibility as a historical resource, even if the project does not strictly comply with the Standards. Examples of such projects might include major interior spaces that require the loss or removal of important character-defining features, and large building additions that alter a secondary façade.

The San Diego Community College District (SDCCD) shall also evaluate if the project can be redesigned to meet the Standards. If such project changes are determined by the District to be feasible, changes shall be incorporated into the project to the satisfaction of the qualified architectural historian and documented in the Project Impacts Analysis or a subsequent memorandum. If such changes are incorporated and the project complies with the Standards, no further analysis or mitigation measures are required.

If the project cannot be redesigned to meet the Standards, SDCCD shall implement mitigation measure HIST-2 to document the resource and shall consider the feasibility of mitigation measures HIST-3 and HIST-4 for the project.

**HIST-2 HABS or HALS Documentation for Historic Resources.** SDCCD shall commission the preparation of Historic American Buildings Survey (HABS) or Historic American Landscapes Survey (HALS) Level II documentation by a qualified architectural historian for any historical resource that would be impacted by the project. Documentation of the existing conditions shall be undertaken prior to the commencement of construction in accordance with the Level II documentation procedures. Level II documentation shall include select existing drawings, photos, and a written

history and resource description. The HABS or HALS documentation shall be submitted to the City College campus archive and to the San Diego History Center and/or to the South Coastal Information Center (SCIC) at San Diego State University, which is the CHRIS Information Center for San Diego County.

**HIST-3 Relocation of a Historical Resource.** If a project would result in the unavoidable demolition or removal of a historical resource, then SDCCD, in consultation with a qualified architectural historian, shall consider relocating the resource to an appropriate receiver site, if any such site is available and relocation is feasible (i.e., buildings and structures of a suitable size). The receiver site shall constitute an appropriate historic setting for the relocated historical resource as determined by a qualified architectural historian. For historic district contributors, the receiver site shall fall within the historic district boundaries to retain the associative qualities between the contributor and the historic district within which it is located.

**HIST-4 Interpretation/Commemoration of a Historical Resource.** If a project would substantially alter a historical resource, then SDCCD, in consultation with a qualified architectural historian, shall prepare interpretive and/or commemorative materials of the building or structure. Interpretive displays in the public areas of significant buildings, landscapes, and sites shall be installed as deemed appropriate and feasible by the District.

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# Appendix A

## Resumes of Key Personnel

**EDUCATION**

Master of Arts, Anthropology, San Diego State University, 2018

Bachelor of Arts, Biology and Anthropology, San Diego State University, 2015

**REGISTRATIONS/ CERTIFICATIONS**

Registered Professional Archaeologist No. 17338

**PROFESSIONAL AFFILIATIONS**

Society for Historical Archaeology

Society for California Archaeology

# JAMES TURNER

## Senior Archaeologist

Mr. Turner is a Registered Professional Archaeologist (RPA) with a Master's degree in Anthropology and field and college-level teaching experience in archaeology. He has more than six years of experience in Section 106, the Native American Graves Protection and Repatriation Act (NAGPRA) and writing detailed reports. Mr. Turner has archaeological research and fieldwork expertise throughout southern California. He has also received training in identifying and analyzing animal remains in archaeological contexts, historic artifact identification, and technical writing. Mr. Tuner's experience meets the Secretary of the Interior's Professional Qualification Standards for archaeology.

**Coronado Strand Main Replacement**. Archaeologist for a 46,300 linear-foot water main replacement in the City of Coronado, San Diego County. Prepared the cultural resource survey report. Work performed for Brown and Caldwell.

**Casa de las Campanas Project**. Archaeologist for a 10.1-acre expansion of the Casa de las Campanas Continuing Care Facility in San Diego, California. Conducted a field survey of the proposed project areas, as well as assisted with the production of the Archaeological Resources Report Form. Work completed for Casa de las Campanas.

**Haymar Easement Protection Project**. Archaeologist for an emergency easement erosion prevention project. Prepared cultural resources monitoring report. Work performed for the United States Army Corps of Engineers.

**Ocean Beach Dog Beach Accessibility Improvements**. Archaeologist for the implementation of Americans with Disabilities Act upgrades to an existing pathway at the Ocean Beach Dog Beach, located in the City of San Diego. Created Monitoring Work Plan. Work performed for the City of San Diego.

**Southcrest Green Infrastructure Project**. Staff Archaeologist for the replacement and installation of new storm drains and green infrastructure facilities in the community of Southcrest, San Diego. Prepared Native American Heritage Commission Sacred Land File search request. Work performed for the City of San Diego.

**Sewer and AC Group 793**. Staff Archaeologist for sewer line replacements and improvements in the City of San Diego. Prepared Native American Heritage Commission Sacred Land File Search request letter. Work performed for the City of San Diego.

**Bounty & Waring Navajo Canyon Long Term Access Project**. Archaeologist for the repair of erosion on a long-term access path for the sewer infrastructure in Navajo Canyon. Performed an intensive pedestrian survey of the project area. Work performed for the City of San Diego.

**Stowe Trail Cultural Resources Assessment.** Archaeologist for a proposed trail alignment in the Mission Trails Regional Park. Performed background research and assisted with report writing. Work performed for the City of San Diego Parks and Recreation Department.

**Clairemont Community Plan Update EIR Phase 1**. Archaeologist for the Clairemont Community Plan Update. Performed background research and assisted with preparing the Community Plan Update cultural resources section. Work performed for the City of San Diego.

**Aliso Creek Canyon Restoration Project**. Archaeologist for an erosion repair project in Lake Forest. Conducted a field survey of the project area, performed background research, and produced a cultural resources report. Work performed for the Orange County Department of Public Works.

**Peutz Valley Preserve Cultural Surveys and Report**. Archaeologist for the proposed construction of an ecological preserve located in the community of Alpine. Conducted historical and archival research regarding the area surrounding the proposed preserve. Work conducted for the County of San Diego.

**Santa Ysabel Nature Center Monitoring**. Archaeologist for a proposed 3-mile hiking trail in the unincorporated community of Julian. Performed background research and assisted with report writing. Work performed for the County of San Diego Department of Parks and Recreation.

**Lakeside Equestrian Facility Monitoring**. Archaeologist for the construction of a 13.91-acre equestrian facility in Lakeside, California. Created cultural resources monitoring plan. Work performed for the County of San Diego.

**Greg Cox Bike Skills Park Construction Monitoring**. Archaeologist for the construction of a 3.2-acre bike park facility in the Otay Valley Regional Park, San Diego, California. Created cultural resources monitoring plan. Work performed for the County of San Diego.

**Diaz Road Expansion, PW17-25**. Archaeologist for proposed city infrastructure improvements associated with the widening and/or construction of Diaz Road in the city of Temecula. Prepared cultural resources survey report. Work performed for David Evans and Associates, Inc.

**San Jacinto Las Colinas DD**. Archaeologist for a development project in the community of San Jacinto. Prepared a due diligence cultural assessment. Work performed for David Evans and Associates, Inc.

**Downtown Riverside Metrolink Station Track & Platform Project**. Archaeologist for the construction of an additional rail platform and tracks and extension of an existing pedestrian bridge at the existing Riverside-Downtown Station, Riverside. Assisted with report preparation. Work performed for the Riverside County Transportation Commission.

**Painted Hills**. Archaeologist for a proposed bridge repair program in the Temescal Valley area in Riverside County. Prepared the Phase IV cultural resources monitoring report. Work performed for KB Home.

**Temescal Canyon - TR 37153**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 14.8-acre property located in an unincorporated area of Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Wasson Canyon Project**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 74.6-acre property located in the City of Lake Elsinore, Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Rosetta Hills Project**. Archaeologist for a due diligence constraints assessment related to cultural resources for an approximately 49.6-acre property located in the City of Lake Elsinore, Riverside County, California. Performed constraints assessment and produced a due diligence report. Work performed for KB Home.

**Lake Morena's Oak Shores Eastside Pipeline Looping Project**. Archaeologist for the Lake Morena's Oak Shores Mutual Water Company Eastside Pipeline Looping and Pipeline Abandonment Project. The project consisted of improvements to the existing water distribution system. Conducted archaeological monitoring and wrote a letter report summarizing the methods and results of the monitoring program. Work performed for Lake Morena's Oak Shores Mutual Water Company.

**Escondido Country Club**. Archaeological monitor for the redevelopment of the Escondido Country Club. Performed construction monitoring. Work performed for Lennar Homes.

**Broadway Channel Improvements - Phase A**. Archaeologist for an earthen channel improvement project in the city of El Cajon. Performed background research and prepared cultural resource survey report. Work performed for City of El Cajon.

**Seawater Controls Project**. Archaeologist for a proposed tank installation near the Scripps Institute of Oceanography in La Jolla. Performed monitoring of geotech borings and conducted a site survey. Work performed for University of California, San Diego.

**Carmel Mountain Road Life Sciences Project**. Archaeologist for a proposed commercial development project in the Torrey Hills Community Plan area. Responsibilities included performing background and archival research and producing an archaeological resources report. Work performed for Allen Matkins Leck Gabme Mallory & Natsis, LLP.

**Parkway Drive and Alvarado Road Trunk Sewer Phase 3 Upgrade Project**. Archaeologist for a sewer infrastructure improvement project in the city of La Mesa, San Diego County. Performed construction monitoring. Work performed for the City of La Mesa.

**Diamond Sports Complex**. Archaeologist for the construction of a sports complex in Lake Elsinore. Assisted with report preparation. Work performed for the City of Lake Elsinore.

**City of Escondido's Trunk Sewer Main Replacement Environmental Services**. Archaeologist for the replacement of the City of Escondido's trunk sewer main. Wrote a memo summarizing the methods and results for the records search and Sacred Lands File search. Work performed for Infrastructure Engineering Corporation, with the City of Escondido as the lead agency.

**Mountain View Connector Pipeline Cultural Monitoring**. Archaeologist for a waterline replacement project in the community of Alpine. Conducted cultural resource monitoring and prepared the final monitoring report. Work performed for Padre Dam Municipal Water District.

**Cordial Road Pipeline**. Archaeologist for a pipeline replacement project in the unincorporated portion of the City of El Cajon. Performed background research and field survey. Other responsibilities included the production of a letter report detailing the methods and results of the survey, as well as the completion of a site record update to submit to the South Coastal Information Center. Work performed for the Padre Dam Municipal Water District.

**The Triangle Project**. Archaeologist for an approximately 40.6-acre development center consisting of restaurant, commercial/retail, theater/entertainment, hotel, and office uses in Temecula, Riverside County, California. Prepared the cultural resources study update report and the records search update memo. Work performed for Domenigoni-Barton Properties, LLC.

**EDUCATION**

Master of Science, Historic Preservation, School of the Art Institute of Chicago, 2006

Bachelor of Arts, Architectural History and Urban Design, DePaul University, 1999

**PROFESSIONAL AFFILIATIONS**

California Preservation Foundation

Society of Architectural Historians

# NELSON WHITE

## Senior Architectural Historian & Project Manager

Mr. White is a federally qualified professional, with over 20 years of experience, who exceeds the Secretary of the Interior's Professional Qualifications Standards for architectural history and history (as defined in 36 Code of Federal Regulations Part 61). He is knowledgeable in the history and development of American cities and suburbs, with a focus on residential development and design. His California state-wide experience includes managing and conducting dozens of historical resource surveys and evaluations in compliance with Section 106 of the National Histroric Preservation Act, the California Environmental Quality Act (CEQA) and local ordinances. He has prepared numerous cultural resource studies that utilize federal, state, and local designation criteria to recommend status as a historic property for the purposes of Section 106, as a historical resource for the purposes of CEQA, or as resource under local ordinances.

Mr. White utilizes his understanding of the Secretary of the Interior's Standards to facilitate effective project compliance and design review for adaptive reuse and new construction projects within urban and suburban settings. He works closely with clients, lead agencies, and architects to preserve character-defining features of buildings and structures. He is a frequent volunteer for the California Preservation Foundation (CPF) and has twice served on its annual conference steering committee.

### COMMERCIAL & INDUSTRIAL

**814-828 Stockton Street Historical Resource Evaluation**. Project Manager for the preparation of an Historical Resource Evaluation (HRE) for a 1924 commercial building that is a contributor to the identified Chinatown Historic District in San Francisco. Evaluated the property under federal, state, and local criteria. Conducted intensive-level field survey, archival research, and evaluation. Authored the HRE and prepared DPR 523 series resource forms. Work performed for Hoy Sun Ning Yung Bene Association.

**San Pedro Boat Works Historical Resources Survey.** Architectural Historian for a re-evaluation of the property located in Los Angeles to inform long-term planning for the site. The 3.5-acre former boat yard featured 14 structures and vernacular-style buildings constructed between 1929 and 1967. The 2008 DPR 523 series resource forms recorded and evaluated the property as a single building. To better reflect the entire property, it was re-recorded and re-evaluated as a historic district composed of six primary contributors, six secondary contributors, and three non-contributors. Evaluated the property under federal, state, and local criteria. Conducted intensive-level survey and evaluation. Prepared DPR 523 series resource forms. Work performed as a subconsultant to CDM Smith, Inc., with the Port of Los Angeles as the project owner.

### CULTURAL LANDSCAPE

**18500 Tarzana Drive Historical Resource Assessment.** Project Manager for the preparation of an Historical Resource Assessment (HRA) for a 3.65-acre single-family estate in Tarzana, Los Angeles County, which featured a century-old grove of exotic

trees associated with the earliest development of Tarzana, as well as a heavily altered residence. Evaluated both the trees and the existing residence under federal, state, and local criteria. Conducted intensive-level field survey, archival research, and evaluation. Co-authored the HRA. Work performed for private developers.

## IMPACTS ANALYSIS

**3880 Smith Street Historical Resource Evaluation and Impacts Analysis.** Project Manager for the preparation of an HRE and Project Impacts Analysis of the 1926 Mission/Mediterranean Revival style, with Baroque details, former St. Anne Church-turned Mosque, located in Union City. The property had been previously evaluated in 2000. The proposed project includes the construction of a one- and two-story addition to a secondary elevation and an interior mezzanine. We re-evaluated the property under federal, state, and local historic significance criteria and prepared an impacts analysis using the Secretary of the Interior's Standards for Rehabilitation. Conducted intensive-level field survey, archival research, evaluation, project review, and impacts analysis. Authored HRE. Prepared DPR 523 series resource forms. Work performed for City of Union City.

**450 Sutter Street Impacts Analysis**. Project Manager for the preparation of an analysis of indirect project impacts from a proposed project adjacent to a NRHP-listed property located in San Francisco. The client's property is listed individually in the National Register at the local level of significance under Criterion C: Architecture as an important example of the work of master architect Timothy L. Pflueger and as an excellent example of Art Deco architecture. Both properties are located within, and the client's property is a contributor to, the locally designated Kearny-Market-Mason-Sutter Conservation District. The District is significant as a homogeneous collection of early-twentieth-century masonry commercial buildings that exhibit a high level of historic architectural integrity. The proposed project consisted of demolishing a two-story commercial building and replacing it with a 12-story hotel. Prepared an indirect impacts analysis of the proposed project on the client's property using the Secretary of the Interior's Standards for Rehabilitation and the Conservation District's Standards and Guidelines for Review of New Construction and Certain Alterations. Conducted archival research, an intensive-level field survey, and authored the indirect impacts analysis. Work performed for Harsch Investment Properties.

**1639-1641 Abbot Kinney Boulevard Historical Resource Assessment and Impacts Analysis.** Project Manager for the preparation of an HRA for a mixed-use property located in the Venice area of the City of Los Angeles, with a two- and three-story 1935 vernacular-style commercial building at the front of the parcel and a 1918 Craftsman-style bungalow at the rear. Evaluated the property under federal, state, and local criteria and prepared a project impacts analysis using the Secretary of the Interior's Standards for Preservation. Conducted intensive-level field survey, archival research, evaluation, project review, and impacts analysis. Co-authored HRA. Prepared DPR 523 series resource forms. Work performed for private developers.

## INSTITUTIONAL

**War Memorial Gymnasium, University of San Francisco, Historical Resource Evaluation.** Project Manager for the preparation of an HRE for the Mid-Century Modern-style War Memorial Gymnasium located at 2335 Golden Gate Avenue in San Francisco. Evaluated the gymnasium under federal, state, and local criteria. At the direction of the reviewing lead agency ten additional campus buildings were also surveyed. Conducted intensive-level field survey, archival research, and evaluation. Co-authored HRE. Prepared DPR 523 series resource forms. Work performed for the University of San Francisco.

**Murer House and Gardens Historic Resource Evaluation and Impacts Analysis**. Architectural historian for the preparation of a HRE in advance of the City of Folsom's determination as to the appropriate level of compliance required for the proposed project under CEQA. Located on the property were two detached early twentieth century one-story buildings, which had been previously evaluated twice. They were outside of but immediately adjacent to the boundaries of the National Register/California Register-listed Murer House and Gardens (NR no.

100007367). The City proposed to demolish the two buildings and to replace them with a single new one-story visitor's center. HELIX re-evaluated the buildings under federal and state historic significance criteria both individually and as contributors to the historical resource. The evaluation was followed by an analysis of the indirect impacts of the proposed project on the historical resource, which utilized the Secretary of the Interior's Standards for Rehabilitation. Conducted intensive-level field survey, archival research, evaluation, project review, and impacts analysis. Authored HRE. Prepared DPR 523 series resource forms. Work performed for City of Folsom.

## RESIDENTIAL

**64 Haddon Road Historical Resource Evaluation and Preservation Services.** Project Manager for the preparation of an HRE of the Italian Renaissance-style former home of industrialist Henry J. Kaiser located in Oakland, Alameda County, which was designed by master architect William E. Schirmer and completed in 1924. Evaluated the property under federal, state, and local criteria. Conducted intensive-level field survey, archival research, and evaluation. Co-authored HRE. Prepared DPR 523 series resource forms. Prepared nomination for designation as a local landmark and provided support services through the designation process. Work performed for Kaiser Permanente.

**31154 Union City Boulevard Historical Resource Evaluation.** Project Manager for the preparation of an HRE of the 1929 Spanish Revival-style residence located in Union City, Alameda Coutny. It was relocated to its existing site in 1952 and later expanded. Evaluated the property under federal, state, and local historic significance criteria. Conducted intensive-level field survey, archival research, and prepared the evaluation. Authored HRE. Prepared DPR 523 series resource forms. Work performed for City of Union City.

## TRANSPORTATION

**Morgan Territory Road Bridges 5.0 and 5.2 Replacement County Project Cultural Resource Assessment.** Architectural historian for the preparation of a cultural resources assessment in support of a proposed bridge replacement project in Contra Costa County. The Contra Costa County Public Works Department proposed to remove and replace two functionally obsolete 1954 single-span timber stringer bridges. Conducted archival research and prepared the evaluation. Co-authored report. Prepared DPR 523 series resource forms. Work performed for Contra Costa County Public Works Department.

**Napa County Airport Cultural Resources Survey.** Architectural Historian for preparation of a Cultural Resources Survey in preparation for the proposed terminal area redevelopment program at APC. The Cultural Resources Survey was prepared to achieve National Historic Preservation Act (NHPA) Section 106 and CEQA compliance as it relates to cultural resources. Eight buildings were documented, and seven buildings of age were evaluated. Conducted intensive-level field survey and archival research. Co- Authored the report. Prepared DPR 523 series resource forms. Work performed as a subconsultant to Coffman Associates, with Napa County Airport as the project owner.

**EDUCATION**

Master of Arts, History, California State University San Marcos, 2015

Bachelor of Arts, Liberal Studies (History), California State University Long Beach, 1986

**PROFESSIONAL AFFILIATIONS**

American Planning Association

National Trust for Historic Preservation

California Preservation Foundation

**AWARDS**

Association of Environmental Professionals, Merit Award, Carlsbad Tribal, Cultural and Paleontological Resources Guidelines

American Institute of Architects San Diego Chapter, Divine Detail Award, Montanez Adobe, San Juan Capistrano, CA

# TERI DELCAMP

## Senior Architectural Historian

Ms. Delcamp is a qualified historian/architectural historian who meets the Secretary of the Interior's standards for her profession. Ms. Delcamp has 24 years of professional experience in preparing history and architectural history studies in California. She has served as Principal Planner for the City of Carlsbad, Senior Planner (Historic Preservation) for the City of Riverside, Historic Preservation Manager for the City of San Juan Capistrano, and Senior Planner for the cities of San Diego, Oceanside, and San Clemente. Ms. Delcamp's experience includes a wide range of study types, from the preparation of historic context studies to historic built environment evaluations.

**Tijuana River Valley Regional Park Brown Fill Property** (2022 - 2023). Senior Architectural Historian for a cultural resources study in support of a potential restoration project at the Brown Fill Property within the Tijuana River Valley Regional Park in San Diego County. Conducted a literature review and archival research, review of historic maps and aerials, and desktop survey. Prepared the historic significance evaluation section of a cultural resources technical report in compliance with state and federal regulations and prepared California DPR forms. Work performed for the County of San Diego.

**Tijuana River Valley Regional Park Smuggler's Gulch and Pilot Channel Dredging Compliance Review** (2023).

**Pittsburg Bay Walk Mixed Use Development** (2023). Architectural Historian for the 950-acre Pittsburg Bay Walk Mixed Use Project within the City of Pittsburg, Contra Costa County. The site was historically the Pittsburg Power Plant and approximately half the site consists of wetlands. Prepared the historic evaluation section of the cultural resources study. Work performed for Integral Communities with the City of Pittsburg as the lead agency.

**Pasadena Water & Power Sunset Reservoir Replacement Historical Resources Evaluation** (2022 - 2024). Senior Architectural Historian assisting in preparation of a Historic Resource Evaluation Report, including impact analysis and mitigation measures, as well as the cultural resources and alternatives sections of an EIR for a reservoir replacement project in the City of Pasadena. A historic district eligible for the national, state, and local registers was identified and documented. Work performed as a subconsultant with the City of Pasadena as the lead agency.

**Elsinore Valley MWD Canyon Lake Water Treatment Plant Phase I Improvements Environmental** (2023 - 2025). Senior Architectural Historian for a water treatment plant project involving upgraded treatment systems in the City of Lake Elsinore. Conducted a literature review and archival research, review of historic maps and aerials, field surveys, and preparation of a Historic Resource Evaluation Report in

support of CEQA and Section 106 of the National Historic Preservation Act. Work performed as a subconsultant for the Elsinore Valley Municipal Water District.

**MWD District Housing and Property Improvement Program IS/MND** (2022 - 2024). Senior Architectural Historian for a housing improvement project within the Gene, Iron Mountain, Eagle Mountain, and Julian Hinds pump station villages in Riverside and San Bernardino counties. Conducted archival research in support of the built environment survey and assisted in preparation of a draft cultural resources technical report.

**MWD Copper Basin Dam Valve Replacement Historical Resources Technical Report** (2022). Senior Architectural Historian in support of historic resources documentation for the Copper Basin Dam Valve Replacement Project involving the in-kind replacement of a large-scale water valve known as the "Howell-Bunger" valve. Conducted a built environment survey and archival research, and prepared a Historic Resource Evaluation Report.

**Alexan Residential Multi-Family Technical Studies** (2023).

**Shady View Residential Project Environmental Impact Report** (2022). Architectural Historian for a Cultural Resources Survey and Historical Evaluation report in support of the proposed development of 159 single-family homes, open space and recreational amenities, and associated street, utility/infrastructure, and drainage improvements in the City of Chino Hills. Prepared the historic evaluation section of the technical report and DPR Form in compliance with state and federal regulations, which included a cultural resources records search, literature review and archival research, review of historic maps and aerials, field survey, and historic significance evaluation in support of the project EIR. Work performed for the City of Chino Hills.

**Granite Grammar School Cultural and Historical Resources Assessment** (2022 - 2023). Architectural Historian for cultural resources assessment report to meet CEQA and NHPA compliance requirements. Located in the Folsom Historic District, Granite Grammar School was originally constructed in 1915 and consists of a Spanish architectural style with Gothic Revival influences. The School is currently configured and used as commercial office space. The proposed project would subdivide the existing lot into three parcels; the historic building would remain with its current use, while the subdivided vacant lots would be intended as future residential parcels consistent with the Single-Family High Density General Plan land use and Single-Family Dwelling Small Lot zoning designations of the property. Prepared an archaeological assessment and built environment evaluation for the City and project applicant's consideration. Work performed for the City of Folsom.

**Marysville Parks & Open Space Master Plan** (2021 - 2021). Architectural Historian who assisted in the preparation of the Historic Resource Evaluation Report for the City of Marysville Parks and Open Space Master Plan project, consisting of minor upgrades to Ellis Lake Park, including rerouting and widening pathways and adding a series of benches, exercise stations, a playground, and an event stage. The project included in-depth historical research and preparation of the final Historic Resource Evaluation Report for Ellis Lake Park. Work performed for the City of Marysville.

**Calimesa Boulevard Realignment Draft CEQA Addendum** (2023).

**Chevron Fuel Station and Power Market Convenience Store IS/MND** (2022 - 2023). Architectural Historian for CEQA documentation for the proposed demolition of an existing convenience store and fueling station on 0.5-acre and construction of a Chevron Fuel Station and Power Market Convenience Store located in the City of Union City, Alameda County. Conducted a historic evaluation to determine if the site is historically significant under CEQA based on the eligibility criteria of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and local designation criteria. Work performed for the City of Union City.

**Munoz Second Story Addition Historic Architecture Assessment** (2022). Architectural Historian for a Historic Resources Evaluation for a project applicant's proposed modification to construct a second story addition and a

two-car garage to an existing residence located on 10th Street in Union City. A historical evaluation of the subject property was completed in 1998, and it was determined to be eligible as a contributor to the Old Decoto Historic District. Prepared Historic Resources Evaluation to determine if the residence still qualifies as a contributing element of the District and/or meets the criteria for listing on the California Register of Historical Resources. Work performed for the City of Union City.

**Copper Cove Water System Improvements** (2022 - 2023). Senior Architectural Historian in support of a Cultural Resources Assessment for proposed infrastructure improvements to maintain potable water services for the expanding community. Water system improvements included replacement of an existing redwood water tank, welded steel, and clearwell tanks, booster pump station and transmission main, as well as construction of an emergency intertie at Lake Tulloch and tank overflow improvements. Prepared the historic built environment evaluation section of the report for the redwood water tank, including a literature review and archival research, review of historic maps and aerials, and desktop survey. Work performed as a subconsultant to Peterson Brustad with Calaveras County Water District as the lead agency.

**Old Juvenile Hall Building Historic Built Environment** (2023). Architectural Historian for the Old Juvenile Hall building located in Martinez, Contra Costa County which is over 50 years old and is proposed to be demolished. Prepared a historic built environmental assessment to determine if the building is eligible for listing under the National Register of Historic Places and/or the California Register of Historical Resources under CEQA. Work performed for the County of Contra Costa.

**Camino Tassajara Realignment Cultural Resources Evaluation** (2023). Senior Architectural Historian for the realignment, widening, and reconstruction project on a portion of Camino Tassajara Road in the City of Dublin, Contra Costa County. Prepared the historic built environment evaluation section of the Cultural Resources Assessment in support of CEQA and Section 106 of the NHPA. Work performed for Contra Costa County Public Works Department.

**Oak Grove Mental Health Facility Cultural and Historic Resources Evaluation** (2023). Architectural Historian for renovation of existing County Public Works Department and Behavioral Health buildings using federal grant funding located in the City of Concord, Countra Costa County. Prepared a historic built environment assessment of a 1960s era building to be renovated to determine if the building is eligible for listing under the National register of Historic Places and/or California Register of Historical Resources for CEQA and to satisfy federal grant requirement for consultation with the State Historic Preservation Office. Work performed for Contra Costa County Public Works Department.

**Coachella Canal Storage Archaeological & Biological Assessments (051021)** (2021 - 2022). Architectural Historian for the Mid-Canal Reservoir Storage Project, proposed as an inline reservoir on the Coachella Canal that will be formed by removing the existing embankment between the existing lined canal with the original earthen canal section to form a single wide trapezoidal section. Responsible for reviewing extant data on the historicity of the National Register of Historic Places (NRHP)-eligible Canal, surveying the project, and completing an impacts/effects analysis utilizing the data from the survey and the literature review. Work performed as a subconsultant to Harvey Consulting Group, with Coachella Valley Water District and Bureau of Reclamation as the lead agencies.

**Orleans Mutual Water Company, Water Treatment and Storage Improvements IS/MND** (2022 - 2023). Senior Architectural Historian in support of the Cultural Resources Assessment for the replacement of an existing in-line filtration plant and water distribution system with a new water treatment plant system and storage in the unincorporated community of Orleans, Humboldt County. Prepared the historic evaluation section of the cultural resources letter report for the replacement of the existing 20,000-gallon Redwood Water Storage Tank within the project APE in support of CEQA and Section 106. Work performed as a subconsultant to an engineer

prime with Orleans Mutual Water Company as the project owner, and State Water Resources Control Board as the lead agency.

**7-Eleven at 43 Middle Rincon Road** (2022).

**Finks Road Bridge Project** (2023).

**San Marcos Industrial Park IS/MND** (2023 - 2024). Senior Architectural Historian for the evaluation of two built environment resources in the City of San Marcos. Performed background research and prepared a historic building evaluation for a circa 1927 silk factory with an associated mulberry plantation and a circa 1964 Teledyne Ryan metal fabricating facility. Both were determined to be ineligible for listing on the California Register. Work performed for Caprock Partners with the City of San Marcos as the lead agency.

**Modera Neptune Mixed Use Redevelopment Class 32 Categorical Exemption** (2023).

**14060 Oak Glen Cultural Resources Survey** (2022).

**Sunny Sands/Quail Springs Archaeological and Historic Surveys** (2023).

**Front Street Mixed-Use Project Environmental Services [CONFIDENTIAL]** (2022 - 2023).

**Eucalyptus (Park Avenue) Historic Built Environment Review** (2023).

**165 Eucalyptus (Park Avenue) Historic American Building Survey** (2023).

## PREVIOUS PROJECT EXPERIENCE

**Principal Planner, City of Carlsbad** (2015 - 2020). Manage the current planning and customer service sections supervising 11 employees, including senior planners, associate planners and planning technicians. Review the most complex development projects ranging across the full spectrum of land uses and entitlements. Make CEQA determinations for both sections; provide cultural resource CEQA significance determinations for section development projects and provide internal peer review of cultural resource studies. Conduct CEQA analyses including preparation of initial studies and mitigated negative declarations. Implement and administer a variety of local land use regulations including Tribal, Cultural & Paleontological Resources Guidelines; Local Coastal Program; Habitat Management Plan and Airport Land Use Compatibility Plan. Prepare and present reports to Commissions and Council. Respond to inquiries and meet with community members to provide information and discuss land use-related concerns.

**Carlsbad Tribal, Cultural, and Paleontological Resources Guidelines** (2015 - 2020). Senior Planner for the update to cultural resources guidelines for the City of Carlsbad. Oversaw consultant contract, oversaw tribal consultation, collaborated and edited draft and final document, and achieved City Council adoption. Work performed for the City of Carlsbad.

**City of Carlsbad Cultural Resource CEQA Determinations for Development Projects** (2015 - 2020). Senior Planner for determining the need for cultural resources/historical reports for numerous projects including single family homes, historic theater, historic school campus buildings, churches, commercial and institutional sites. Work performed for the City of Carlsbad.

**City of Carlsbad Tribal Consultation Projects** (2015 - 2020). Senior Planner for leading or assisting City colleagues conducting AB 52 and SB 18 tribal consultations for numerous development projects, General Plan Amendments and Specific Plan Amendments. Work performed for the City of Carlsbad.

**Various Tribal Consultations** (2015 - 2020). Conducted or assisted in conducting tribal consultations under Senate Bill 18 and Assembly Bill 52 for Planning, Water Utilities, and Public Works Departments of local jurisdictions, including the City of San Juan Capistrano, City of Riverside, and City of Carlsbad.

**City of Riverside Historic Preservation Senior Planner** (2011 - 2015). Managed and oversaw day-to-day operation of historic preservation section within the Neighborhood Engagement Division. Detailed analysis and presentation of planning cases to decision-makers. Managed projects and consultant contracts for various surveys and CEQA documents. Acting Historic Preservation Officer for Administrative Certificates of Appropriateness. Prepared and secured grants and prepared progress reports and annual reports in conjunction with the Certified Local Government program. Authored and reviewed cultural resource reports submitted in support of designation, historical significance evaluations and/or in accordance with CEQA. Supervised Associate Planner and Assistant Planner. Partnered with community preservation organizations and other departments to achieve preservation goals. Provides customer service via public counter, telephone and email regarding land uses, development standards and historic preservation. Work performed for the City of Riverside.

**City of Riverside Consultant Contract Management** (2011 - 2015). Senior Planner focused on Historic Preservation in the City of Riverside. Prepared Requests for Proposals and managed professional consultant contracts for preparation of Environmental Impact Report and Mitigated Negative Declaration for historic resource demolition and area-wide Utility Department infrastructure improvements, respectively. Prepared Requests for Proposals and managed professional consultant contracts for preparation of historic surveys for grant funded work and Specific Plan updates. Work performed for the City of Riverside.

**City of Riverside Historic Preservation Ambassador Training Program** (2011 - 2015). Prepared Request for Proposals and managed consultant for new training manual and workshop series to create cohort of community preservation leaders to assist city in preservation education and advocacy. Work performed for the City of Riverside.

**Relocation of the Cooper House** (2011 - 2015). As Senior Planner, prepared a Cultural Resources Report and Evaluation of Impacts for the Cooper House. Work performed for the City of Riverside.

**4135 Market Street, Structure of Merit Designation** (2011 - 2015). Senior Planner for the preparation of a Historic Evaluation & DPR Form for a significant structure located at 4135 Market Street in Riverside.

**Historic Evaluation & DPR Form Recordation for the James & Jessie Shaw Residence** (2011 - 2015). Senior Planner for preparation of a historic evaluation and landmark designation for a private residence at 8410 Cleveland Avenue. Work performed for the City of Riverside.

**Historic Evaluation & DPR Form Recordation for the Frank and Katherine Wells-Patsy O'Toole House** (2011 - 2015). Senior Planner for the preparation of a historic evaluation, DPR form and landmark designation for a private residence at 1945 Arroyo Drive. Work performed for the City of Riverside.

**Historic Evaluation & DPR Form Recordation for the Mackey House** (2011 - 2015). Senior Planner for the preparation of a historic evaluation, DPR form and landmark designation for a private residence at 6140 Tiburon Drive. Work performed for the City of Riverside.

**Cultural Resources Report and Evaluation of Impacts, Demolition of 11134 and 11144 Pierce Street** (2011 - 2015). Senior Planner for the preparation of a cultural resources report prior to the demolition of properties located at 11134 and 11144 Pierce Street. Work performed for the City of Riverside.

**Riverside Mid-Century Modern Building Survey Certified Local Government Grant** (2011 - 2015). Grant writer and contract and project manager for a survey and inventory of mid-century modern buildings in Riverside. Work performed for the City of Riverside.

**Riverside Mid-Century Modern Subdivision Oral Histories Certified Local Government Grant,** (2011 - 2015). Grant writer and contract and project manager for preparation of oral histories surrounding mid-century modern buildings in Riverside. Work performed for the City of Riverside.

**American Recovery and Reinvestment Act (ARRA) Surveys** (2011 - 2015). Senior Planner for the completion of historical contexts and preparation of a multiple property DPR form. Work performed for the City of Riverside.

**Management of Certificates of Appropriateness** (2011 - 2015). Senior Planner for the analysis, preparation for Board and Council consideration, and supervision or approval of numerous planning applications for master plans, additions, adaptive re-use, relocation and/or restoration of historic commercial, industrial, educational and residential landmarks and district contributors, including commercial offices/stores, train depots, packing houses, individual homes and college campus landmarks, etc. Work performed for the City of Riverside.

**Historic Preservation Fund Grant Program** (2011 - 2015). Senior Planner for the management of bi-annual General Fund competitive grant program for historic preservation projects including staff to Council-created committee for award of grants. Work performed for the City of Riverside.

**Historic Preservation Manager, City of San Juan Capistrano** (2005 - 2011). Solely responsible for management and administration of the City's historic preservation program. Staffed City's Cultural Heritage Commission. Reviewed complex development projects affecting designated historic sites. Managed planning, design, bid and construction phases of 7year Capital Improvement Program for City-owned historic sites (approximate budget $1.3 million). Developed and administered Historic Preservation section's annual budget and coordinated annual historic building maintenance budget and priorities with Public Works. Wrote and presented reports to Commissions, Council, community organizations and public. Coordinated with other departments and state and federal agencies on historic preservation issues and projects. Prepared, supervised and/or reviewed National Register, California Register and local nominations. Conducted historic preservation public outreach including events and workshops.

**Forster Mansion Exclusive Events Conditional Use Permit** (2005 - 2011). Historic Preservation Manager for controversial, complex case for outdoor special events within mixed use residential and commercial area. Work performed for the City of San Juan Capistrano.

**Zoomars on Los Rios Conditional Use Permit** (2005 - 2011). Historic Preservation Manager for the management of a complex expansion of non-conforming use case for petting zoo in residential historic district. Work performed for City of San Juan Capistrano.

**Montanez Adobe Restoration and Seismic Repair** (2005 - 2011). Historic Preservation Manager for the preparation of RFPs and managed contracts; managed design, bid and construction. Montanez Adobe project received state award 2012. Work performed for the City of San Juan Capistrano.

**7-Year Capital Improvement Program for City-Owned Historic Structures** (2005 - 2011). Contract & Project Manager for bid and construction projects including Harrison House Repair & Restoration, Roger Williams/Swanner House Historic Paint Restoration, Roger Williams /Swanner House and Water Tower Foundation Repairs, Roger Williams/Swanner House Interior Repairs  Joel Congdon House Repairs, and Blas Aguilar Adobe Repairs. Work performed for the City of San Juan Capistrano.

**Seven-Year Capital Improvement Program for City-Owned Historic Structures** (2005 - 2011). Contract & Project Manager for Design RFP, Bid & Construction, including Montanez Adobe Restoration & Seismic Repair, Joel Congdon House ADA Improvements, Joel Congdon House Water Tower Restoration, Parra Adobe Seismic Repair and Restoration Historic Structure Report. Work performed for the City of San Juan Capistrano.

**Seven-Year Capital Improvement Program for City-Owned Historic Structures** (2005 - 2011). Contract & Project Manager for RFP for Historic Structure Report and Rehabilitation Plans, including Parra Adobe Save America's Treasures Grant, The Ecology Center at the Congdon House, Blas Aguilar Adobe Repair and Native Education Facility, Mission San Juan Capistrano: Rectory Garden; Entry Restoration and Gift Shop projects, Historic Evaluation Report, Nick's Café, 26755 Verdugo Street, SB 18 Tribal Consultation for General Plan and Specific

Plan projects, and management of Historic Preservation Week 2006, 2007, 2008, 2009. Work performed for the City of San Juan Capistrano.

**Senior Planner, City of Oceanside** (2004 - 2005). Under direction of City Planner, supervised the current planning and customer service section. Supervised Associate Planners and Assistant Planners, including completion of performance evaluations. Reviewed complex development projects ranging across the full spectrum of land uses and entitlements, including CEQA initial studies and documents. Implemented Local Coastal Program. Wrote and presented reports to Commission and Council. Work performed for the City of Oceanside.

**Senior Planner, Historic Preservation, City of San Diego** (2002 - 2004). Staffed Old Town Community group and Design Review Board; evaluated and presented planning cases to both. Managed and administered City's historic preservation program and supervised staff including Administrative Interns, Secretary and Senior Planners on team. Conducted detailed review of historic resource reports and surveys for designation. Oversaw and participated in historic resource surveys. Reviewed projects for consistency with Secretary of the Interior's Standards. Staffed Historical Resources Board. Participated in Section 106 consultation and managed MOU and PA compliance, coordinating with Port Authority, Navy Region Southwest and various historic preservation organizations, etc. Fulfilled Certified Local Government duties. Wrote and presented reports to Board, Commissions, Council, community organizations and public. Conducted historic preservation public outreach including events, training, and workshops.

**Naval Training Center Historic District Plancheck Drawings** (2002 - 2004). Senior Planner for an evaluation of the Liberty Station Re-Use plans for consistency with Secretary of the Interior's Standards. Work performed for the City of San Diego.

**Secretary of the Interior's Standards Consistency Determinations (**2002 - 2004). Senior Planner for the San Diego Zoo/Balboa Park expansion; Salk Institute Expansion; SDG&E Station A adaptive re-use; Santa Fe Depot/Museum of Contemporary Art; Coronado Belt Line bike trail; Hard Rock Hotel/Depot re-use; various rehabilitation and re-use projects in Gaslamp Historic District, Old Town San Diego, etc. Work performed for the City of San Diego.

**US Navy, US Marine Corps and San Diego Airport Authority Section 106 Programmatic Agreement (PA) Compliance** (2002 - 2004) Senior Planner to review proposals for consistency with the PA. Met with agency representatives and property owners.

**La Jolla Intensive Historic District Survey** (2002 - 2004). Senior Planner on a survey team for the La Jolla Historic District. Work performed for the City of San Diego.

**Burlingame and Islenair Historic Districts** (2002 - 2004). Senior Planner for the supervision of the preparation of historic contexts and historic district nominations. Work performed for the City of San Diego.

**East Village, Warehouse, and African American Historic District Surveys** (2002-2004). Outreach team member for inventories of historic districts in the East Village, Warehouse District, and the historic African American district of San Diego. Work performed for the City of San Diego.

**Individual Historic Designations and Mills Act Program** (2002 - 2004). Reviewed all historic designation requests and referrals, prepared staff reports, supervised staff and managed Mills Act contract program comprising 80-100 property evaluations per year; worked with Deputy Director, community, preservation stakeholders and Land Use Committee to develop methodology for implementing new fees for designations and Mills Act contracts.

**Senior Planner, City of San Clemente** (2002). As Senior Planner, supervised the current planning and customer service section. Supervised Associate Planners and Assistant Planners, including completion of performance evaluations. Reviewed complex development projects ranging across the full spectrum of land uses and entitlements, including CEQA initial studies and documents. Supervised consultant contracts on various projects including General Plan amendments, Specific Plans and implementing entitlements, grants and CEQA documents. Served as Air Quality Planner and LOSSAN rail corridor technical advisory committee member. Managed and administered Planning Commissions and Design Review Subcommittee. Fulfilled Certified Local Government duties. Wrote and presented reports to Commissions, Council, community organizations and public. Established and implemented Mills Act incentive program. Conducted public outreach including community workshops and training.

**Marblehead Coastal Project** (1990 - 2002). Managed mid-1990s re-activation of 117 acre, 400+ dwelling unit and 61 acre regional commercial project; supervised and coordinated consultants for General Plan Amendment, Specific Plan and EIR; managed all associated entitlements including tentative tract, site plan review, conditional use permits, design review; coordinated weekly meetings with developer team, and meetings and reviews with other agencies including Coastal Commission and Department of Fish and Game; coordinated all revised project documentation and reports through numerous public hearings; processed project through to approval by Planning Commission and City Council.

**San Clemente Metrolink Station**(1990 - 2002). Managed city portion of award-winning project adjacent to National Register community building; liaised with OCTA consultant; supervised separate design consultant for ancillary "depot" building; coordinated staff and community meetings; developed ancillary building budget and design priorities; completed shared parking analysis, coordinated Coastal Commission's acceptance of methodology, and conducted required monitoring.

**City of San Clemente Certified Local Government** (1990 - 2002). Assisted in preparation of application, program, ordinance, etc., to obtain CLG status; prepared grant application; managed OHP and consultant contracts for grant; conducted research, outreach, workshops and public hearings to adopt updated survey; conducted workshops with CLG grant consultant; planned, prepared and obtained approval for City of San Clemente's first Mills Act Contract program.

**City of San Clemente Downtown/Business Park Economic Development Achievements and Housing Balance** (1990 - 2002). Managed numerous retail, office and industrial from discretionary entitlements through plancheck to permit issuance for 200,000+ square feet in new projects including DeNaults Hardware; Sav-On; Rip-Curl; Rancho San Clemente Plaza Pacifica; Rancho San Clemente Industrial Park; Talega Business Park; Rancho San Clemente Business Park; as well as residential subdivisions for 500+ dwelling units throughout Forster Ranch and Rancho San Clemente Specific Plan areas, Cross Hill, and numerous individual home developments.

**City of San Clemente Advanced Planning** (1990 - 2002). **P**repared SCAQMD AQMP baseline analysis for City as representative to Orange County Air Quality Technical Advisory Committee; wrote Zoning Code for amended site plan review process and historic preservation incentives; member of staff advisory committee for Citywide General Plan and comprehensive Zoning Code updates, and new Urban Design Guidelines; represented City on LOSSAN rail corridor technical advisory committee which resulted in new Metrolink Station; prepared grant applications for transportation enhancement projects.

# Appendix B

## Outreach Program

San Diego Community College District (SDCCD) leadership provided contact information for 10 faculty/staff members at City College; following the recommendation from one faculty/staff member, an additional two faculty/staff members were contacted (Table A, *Historic Site Outreach Program Responses*): Al Cordeiro, Micro Specialist Supervisor; Patricia Fernandez, Digital Print Production & Mailroom Services Supervisor; and Jay Purnell, Director of College Operations. These faculty/staff members were selected due to the length of their tenure at the College. Outreach to the initial list included an initial email with the following questions, followed by two rounds of follow-up emails. To date, only one response, from Mr. Purnell, has been received.

1. **Historic Places on Campus.** Are there any places on campus you believe have historic importance? If so, why? (These could be buildings, landscapes, objects, or even specific locations where events took place)
2. **Historic Academic/Research Spaces.** What do you consider to be the most historically important academic or research spaces on campus and why? (These may include former buildings or structures that have been demolished and/or replaced)
3. **Historic Themes.** Are there any historic themes or topics on which you think we should focus? (e.g., student life, academic development, campus athletics, social movements, etc.)
4. **Underrepresented Groups and Communities.** Can you help us identify which buildings, standing or demolished, that are most strongly associated with underrepresented groups or communities?

**Table A**
**HISTORIC SITE OUTREACH PROGRAM RESPONSES**

| Name | Title | Date | Outreach/Response |
|---|---|---|---|
| Majeda Nasrawi | *Instructional Support Supervisor* | August 20, 2025<br>August 29, 2025<br>September 10, 2025 | Initial outreach email sent<br>Follow-up outreach email sent<br>Final outreach email sent |
| Al Cordeiro | *Micro Specialist Supervisor* | August 20, 2025<br>August 29, 2025<br>September 10, 2025 | Initial outreach email sent<br>Follow-up outreach email sent<br>Final outreach email sent |
| Patricia Fernandez | *Digital Print Production & Mailroom Services Supervisor* | August 20, 2025<br>August 29, 2025<br>September 10, 2025 | Initial outreach email sent<br>Follow-up outreach email sent<br>Final outreach email sent |
| Jay Purnell | *Director of College Operations* | August 20, 2025<br>August 29, 2025<br>September 5, 2025<br>September 10, 2025 | Initial outreach email sent<br>Follow-up outreach email sent<br>Requested additional time to formulate response<br>**Responded with detailed information regarding College's history** |

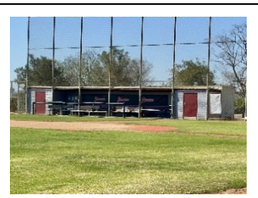
# Appendix C

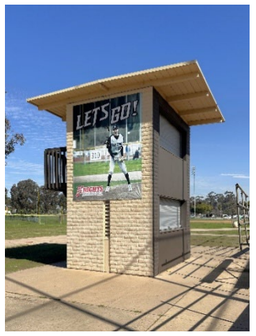
## Built Environment Inventory and Evaluations

| **San Diego City College** | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| | | Multiple Eligible: San Diego City College Campus Expansion Historic District | San Diego City College | 534-096-11-00; 534-203-24-00; 534-222-18-00 | San Diego Junior College | 1970-1976 | Frank L. Hope & Assoc | Brutalist/Past-and-Beam | **3CD** | **Criteria 1, 3** | **Campus Development - 1970s expansion, Social and Cultural Development, Architecture, Architects** | •Buildings C, D, L, M and Saville Theatre exhibit combined character-defining features of Brutalism and Post-and-Beam architecture as designed by master architect Frank L. Hope & Assoc. Related spaces at Curran Plaza, Gorton Plaza and the pedestrian stairs and walkway from C Street contribute to campus character.<br>•Campus expansion resulted from SB 691 and a Federal Renewal Project, and the acquisition of land to the south, east, southwest and southeast.<br>•Students and faculty engaged in political, civil rights and social activism during the 1960s and 1970s, and the college instituted Black Studies and Chicano Studies departments in the 1970s.<br>•The eight contributors convey the character and significance of San Diego City College during major expansion period that included political, social and cultural activism and change, and represent a significant concentration/linkage of buildings and spaces united aesthetically by architectural design and are an eligible thematic historic district with a period of significance from 1970-1977. |
| 1 | | A | Academic Building | 534-096-11-00 | San Diego Junior College & Vocational School | 1956, 1958, 1977, c.2018 | Frank L. Hope & Assoc | International | 6Z | | Campus Development, Architecture, Architects | •Original campus building.<br>•Not a noteworthy example of International style. Major modifications include addition of two new wings to the south (1958), Bldg D added (1977), much of 1958 southerly wing removed, overhead pedestrian bridge to Bldg T removed, and fenestration replaced (2018).<br>•Physical and visual integrity lost due to major modifications; no longer conveys its significance as an original campus building. |

| San Diego City College | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| 3 | | T | Administrative Services (Thatcher) | 534-096-11-00 | San Diego Junior College & Vocational School | 1956, c.2018 | Frank L. Hope & Assoc | International | 6Z | | Campus Development, Architecture, Architects | •Original campus building.<br>•No longer represents its original International style. Major modifications include removal of visually significant horizontal concrete deck railings; replacement with incompatible, visually unobtrusive metal mesh railings; removal of overhead pedestrian bridge to Bldg A; removal of auto ramp to Bldg T (2018).<br>•Physical and visual integrity lost due to major modifications; no longer conveys its significance as an original campus building. |
| 2 | | P1 | Physical Education | 534-440-10-00 | Shower and Locker Building | 1965, c.2009 | Frank L. Hope & Assoc | Modernist | 6Z | | Campus Development, Architecture, Architects | •No longer represents Modernist style. Major modifications include complete removal of exterior finishes including original series of precast, elongated hexagonal concrete panels with aggregate faces, and enclosure of original covered patio supported by steel posts leading to instructor offices (2009).<br>•Physical and visual integrity lost due to major modifications; appears new and no longer conveys its oriignal architectural character. |
| 12 | | | Phys Ed Field House | 534-440-06-00 | Phys Ed Field House | Pre-1963 | Arch. Dept., SD Unified Sch. District | N/A (vernacular) | 6Z | | Campus Development | •Ancillary building off main campus. Does not meet eligibility standards for a context significant to the history of the college. |
| 4 | | L | Academic Success Center | 534-096-11-00 | Library Building | 1970 | Frank L. Hope & Assoc | Brutalist in a Post & Beam form | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Not individually significant for architecture.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |

| San Diego City College | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| 5 | | C | Creative Arts | 534-203-24-00; 534-222-18-00 | Creative Arts Center | 1971 | Frank L. Hope & Assoc | Brutalist in a Post & Beam form | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Not individually significant for architecture.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |
| | | C - Theater | Theater | 534-203-24-00; 534-222-18-00 | Saville Theatre | 1971 | Frank L. Hope & Assoc | Brutalist in a Post & Beam form | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Not individually significant for architecture.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |
| 10 | | H | Handball Court Building | 534-440-10-00 | Handball Court Building | 1974 | Frank L. Hope & Assoc | N/A (vernacular) | 6Z | | Campus Development - 1970s expansion, Architecture, Architects | •Not representative of master architect Hope & Associates' body of work.<br>•Ancillary building off main campus. Does not meet eligibility standards for a context significant to the history of the college. |

| San Diego City College | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| 7 | | M | Facilities & Student Affairs | 534-096-11-00 | Math - Science Building | 1976 | Frank L. Hope & Assoc | Brutalist in a Post & Beam form | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Not individually significant for architecture.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |
| 11 | | D | College Center | 534-096-11-00 | College Center Dining Facility | 1977, c.2018 | Frank L. Hope & Assoc | Post & Beam expressed in Brutalist materials | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Not individually significant for architecture. Modifications include paving and concrete patio covers replaced original large landscaped planter on roof of south wing, metal mesh guard railing around roof edge.<br>•Functionally an addition to Bldg. A. Despite modifications, expresses Hope & Associates' unique combination of Post-and-Beam and Brutalist architectural vocabulary at the building facades.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |
| 33 |  | 2221 Morley Field Dr. | Morley Field Dugout | | same | 1978 | Lareau & Assoc | N/A (vernacular) | 6Z | | Campus Development - 1970s expansion, Architecture, Architects | •Not representative of master architect Lareau's body of work.<br>•Ancillary building off main campus. Does not meet eligibility standards for a context significant to the history of the college. |

| San Diego City College | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| 34 |  | 2221 Morley Field Dr. | Morley Field Snack Bar & Press Box | | same | 1978 | Lareau & Assoc | N/A (vernacular) | 6Z | | Campus Development - 1970s expansion, Architecture, Architects | •Not representative of master architect Lareau's body of work.<br>•Ancillary building off main campus. Does not meet eligibility standards for a context significant to the history of the college. |
| 35 | | 2221 Morley Field Dr. | Morley Field Dugout | | same | 1978 | Lareau & Assoc | N/A (vernacular) | 6Z | | Campus Development - 1970s expansion, Architecture, Architects | •Not representative of master architect Lareau's body of work.<br>•Ancillary building off main campus. Does not meet eligibility standards for a context significant to the history of the college. |
| | | N/A | Pedestrian Entry from C St to Bldg C | Adj to Bldg C | same | 1971 | Frank L. Hope & Assoc | N/A | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Concrete stairway flanked by 4 concrete tree planters to concrete walkway. Original appearance somewhat altered by adjacent new hardscape and building construction to east.<br>•Retains integrity of design by Hope & Associates, creating significant entry to campus from south/C Street.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |

| San Diego City College | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **13 buildings, 3 structures/plazas** | | | | | | | | | | | |
| **Bldg No.** | **Image** | **Bldg. ID No.** | **Current Building Name** | **APN** | **Historic Building Name** | **Year Built** | **Architect** | **Style** | **Status Code** | **Criteria** | **Contexts** | **Evaluation** |
| | | N/A | Curran Plaza | Over B Street | same | 1973 | Frank L. Hope & Assoc | N/A | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Concrete pedestrian plaza and landscaped planters bridging over B Street. Named after Frank Curran, San Diego's 28th mayor, who held office from 1963 until 1971.<br>•Retains integrity of design by Hope & Associates, creating significant plaza area creating a bridge linking north and south campus, notably visible from B St.<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |
| N/A | | N/A | Gorton Quad | Btwn Bldg M and Bldg D/A | same | 1976 | Frank L. Hope & Assoc | N/A | **3CD** | **Criterion 3** | **Campus Development - 1970s expansion, Architecture, Architects** | •Paved and landscaped plaza east of the main campus entrance on Park Blvd., located north of Bldg M, south and west of Bldg D/A. Named after long-time SDCC President Dr. Rex Gorton.<br>•Retains integrity of design by Hope & Associates, creating significant walkway/plaza at the main pedestrian campus entrance from Park Blvd..<br>•One of five contributing buildings and three contributing non-building resources that together represent a significant concentration and linkage of buildings and spaces united aesthetically by master architect Hope & Associates' architectural design during the 1970s campus expansion. The eight resources are contributors to the CRHR-eligible San Diego City College Expansion thematic historic district with a period of significance from 1970-1977. |

# PEIR Appendix F

## Geology and Soils Technical Study

# Geology and Soils Technical Study

# City College Facilities Master Plan Project

## 1313 Park Boulevard

## San Diego, California


HELIX Environmental Planning

7578 El Cajon Boulevard | La Mesa, California 91942


December 12, 2025 | Project No. 110011002

Geotechnical | Environmental | Construction Inspection & Testing | Forensic Engineering & Expert Witness

Geophysics | Engineering Geology | Laboratory Testing | Industrial Hygiene | Occupational Safety | Air Quality | GIS

Ninyo & Moore

A SOCOTEC COMPANY

Ninyo & Moore
A SOCOTEC COMPANY

# Geology and Soils Technical Study

# City College Facilities Master Plan Project

## 1313 Park Boulevard
## San Diego, California

Ms. Yara Fisher
HELIX Environmental Planning
7578 El Cajon Boulevard | La Mesa, California 91942

December 12, 2025 | Project No. 110011002

**Nissa M. Morton, PG, CEG**
Senior Project Geologist

**Jeffrey T. Kent, PE, GE**
Principal Engineer

NMM/JTK/mp

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# EXECUTIVE SUMMARY

Ninyo & Moore has performed a Geology and Soils Technical Study for a site comprised of approximately 44-acres of land located across 13 parcels along Park Boulevard and 16th Street in the downtown area of San Diego, California (site). The site is principally occupied by San Diego City College but also includes the Garfield High School and East Village Middle College High School campuses. Existing improvements include various academic and administration buildings and parking structures. Additional improvements include various shade structures, parking lots, fencing, pavements, and landscaping. Topographically, the site generally descends gently to moderately down towards to the south. Elevations across the site range from approximately 60 feet to 170 feet above mean sea level.

The City College Facilities Master Plan project will provide recommendations for future renovations and construction at the campus and along existing public Rights-of-Way (ROWs) surrounding the campus.

In general, the following geologic and geotechnical constraints for the project include:

- The site is underlain by fill material, alluvium, old paralic deposits, and materials of the San Diego Formation. Geotechnical constraints related to soils at the project site are:
    - *Soft Ground* – Areas with soft ground or loose soils may be located within the fill materials and alluvium at the site.
    - *Compressible Soils* – The existing fill and alluvium underlying the site are anticipated to consist of silty sand, silt, and sandy clay, and are considered compressible under loading. Compressible soils also include loose to medium dense, undocumented fill and alluvium that are susceptible seismic settlements up to approximately 1¼ inches (Group Delta, 2013; Kleinfelder 2006 and 2018).
    - *Expansive Soils* – The clayey fill soils and old paralic deposits may be moderately expansive. The nature and extent of expansive soils and recommended mitigation measures should be evaluated by subsurface investigation and laboratory testing.
    - *Fill Soils* – Fill soils placed without engineering supervision may be loosely or inadequately compacted, may contain oversize materials unsuitable for reuse in engineered fills, and may contain unsuitable organic or expansive materials and debris that may preclude their re-use in engineered fills.
- The westerly area within the central portion of the site is located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Studies Zone) associated with the strands of the Rose Canyon fault zone. These faults include the parallel and sub-parallel faults within the Downtown Graben. In addition, the entirety of the site is located within the City of San Diego's Downtown Special Fault Zone. Geotechnical constraints related to faulting and seismic events at the site are:
    - *Ground Surface Rupture* – Ground surface rupture due to active faulting is possible at the site due to the presence of active faults associated with the Downtown Graben in the western portion of the site. Additionally, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

    - *Ground Shaking* – The site has a high potential for strong ground motions due to earthquakes on nearby active faults.

- Groundwater is anticipated at depths greater than 50 feet below the site. However, perched water and seepage may occur beneath portions of the site.

- The potential for landsliding at the project site is considered low.

- The site is not mapped within a tsunami inundation hazard zone.

- Much of the site is located in Zone X Area of Minimal Flood Hazard. However, the southeastern portions of the site are mapped as being within a special flood hazard area subject to inundation by the 1% annual chance flood.

The conditions related to soils and geology, identified in this technical study report, would increase the cost and duration of grading and construction of the project, but would not preclude the feasibility of development of the project.

# 1. INTRODUCTION

Ninyo & Moore has performed a Geology and Soils Technical Study for the City College Facilities Master Plan Project located at 1313 Park Boulevard in San Diego, California (Figure 1). Our evaluation is based on our review of published and non-published reports, aerial photographs, in-house data, a site reconnaissance, and the assessment of the potential geologic hazards in the project area. The purpose of this study was to evaluate the potential for existing environmental impacts related to geological or soils conditions that can affect the project site and adjoining areas, and to discuss measures that can be implemented to reduce or mitigate the potential impacts with respect to the design and construction of the proposed project.

# 2. SCOPE OF SERVICES

Ninyo & Moore's scope of services for this geologic study have included the activities listed below:

- Review of readily available geologic maps, fault and seismic hazard reports, soil maps, mineral resources maps, topographic maps, and aerial photographs.
- Review of in-house and client provided geotechnical reports and fault hazard reports.
- Performance of a geologic field reconnaissance by a professional from our office.
- Compilation and analysis of the data obtained from our background review and site reconnaissance.
- Evaluation of our findings with respect to Questions A, B, C, and D of Section 6, "Geology and Soils" within Appendix G, "Environmental Checklist Form" of the Guidelines for Implementation of California Environmental Quality Act (CEQA).
- Preparation of this report presenting our findings and conclusions regarding potential geologic and soil impacts at the site, and preliminary recommendations for mitigation measures.

# 3. SITE DESCRIPTION AND PROJECT DESCRIPTION

The site consists of approximately 44-acres of land located across 13 parcels along Park Boulevard and 16th Street in the downtown area of San Diego, California (Figures 1 and 2). The parcels are located in three general areas. The northwest portion of the site is generally bounded by Park Boulevard to the east, California State Route (SR) 163 to the west, Interstate 5 to the north, and Russ Boulevard to the south. The central portion of the site includes a large area bounded by Park Boulevard to the west, 17th Street to the east, Russ boulevard to the north, and C Street to the south. The southeastern portion of the site includes two city blocks bounded by 15th Street to the west, 17th Street to the east, C Street to the north, and Broadway to the south. The site is principally occupied by San Diego City College but also includes the Garfield High School and East Village Middle College High School campuses. Existing improvements include

various academic and administration buildings and parking structures. Additional improvements include various shade structures, parking lots, fencing, pavements, and landscaping. Topographically, the site generally descends gently to moderately down towards the south. Elevations across the site range from approximately 60 feet to 170 feet above mean sea level.

The site was developed to support the City College campus beginning in the 1950's. Since that time, the campus has undergone various expansions and renovations. The City College Facilities Master Plan project will provide recommendations for future renovations and construction at the campus as well as along existing public ROWs surrounding the campus.

# 4. GEOLOGIC AND SUBSURFACE CONDITIONS

Our findings regarding regional and site geology (Figure 3) and groundwater are provided in the following sections.

## 4.1. Regional Geologic Setting

The project area is situated in the San Diego County coastal section of the Peninsular Ranges Geomorphic Province. This geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California (Norris and Webb, 1990; Harden 2004). The province varies in width from approximately 30 to 100 miles. In general, the province consists of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks, and Cretaceous igneous rocks of the southern California batholith. In the coastal plain portion of the province where the project is located, Quaternary-age sedimentary deposits overlie Tertiary- and Cretaceous-age sedimentary units.

The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest (Jennings, 2010). Several of these faults are considered active faults. The Elsinore, San Jacinto, and San Andreas faults are active fault systems located northeast of the project area. The Coronado Bank, San Diego Trough, and San Clemente faults are active faults located west of the project area. Strands of the Rose Canyon fault zone, the nearest active fault system, are mapped across the westerly side of the central portion of the site. Major tectonic activity associated with these faults within this regional tectonic framework consists primarily of right-lateral, strike-slip movement. Further discussion of faulting relative to the site is provided in the Faulting and Seismicity section of this report.

## 4.2. Site Geology

Based on our review of published geologic maps (Figure 3) and onsite and nearby geotechnical reports referenced herein, and our site reconnaissance, soils underlying the site are generally anticipated to consist of fill materials, alluvium, old paralic deposits (also referred to as Bay Point Formation), and materials of the San Diego Formation. A brief description of these units, as described in the cited literature or as observed on the site, is presented below.

### 4.2.1. Fill

As described in various geotechnical reports prepared at the site, fill associated with original and ongoing development is present across the site. As encountered in borings performed at the site, the fill materials are described as various shades of brown, loose to dense, silty and clayey sand with lesser amounts of clay (Geotechnics, 2010; Group Delta, 2013; Kleinfelder 1996, 2006, 2010a, 2010b, 2018; Ninyo & Moore 1995a and 1995b). Contaminants including burn ash have been encountered within fill at the site (Ninyo & Moore, 2009) and, where identified, were generally removed during site development. The thickness of fill material across the site is anticipated to vary across the site and range up to approximately 16 feet in depth.

### 4.2.2. Alluvium

Although not mapped at the site, alluvium was encountered in borings performed at the site, particularly in the southeastern portion. As encountered in borings, the alluvium is described as loose to medium dense, friable sand with gravel and cobbles that range up to approximately 12 feet thick (Geotechnics, 2010; Kleinfelder 1996, 2006, 2010a, 2010b, and 2018). The alluvium has been suggested to be associated with alluvial flow from Powerhouse Canyon to the northwest.

### 4.2.3. Old Paralic Deposits

Quaternary-age old paralic deposits (also referred to as the Bay Point Formation) are mapped as underlying the southern and eastern portions of the site. As described by Kennedy and Tan (2008), these materials consist of poorly sorted, moderately permeable, reddish brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. As encountered in borings performed at the site, the old paralic deposits generally consist of dense to very dense, silty sand, clayey sand, poorly graded sand, and poorly graded gravel with cobbles (Kleinfelder, 2006; Geotechnics 2010).

### 4.2.4. San Diego Formation

Materials of the Pliocene-age San Diego Formation are mapped as underlying the northern portions of the site and are anticipated to underlie the southern portion of the site at depth (Kennedy and Tan, 2008). As described by Kennedy and Tan (2008) and encountered during previous evaluations performed on the site, the San Diego Formation generally consists of mostly brown and yellowish brown, weakly to strongly cemented, silty to clayey sandstone (Geotechnics, 2010; Group Delta, 2013; Kleinfelder 1996, 2006, 2010a, 2010b, 2018; Ninyo & Moore 1995a and 1995b). Layers of siltstone, gravel, and cobbles have been encountered within the onsite San Diego Formational materials.

## 4.3. Groundwater

Sources provided by the California Water Data Library Resources (DWR) and the California State Water Resources Control Board (SWRCB) were reviewed for information pertaining to groundwater quality and occurrence in the vicinity of the project. Previous geologic and geotechnical reports were also reviewed for pertinent groundwater data. Data from boring logs and groundwater monitoring wells within the project area indicate that groundwater is present beneath the site at elevations ranging from approximately -3 feet above MSL to approximately 10 feet above MSL (Geotechnics 2010; Group Delta, 2013; Kleinfelder, 2006, 2010a, and 2018; and Ninyo & Moore, 1995a and 1995 b). Groundwater is expected to follow the topographic gradient and flow generally towards the south. Groundwater depths and flow directions can vary due to tidal influence, seasonal variations, construction dewatering, lithology, and other factors.

According to the SWRCB Water Quality Control Plan for the San Diego Basin, the site is located within the Lindbergh Hydrologic Subarea within the San Diego Mesa Hydrologic Area within the Pueblo San Diego Hydrologic Unit. This hydrologic area has been exempted by the Regional Board from the municipal drinking water use designation (SWRCB, revised 2021).

# 5. GEOLOGIC HAZARDS

In general, potential geologic hazards at the site include faulting and seismicity as they relate to the seismic design of structures. These considerations and other geologic hazards such as liquefaction, landsliding, slope failure, and tsunamis, are discussed in the following sections.

## 5.1. Faulting and Seismicity

The site is located in a seismically active area, as is the majority of southern California, and the potential for strong ground motion at the site is considered significant. The Rose Canyon fault zone, the nearest active fault zone, consists of predominantly right-lateral strike-slip faults that

extend south-southeast through the San Diego metropolitan area. In the downtown area of San Diego, active stands within the zone include the generally north-south trending Coronado Fault, San Diego Fault, and Downtown Graben (Treiman, 2002; DeFrisco, 2021). These fault splays are designated active by the State of California (i.e., exhibit evidence of ground displacement during Holocene time which includes the last 11,000 years) and therefore constitute a State of California Earthquake Fault Zone (EFZ) (formerly known as an Alquist-Priolo Special Studies Zone) (Hart and Bryant, 2007; CGS, 2021).

In the eastern portion of downtown San Diego, the Downtown Graben consists of parallel faults that offsets Holocene-age sediments (Treiman, 2002). As shown on Figure 4, two of these parallel to subparallel faults traverse the westerly area of the central portion of the site, generally between Park Boulevard and 14$^{th}$ Street and north of C Street. These faults were identified in exploratory trenches performed by Kleinfelder in 1996 for the new library. The Holocene-active designation for the faults is based on carbon-14 dating results and other findings within exploratory trenches performed directly to the south within C Street by Owen Consultants (1990). Following the Owen Consultants (1990) and Kleinfelder (1996) studies, numerous other subsurface explorations have evaluated the presence of faulting at the site (Geotechnics, 2010; Group Delta 2011, 2012, and 2016; Kleinfelder, 2006, 2009a, and 2009b; and RORE 2008). Findings from these studies include identification of potentially active faults that underlie the site. As incorporated into updated CGS fault hazard maps (DeFrisco, 2021), these potentially active faults are also shown on Figure 4.

## 5.2. Ground Rupture

Based on our review of the referenced literature and our site reconnaissance, active splays of the Rose Canyon fault zone, specifically faulting associated with the Downtown Graben, are mapped as traversing the westerly area of the central portion of the site (Figure 4). Therefore, the probability of damage from surface ground rupture is considered to be high. Lurching or cracking of the ground surface as a result of nearby seismic events is also possible.

## 5.3. Ground Motion

Considering the proximity of the site to the Rose Canyon fault which is capable of producing a maximum moment magnitude of 6.9, the project area has a high potential for experiencing strong ground motion. The 2025 California Building Code (CBC) specifies that the risk-targeted maximum considered earthquake ($MCE_R$) ground motion response accelerations be used to evaluate seismic loads for design of buildings and other structures. Based on our review of CGS's shear wave velocity map, the average shear wave velocity in the upper 30 meters (100 feet) of the subsurface profile ($V_{s30}$) is estimated to be 447 meters per second (1,467 feet per second)

(CGS, 2015). In accordance with Chapter 20 of the American Society of Civil Engineers (ASCE) Publication 7-22 for the Minimum Design Loads and Associated Criteria for Building and Other Structures, the site classification is Site Class C. However, further evaluation of the Site Class should be performed as part of a comprehensive geotechnical study with a subsurface exploration and laboratory testing program.

In accordance with ASCE 7-22, the mapped $MCE_R$ ground motion response accelerations were determined using the 2025 ASCE Hazards Report seismic design tool (web-based). The $MCE_R$ ground motion response accelerations are based on the spectral response accelerations for 5 percent damping in the direction of maximum horizontal response and incorporate a target risk for structural collapse equivalent to 1 percent in 50 years with deterministic limits. The site-specific maximum considered earthquake geometric mean ($MCE_G$) peak ground acceleration, $PGA_M$, was calculated as 0.74g (ASCE, 2025). Proposed structures should be designed to mitigate strong ground motion.

## 5.4. Liquefaction and Seismically Induced Settlement

Liquefaction is the phenomenon in which loosely deposited, saturated granular soils (located below the water table) with clay contents (particles less than 0.005 mm) of less than 15 percent, liquid limit of less than 35 percent, and natural moisture content greater than 90 percent of the liquid limit undergo rapid loss of shear strength due to development of excess pore pressure during strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to rapid rise in pore water pressure, and it eventually causes the soil to behave as a fluid for a short period of time. Liquefaction is known generally to occur in saturated or near-saturated cohesionless soils at depths shallower than 50 feet below grade. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, groundwater level, degree of saturation, and both intensity and duration of ground shaking. Based on the relatively dense nature of the underlying materials and the absence of a shallow groundwater table, it is our opinion that the risk for liquefaction at the site is low. Based on review of previous geotechnical evaluations of the site, seismically induced settlements have been evaluated at the site in areas where loose to medium dense, undocumented fill and alluvium were encountered. These studies indicate seismic settlements up to approximately 1¼ inches (Group Delta, 2013; Kleinfelder 2006 and 2018).

## 5.5. City of San Diego Seismic Safety Study

As shown in Figure 5, per the City of San Diego Safety Study, Geologic Hazards and Faults (2008), the site is predominantly mapped within hazard category 13, which is the Downtown

Special Fault Zone, as well as hazard category 11, which is defined as an active, Alquist-Priolo fault zone. Areas of hazard category 12, which is defined as potentially active, inactive, presumed inactive, or activity unknown fault zones, are mapped as two of the faults on the site, within the category 11 zone. However, as described previously, these two faults, associated with the Downtown Graben, are considered active within the State of California EFZ classification (Figure 4).

## 5.6. Landsliding and Slope Failure

Landslides have not been mapped on or adjacent to the site and evidence of landsliding was not observed in our review of aerial photographs or during our site reconnaissance. The site is within an area mapped as being generally susceptible to landslides, with the northern portion of the site (northwest of Park Boulevard) mapped as being least susceptible to landslides. The potential for landsliding or slope instability to impact the project development is considered low.

## 5.7. Tsunamis

Tsunamis are long wavelength seismic sea waves (long compared to the ocean depth) generated by sudden movements of the ocean bottom during submarine earthquakes, landslides, or volcanic activity. According to our review of the most recent available tsunami map (Graehl, and Wilson, 2022), the site is not located within a mapped tsunami hazard area.

## 5.8. Flood Hazards

Based on review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (2019), much the site is located in Zone X Area of Minimal Flood Hazard. However, a special flood hazard area subject to inundation by the 1% annual chance flood is mapped along the southeastern portion of the site, as shown on Figure 6.

## 5.9. Expansive Soils

Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. Shrinking or swelling of foundation soils can lead to damage to slabs, foundations, and other engineered structures, including tilting and cracking. Based on a review of laboratory testing performed on site soils, clayey fill soils and old paralic deposits at the site may be moderately expansive (Kleinfelder, 1996 and 2006). The nature and extent of expansive soils at the project should be further evaluated by subsurface investigation and laboratory testing.

## 5.10. Corrosive Soils

Caltrans corrosion (2021) criteria define corrosive soils as soil with an electrical resistivity less than 1,500 ohm-cm, a chloride content more than 500 parts per million (ppm), more than 0.15 percent sulfates (1,500 ppm), and/or a pH less than 5.5. Based on a review of laboratory testing performed on site soils, the site is considered corrosive (Ninyo & Moore, 1995a and 1995b; Group Delta, 2013). Where future improvements are planned, the nature and extent of corrosive soils should be further evaluated by subsurface investigation and laboratory testing. If corrosive soils exist on the site, a corrosion engineer should be retained to assist in the design of improvements in contact with the soil.

## 5.11. Soils

Based on the interactive map using the Web Soil Survey website (USDA, 2025), the soil units mapped on the project site include Urban Land and Made Land (Figure 7). Both Urban Land and Made Land are considered to have no agricultural use and have low to moderate erosion potential. The potential loss of agricultural or native soils due to the project is considered low.

## 5.12. Mineral Resources

According to the City of San Diego General Plan (2024) the project site is located Mineral Resource Zone (MZR) 3. MRZ-3 is described as areas containing known or inferred mineral resources of undetermined significance (CGS, 1996).

# 6. CONCLUSIONS

Based on our review of the referenced background data and our geologic field reconnaissance, it is our opinion that the following geological characteristics of the project site will require specific considerations when designing the project. These considerations include the following:

- The site is underlain by fill material, alluvium, old paralic deposits, and materials of the San Diego Formation. Geotechnical constraints related to soils at the project site are:
    - *Soft Ground* – Areas with soft ground or loose soils may be located within the fill materials and alluvium at the site.
    - *Compressible Soils* – The existing fill and alluvium underlying the site are anticipated to consist of silty sand, silt, and sandy clay, and are considered compressible under loading. Compressible soils also include the loose to medium dense, undocumented fill and alluvium that are susceptible seismic settlements up to approximately 1¼ inches (Group Delta, 2013; Kleinfelder 2006 and 2018).
    - *Expansive Soils* – The clayey fill soils and old paralic deposits may be moderately expansive. The nature and extent of expansive soils and recommended mitigation measures should be evaluated by subsurface investigation and laboratory testing.

- *Fill Soils* – Fill soils placed without engineering supervision may be loosely or inadequately compacted, may contain oversize materials unsuitable for reuse in engineered fills, and may contain unsuitable organic or expansive materials and debris that may preclude their re-use in engineered fills.

- The westerly area within the central portion of the site is located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Studies Zone) associated with the strands of the Rose Canyon fault zone. These faults include the parallel and sub-parallel faults within the Downtown Graben. In addition, the entirety of the site is located within the City of San Diego's Downtown Special Fault Zone. Geotechnical constraints related to faulting and seismic events at the site are:
    - *Ground Surface Rupture* – Ground surface rupture due to active faulting is possible at the site due to the presence of active faults associated with the Downtown Graben in the western portion of the site. Additionally, lurching or cracking of the ground surface as a result of nearby seismic events is possible.
    - *Ground Shaking* – The site has a high potential for strong ground motions due to earthquakes on nearby active faults.
- Groundwater is anticipated at depths greater than 50 feet below the site. However, perched water and seepage may occur beneath portions of the site.
- The potential for landsliding at the project site is considered low.
- The site is not mapped within a tsunami inundation hazard zone.
- Much of the site is located in Zone X Area of Minimal Flood Hazard. However, the southeastern portions of the site are mapped as being within a special flood hazard area subject to inundation by the 1% annual chance flood.

The conditions related to soils and geology, identified in this technical study report, would increase the cost and duration of grading and construction of the project, but would not preclude the feasibility of development of the project.

# 7. RECOMMENDATIONS

Based on the geologic and geotechnical considerations at the project site presented in the previous sections, we recommend further geotechnical evaluation of the project site be performed for new site improvements, which would include a subsurface exploration and laboratory testing program. Specific recommendations to be addressed prior to issuance of grading and building permits would include:

Soft Ground – Soils in areas with soft ground or loose soils in the area of the site may be subject to settlement and provide weak bearing conditions for support of structures and other improvements. Recommendations to mitigate this condition can typically include removal and/or replacement of soils as engineered compacted fill. The extent of soft soils and recommended removals may be evaluated by subsurface exploration and laboratory testing.

Compressible Soil – Compressible soils may lead to settlement of the proposed improvements. The following recommendations may be implemented during construction to address this condition: the soils could be excavated and removed from the site; they could be treated to mitigate their potential for compression, or the materials could be surcharged through the benefit of proposed fills.

Expansive Soils – Expansive soils may lead to damage to foundations and engineered structures. If expansive soils exist on site, the following recommendations may be implemented during construction: the soils may be removed from sensitive areas and placed in deeper fill areas; the soils may be excavated and removed from the site; or the expansive soils may be treated (i.e., lime treatment) to mitigate their potential for expansion. Special foundation designs to mitigate expansive soils may also be incorporated in the final design of the project. The extent of expansive soils and recommended mitigation measures may be evaluated by subsurface exploration and laboratory testing.

Ground Surface Rupture – In accordance with the Alquist-Priolo Act, proposed building structures for human occupancy should be offset 50 feet from the closest suspected fault location as the area within 50 feet of active faults are presumed to be underlain by active branches of that fault unless proven otherwise. A ‘structure for human occupancy’ is defined in California Geological Survey (CGS) Special Publication 42 (2018) as any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year. Recommended structural offsets, or setbacks, from active faults should be established based on subsurface exploration performed as part of a site-specific fault hazard evaluation conducted in accordance with CGS (2008) guidelines.

Ground Shaking – Proposed structures should be designed appropriately to mitigate strong ground shaking in the event of an earthquake on a nearby fault.

Corrosive Soils – If corrosive soils exist on the site, a corrosion engineer may be retained to assist in the design of improvements in contact with the soil. The extent of corrosive soils and recommended mitigation measures may be further evaluated by subsurface exploration and laboratory testing.

The conditions related to soils and geology, identified in conjunction with the Geology and Soils Technical Study, would increase the cost and duration of grading and construction of the project, but would not preclude the feasibility of development of the project.

# 8. IMPACT ANALYSIS

Based upon the results of our geologic desktop assessments, our findings, conclusions, and recommendations regarding potential geological impacts to the project are summarized in the following sections.

## 8.1. Significance Thresholds

In evaluating the significance of potential environmental concerns in a particular study area, the criteria to consider, as they relate to geologic and soil conditions, are presented in the California Environmental Quality Act (CEQA) Guidelines (2025). In accordance with the scope of work, the findings of this study were evaluated with respect to Geology and Soils thresholds of significance within Appendix G of the CEQA Guidelines (2025).

## 8.2. Project Impacts and Significance

Based on the above criteria and the results of the evaluation, the potential impact by geologic and soil conditions at the project have been identified, and are discussed below.

VII. GEOLOGY AND SOILS

***A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

***i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault?***

Ground surface rupture due to active faulting is possible at the site due to the presence of active faults of the Rose Canyon fault zone. As noted, two Downtown Graben faults traverse the westerly side of the central portion of the site and are associated with a State of California EFZ. In addition, the site is located within the City of San Diego Downtown Special Studies Zone for faults. Accordingly, surface fault rupture risk at the site is high. Additionally, lurching or cracking of the ground surface as a result of nearby seismic events is possible. Due to the fault hazard zones mapped at the site, site-specific fault hazard study is required for new structures for human occupancy per CGS Special Publication 42 (2018). The risk is required to be assessed as part of a comprehensive geotechnical and fault hazard evaluation performed prior to project development and in accordance with Chapter 18A of Title 24, Part 2 of the California Building Code (CBC, 2025) and CGS Note 48 (CGS, 2022), which includes requirements for geotechnical evaluation of public school sites. This impact is less than significant when CGS and CBC standards for design and construction are incorporated into the project.

### *ii. Strong seismic ground shaking?*

The project has a high potential for strong ground motions due to earthquakes on nearby and onsite active faults. The risk and appropriate design recommendations for strong ground motion is required to be evaluated for new structures in accordance with CBC Chapter 18A of Title 24, Part 2 and CGS Note 48, which includes requirements for geotechnical evaluation of public school sites. Seismic analysis and project design performed in accordance with the requirements of Chapter 16 of the 2022 California Building Code and the American Society of Civil Engineers (ASCE) 7-22 Standard can be expected to mitigate risks due to ground shaking. This impact is less than significant when industry standards for design and construction are incorporated into the project.

### *iii. Seismic related ground failure, including liquefaction?*

Based on the presence of relatively dense materials and absence of shallow groundwater at the site, soils underlying the site are not considered susceptible to liquefaction. Previous geotechnical evaluation of the site has identified the potential for seismically induced settlements up to approximately 1¼ inches (Group Delta, 2013; Kleinfelder 2006 and 2018). Liquefaction and seismically induced settlement potential should be evaluated as part of a comprehensive geotechnical evaluation performed prior to project development in accordance with CBC Chapter 18A of Title 24, Part 2 and CGS Note 48. Such an evaluation would be performed so an opinion can be made regarding the hazard for liquefaction and seismic settlement and that structural design and mitigation techniques can be implemented during design, as appropriate. Mitigation for construction in liquefaction and seismic settlement hazard areas may include in-situ ground modification, removal of settlement-sensitive layers and replacement with compacted fill, or support of project improvements with piles to sufficient depths to mitigate damage as a result of liquefaction/seismic settlement and make the site safe for development. This impact is considered less than significant when industry standards for design and construction are incorporated into the project.

### *iv. Landslides?*

Our review of geologic literature, aerial photos and topographic maps, does not indicate the presence of mapped landslides on the project site. Additionally, landslides were not mapped by others adjacent to the site. Therefore, the potential impact of existing landslides is considered low (less than significant impact).

***B. Would the project result in substantial soil erosion or the loss of topsoil?***

If the site is developed in accordance with current building codes, industry standards, and the recommendations of the geotechnical evaluation, the potential for substantial soil erosion is considered to be low (less than significant impact). The potential for substantial loss of topsoil due to proposed development is considered low due the site being previously developed.

***C. Would the project be located on geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

The geologic units underlying the project site are not considered susceptible to landsliding, lateral spreading, subsidence, or liquefaction. However, portions of site soils may be subject to seismic settlement. The degree of this hazard should be evaluated by a design-level geotechnical evaluation performed prior to project development in accordance with CBC Chapter 18A of Title 24, Part 2 (2025) and CGS Note 48. Where soil settlements are identified, appropriate engineering measures should be employed as recommended in a design-level geotechnical evaluation or by the project structural engineer (less than significant with appropriate design and construction methods incorporated).

***D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Soils with a moderate potential for expansion may be present at the site. Soil conditions should be further evaluated by geotechnical laboratory testing as part of a design level geotechnical evaluation performed prior to project development in accordance with CBC Chapter 18A of Title 24, Part 2 (2025) and CGS Note 48. However, we consider this impact to be less than significant with appropriate construction methods and specifications incorporated.

***E. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The project would rely on the existing sanitary sewer system and would not use septic tanks or alternative wastewater disposal systems. We consider this impact to be less than significant.

# 9. LIMITATIONS

The field evaluation and geotechnical analyses presented in this report have been conducted in accordance with current engineering practice and the standard of care exercised by reputable geotechnical consultants performing similar tasks in this area. No warranty, implied or expressed, is made regarding the conclusions, recommendations, and professional opinions expressed in this report. Variations may exist and conditions not observed or described in this report may be encountered. Our preliminary conclusions and recommendations area based on an analysis of the observed conditions and the referenced background information.

The purpose of this study was to evaluate geologic and geotechnical conditions within the project site and to provide a preliminary geological report to assist in the preparation of environmental impact documents for the project. A comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, should be performed prior to design and construction of structural improvements.

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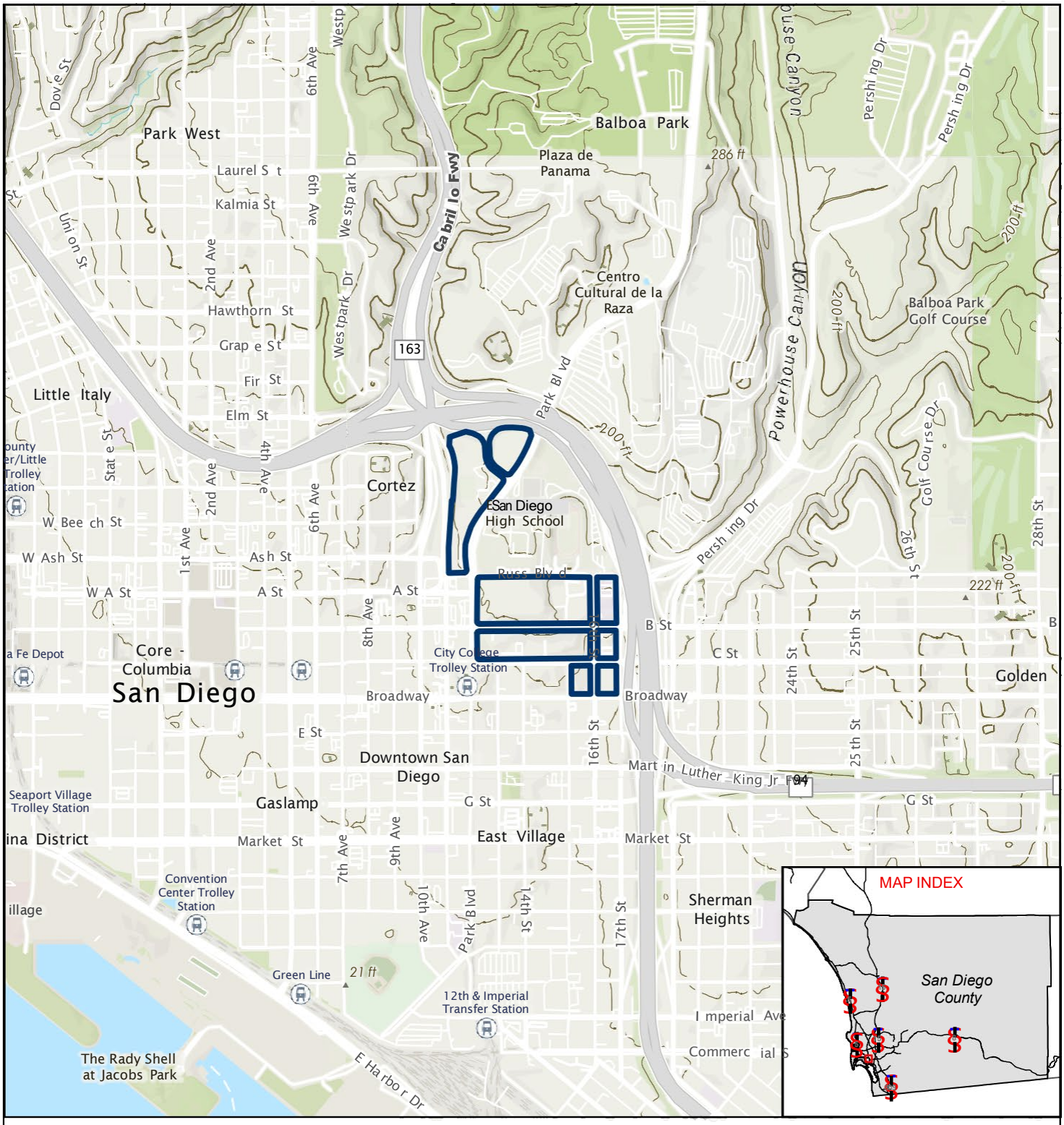
# FIGURES




NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE. | SOURCE: ESRI WORLD TOPO, 2025

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FIGURE 1

Ninyo & Moore
A SOCOTEC COMPANY

# SITE LOCATION

CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

110011002 | 12/25

LEGEND

SITE BOUNDARY

NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.
REFERENCE: RICK ENGINEERING, 8/04/25., GOOGLE EARTH, 2025.

FEET
0 400 800

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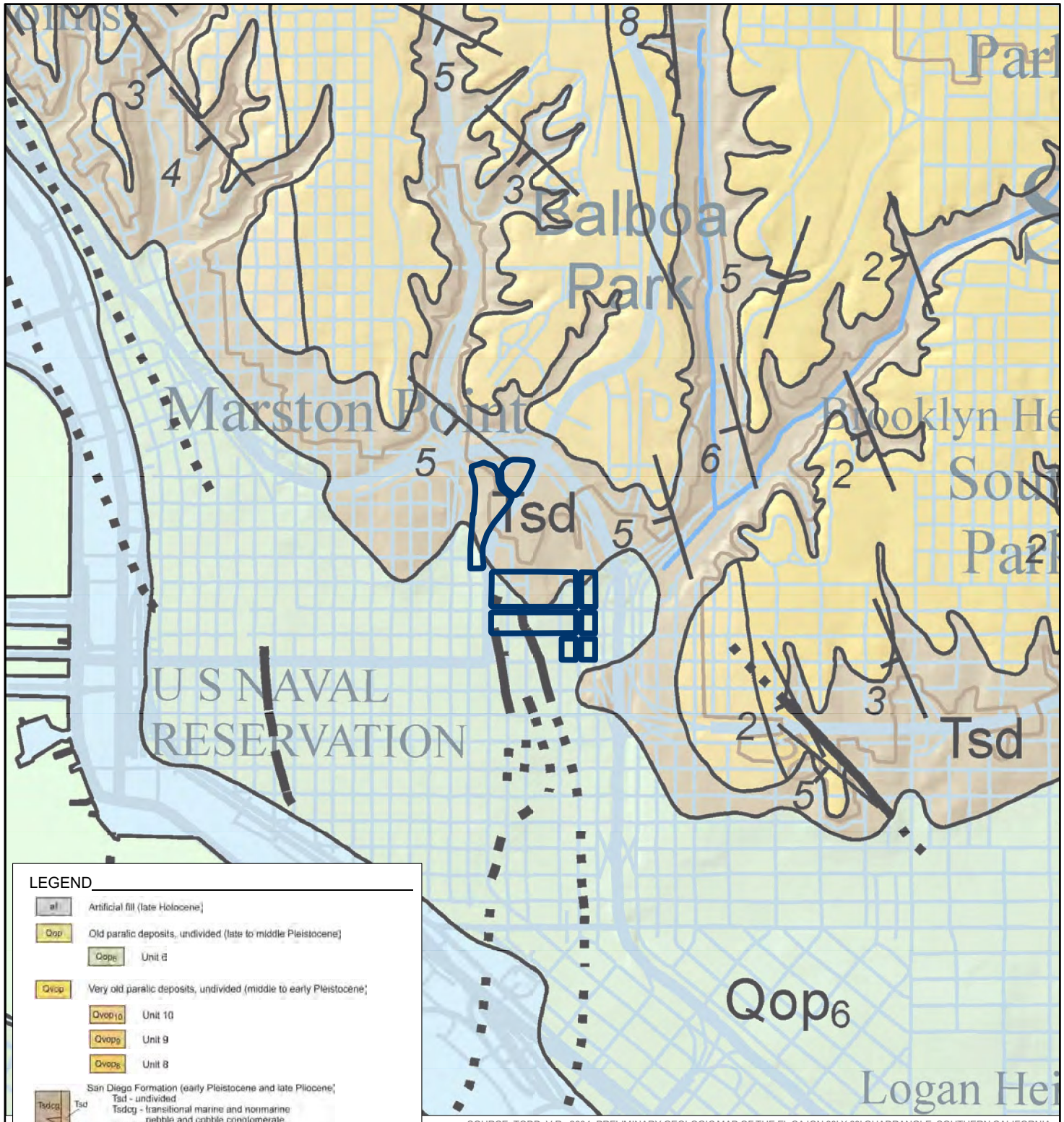
FIGURE 2

Ninyo & Moore
A SOCOTEC COMPANY

# AERIAL SITE PLAN

CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

110011002 | 12/25

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NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.

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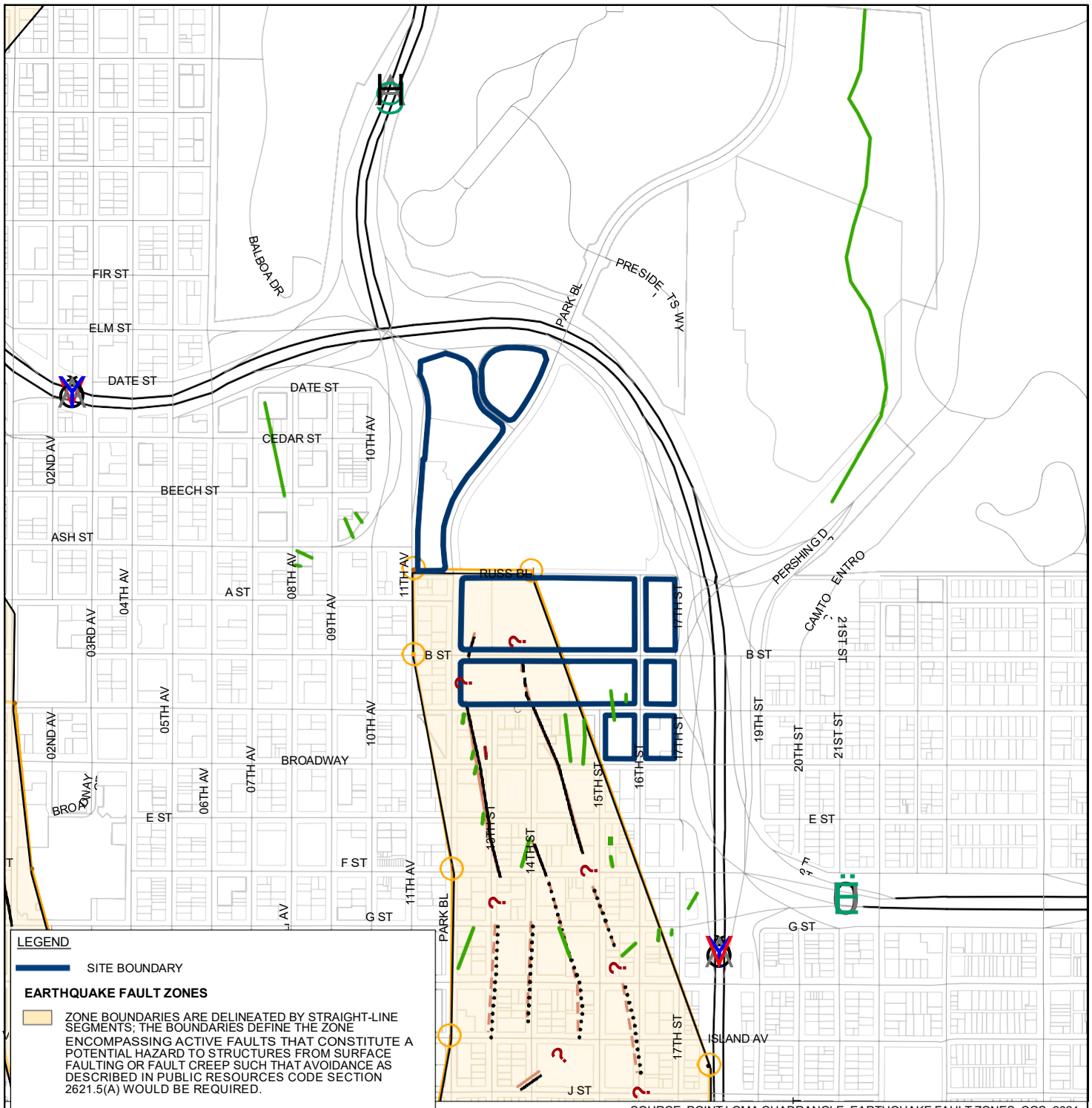
FIGURE 3

Ninyo & Moore
A SOCOTEC COMPANY

**GEOLOGY**
CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

110011002 | 12/25




SOURCE: POINT LOMA QUADRANGLE, EARTHQUAKE FAULT ZONES, CGS, 2021. GEOLOGIC HAZARDS - SANGIS, 2009; PARCELS - SANGIS, 2009

NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.

P1100011002.mxd 10/27/2025 AOB

FIGURE 4

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## EARTHQUAKE FAULT ZONES

CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

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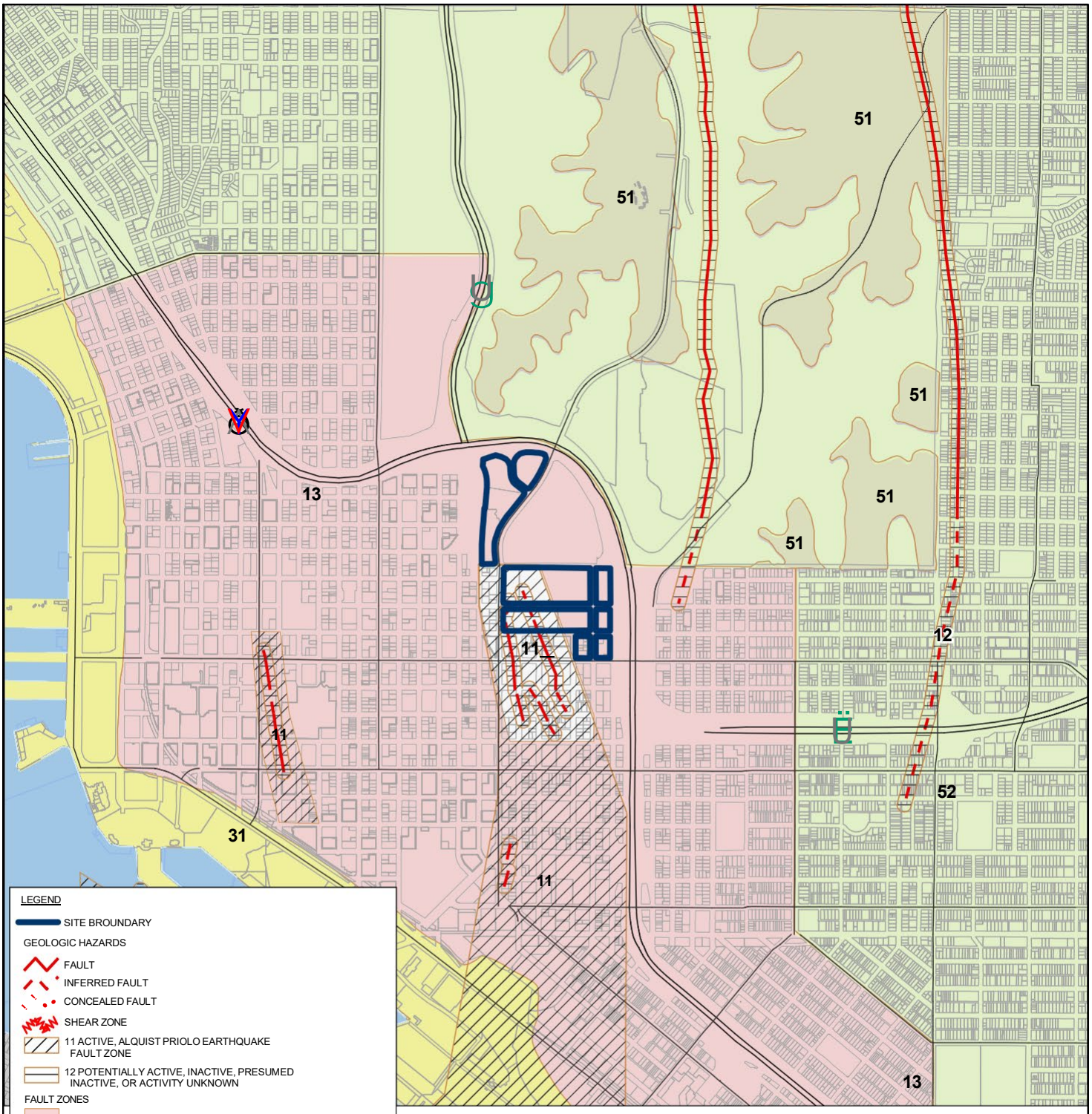


NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE. | SOURCE: SANGIS, 2008, CITY OF SAN DIEGO SEISMIC SAFETY STUDY GEOLOGIC HAZARDS AND FAULTS.

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FIGURE 5

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**GEOLOGIC HAZARDS**
CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

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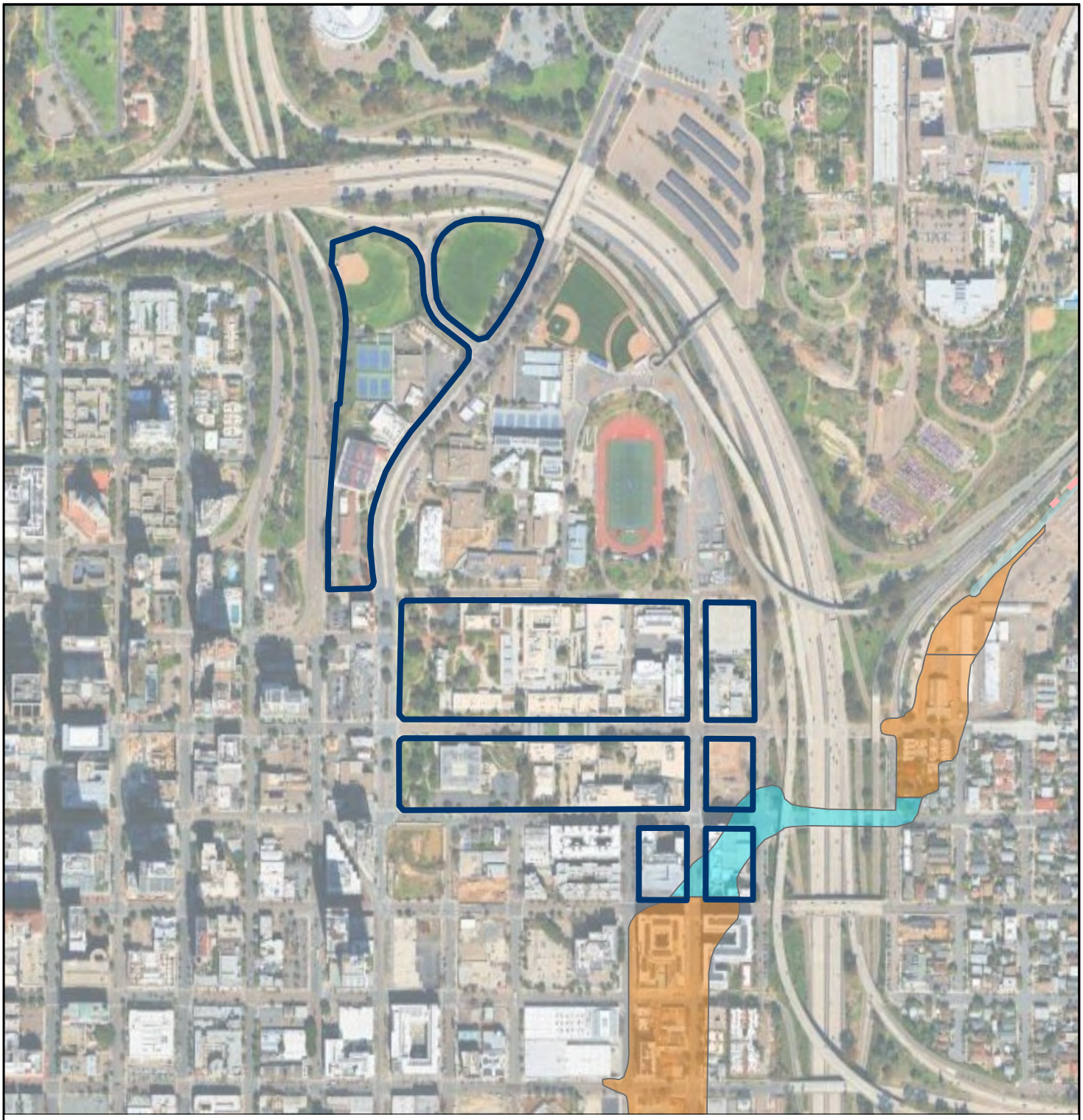

SOURCE: FLOOD INSURANCE RATE MAPS (FIRMS), FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), DATED 2024.

LEGEND

BERM LOCATION

FLOOD HAZARD ZONES
ZONE TYPE

1% ANNUAL CHANCE FLOOD HAZARD

0.2% ANNUAL CHANCE FLOOD HAZARD

NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.

N

FEET
0 600 1,200

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FIGURE 6

Ninyo & Moore
Geotechnical & Environmental Sciences Consultants

**FLOOD HAZARDS**

CITY COLLEGE FACILITIES MASTER PLAN
1313 PARK BOULEVARD
SAN DIEGO, CALIFORNIA

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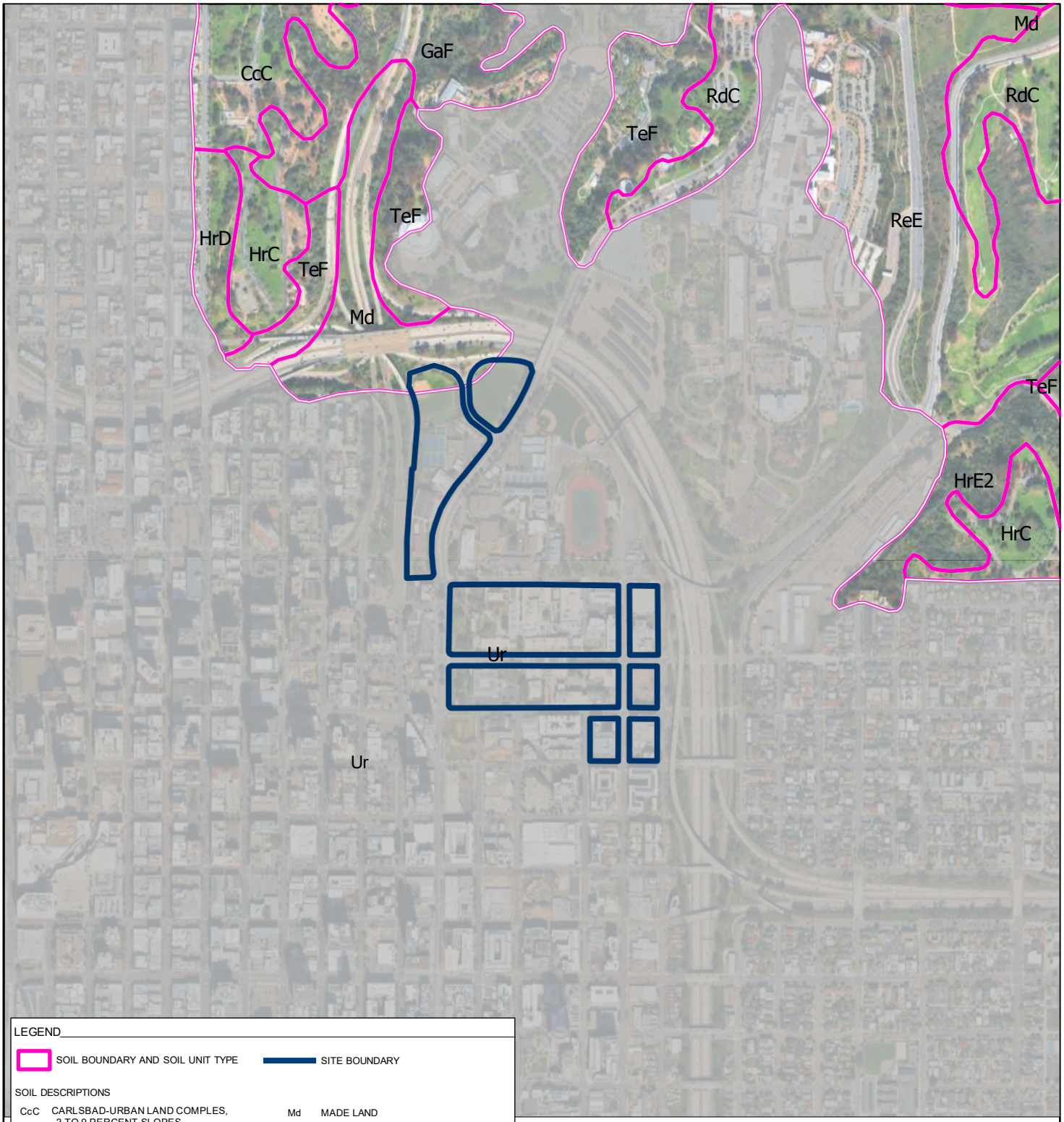


LEGEND

SOIL BOUNDARY AND SOIL UNIT TYPE

SITE BOUNDARY

SOIL DESCRIPTIONS

| | |
|---|---|
| CcC | CARLSBAD-URBAN LAND COMPLES, 2 TO 9 PERCENT SLOPES |
| GaF | GAVIOTA FINE SANDY LOAM, 30 TO 50 PERCENT SLOPES |
| HrC | HUERHUERO LOAM, 2 TO 9 PERCENT SLOPES |
| HrD | HUERHUERO LOAM, 9 TO 15 PERCENT SLOPES |
| HrE2 | HUERHUERO LOAM, 15 TO 30 PERCENT SLOPES, ERODED |
| Md | MADE LAND |
| RdC | REDDING GRAVELLY LOAM, 2 TO 9 PERCENT SLOPES |
| ReE | REDDING COBBLY LOAM, 9 TO 30 PERCENT SLOPES |
| TeF | TERRACE ESCARPMENTS |
| Ur | URBAN LAND |

SOURCE: U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, 5/14/11., GOOGLE EARTH, 2025.

N

FEET

0 1,000 2,000

NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.

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FIGURE 7

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# USDA (SSURGO) SOIL SURVEY

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SAN DIEGO, CALIFORNIA

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# PEIR Appendix G

## Paleontological Resources Technical Report

PALEOSERVICES
SAN DIEGO NATURAL HISTORY MUSEUM

# Paleontological Resources Technical Report

## San Diego Community College District
## San Diego City College Facilities Master Plan
## City of San Diego, California

## February 12, 2026 (revised July 24, 2026)

***Prepared for:***

San Diego Community College District

***Under contract to:***

HELIX Environmental Planning
7578 El Cajon Boulevard
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***Prepared by:***

Department of PaleoServices
San Diego Natural History Museum
P.O. Box 121390
San Diego, California 92112-1390

Zev Brook, M.S., Paleontological Report Writer
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Thomas A. Deméré, Ph.D., Principal Paleontologist

thenat | SAN DIEGO NATURAL HISTORY MUSEUM

# Executive Summary

This paleontological resources technical report was prepared for the San Diego City College (SDCC) campus, located in the City of San Diego, San Diego County, California. The San Diego Community College District (SDCCD) prepared a Facilities Master Plan (FMP) for the SDCC campus in 2022. The SDCC campus is located in the Downtown Neighborhood and Community Planning Area of the City of San Diego on eight disjunct lots, which are broadly bounded by Interstate 5 and Russ Boulevard to the north; 11th Avenue, Park Boulevard, and 15th Street to the west; C Street and Broadway to the south; and 17th Street and Park Boulevard to the east. The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing and future programming.

The purpose of this report is to summarize existing paleontological resource data for the SDCC campus, discuss the significance of these resources, conduct a program-level analysis of impacts that may result from implementation of the FMP, and provide a mitigation framework for reviewing future projects associated with implementation of the FMP. The report also includes a project-level discussion of several near-term projects: Building A expansion, Performing Arts Center replacement, and North Campus Athletic Fields improvements. This report includes the results of a literature review and an institutional paleontological records search conducted at the San Diego Natural History Museum (SDNHM). No paleontological field survey of the SDCC campus was conducted due to the extensive prior development within the campus and an evident lack of natural or manmade bedrock exposures available for inspection.

According to published geologic mapping, the SDCC campus is reported to be underlain by late Pleistocene-age (approximately 120,000 years old) old paralic deposits, Unit 6 (equivalent to the Bay Point Formation) and the Pliocene- to early Pleistocene-age (approximately 4 to 1.5 million years old) San Diego Formation. The Bay Point Formation is mapped at the surface in the southern half of the SDCC campus, while the San Diego Formation is anticipated to underlie the entire SDCC campus (either at the surface, as in the northern half of the campus, or in the subsurface in the southern half of the campus where it is overlain by the Bay Point Formation). In addition, prior paleontological monitoring of construction within the SDCC campus coupled with the results of several geotechnical investigation reports indicate the spotty occurrence of previously placed artificial fill and Holocene-age (less than 11,700 years old) alluvium on the campus.

Based on the results of the records search and literature review, previously placed fill is assigned no paleontological resource sensitivity, unmapped Holocene-age alluvial deposits are assigned a low paleontological resource sensitivity, and the Bay Point Formation and San Diego Formation are assigned a high paleontological resource sensitivity. The Bay Point Formation and San Diego Formation have both produced scientifically significant fossil assemblages of marine invertebrates and vertebrates from numerous sites along the San Diego coastal plain. In addition, five fossil localities from the San Diego Formation have been documented specifically within the boundaries of the SDCC campus.

It is anticipated that the Bay Point Formation and/or San Diego Formation may be impacted by future projects associated with implementation of the FMP, including the three proposed near-term projects. While the City of San Diego is not the lead agency for the FMP, thresholds established by the city were used to guide the analysis in this report given the same geologic units occur within the SDCC campus as within the city. Under the City of San Diego's Significance Determination Thresholds, potential impacts

to paleontological resources are considered significant if a project would require over 1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or near a previously documented fossil recovery site (i.e., within 100 feet of an existing fossil collection locality). No geologic units assigned a moderate resource sensitivity are present within the SDCC campus, so the additional threshold metric of 2,000 cubic yards is not applicable. While the city typically also employs a 10-foot depth threshold for required paleontological monitoring, because the SDCC campus has been previously graded and fossils have been recovered in near-surface exposures in this area, this depth threshold is not recommended for evaluating the potential impacts of proposed projects under the SDCC FMP. In its place, a project-specific depth threshold based on the depth of artificial fill in proposed areas of excavation may be defined upon review of site-specific geotechnical data. In the absence of site-specific geotechnical data, a 2-foot depth threshold should be used. If a project proposed under the FMP would exceed the project-specific thresholds of significance, then impacts to paleontological resources are deemed to be potentially significant and construction monitoring would be required.

The following mitigation framework is provided to guide review of near-term and future projects proposed under the SDCC FMP:

- All projects shall be reviewed to determine whether they would have a potentially significant impact on paleontological resources under Mitigation Measure (MM) PALEO-1:
    - If the total cut volume exceeds 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above, implementation of MM PALEO-2 and MM PALEO-3 shall be required.
    - If the total cut volume is less than 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above and the project occurs on or within 100 feet of an existing fossil locality, implementation of MM PALEO-2 and MM PALEO-3 shall be required.
    - If the total cut volume exceeds 1,000 cubic yards and excavation would not exceed the project-specific depth threshold determined above (regardless of proximity to existing fossil localities), implementation of MM PALEO-4 shall be required.
    - If the total cut volume is less than 1,000 cubic yards and the project does not occur on or within 100 feet of an existing fossil collection locality (regardless of excavation depth), implementation of MM PALEO-4 shall be required.

For projects that are determined to exceed the established grading thresholds based on the initial review required by MM PALEO-1, implementation of a paleontological mitigation program shall be required, as outlined in MM PALEO-2 (Monitoring) and MM PALEO-3 (Treatment of Fossil Discoveries). For projects that are not anticipated to exceed the established grading thresholds, implementation of MM PALEO-4 addressing unanticipated fossil discoveries shall be required. Implementation of these mitigation measures would reduce project-related impacts to paleontological resources to a level that is less than significant.

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# 1.0 Introduction

## 1.1 Project Description

This technical report provides an assessment of paleontological resources at the San Diego City College (SDCC) campus, located in the City of San Diego, San Diego County, California (Figure 1). The San Diego Community College District (SDCCD) prepared a Facilities Master Plan (FMP) for the SDCC campus in 2022.

The SDCC campus is located in the Downtown neighborhood and Community Planning Area of the City of San Diego on eight disjunct lots consisting of:

- the City College Soccer Field, which is bounded to the east by Park Boulevard and on all other sides by on- and off-ramps to and from Interstate (I-) 5;
- the Betty Hock Softball Field, tennis courts, fitness center, a parking lot, the Harry West Gymnasium, and Building P, which are bounded to the east by Park Boulevard, to the north by the State Route (SR) 163 off-ramp to Park Boulevard and southbound I-5, to the west by SR 163, and to the south by Russ Boulevard;
- the Early Education Center, Buildings A, D, L, M, S, and T, and East Village Middle College High School, which are bounded to the north by Russ Boulevard, to the east by 16th Street, to the south by B Street, and to the west by Park Boulevard;
- the Saville Theatre and Buildings AH, BT, C, and R, which are bounded to the north by B Street, to the east by 16th Street, to the south by C Street, and to the west by Park Boulevard;
- Garfield High School and an adjacent parking structure, which are bounded to the north by Russ Boulevard, to the east by 17th Street, to the south by B Street, and to the west by 16th Street;
- a parking lot and undeveloped land, which are bounded to the north by B Street, to the east by 17th Street, to the south by C Street, and to the west by 16th Street;
- Building V and a parking structure, which are bounded to the north by C Street, to the east by 17th Street, to the south by Broadway, and to the west by 16th Street; and
- Building MS and a parking structure, which are bounded to the north by C Street, to the east by 16th Street, to the south by Broadway, and to the west by 15th Street.

The FMP recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. As the FMP is conceptual in nature, the exact architectural programming and design of each project would be developed during future planning and design phases. Specific projects identified for development under the FMP include:

- Building A Expansion (student support, administrative, dining, and other campus functions)

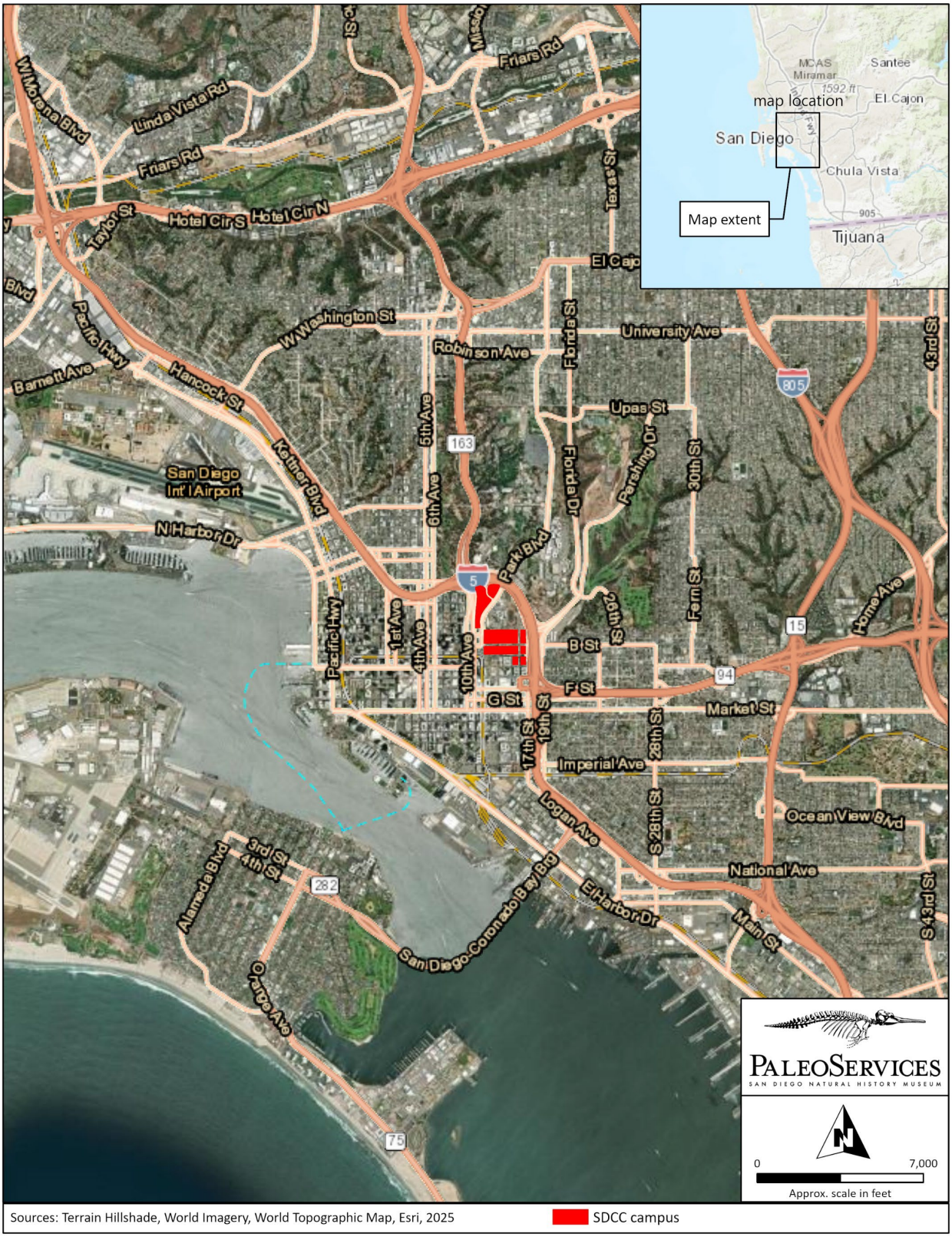


**Figure 1.** Overview map of the SDCC campus, City of San Diego, California.

- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term, and are discussed in greater detail below. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

### 1.1.1 Building A Expansion Project

Building A would be expanded in place of D Building to construct an approximately 110,000-square-foot (SF) multi-story addition containing a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be designed in coordination with the existing Building A facilities, similar to the existing integration with D Building.

### 1.1.2 Performing Arts Center Project

The existing Saville Theatre would be replaced with a new Performing Arts Center with a street-level lobby space, widened proscenium arch, upper overlook onto the exterior amphitheater, and dance and music rooms. The existing facility covers approximately 10,000 SF; intended improvements would approximately double the building space to 20,000 SF.

### 1.1.3 North Campus Athletic Fields Project

This project on North Campus would involve addition of sand volleyball courts where an existing parking area occurs; rotation of the existing softball field and addition of associated lighting, backstops, batting cages, and bullpens; widening of the existing soccer field with addition of a field house, an announcer's booth, lighting, and a surrounding walk-jog path; and addition of a field house for storage/bathrooms between the softball field and volleyball courts.

## 1.2 Scope of Work

This report is being prepared to support preparation of a Program Environmental Impact Report (PEIR) for the FMP. The purpose of this report is to summarize existing paleontological resource data for the SDCC campus, discuss the significance of these resources, conduct a program-level analysis of impacts that may result from implementation of the FMP, and provide a mitigation framework for reviewing

future projects associated with implementation of the FMP. The report also includes a project-level discussion of three near-term projects: Building A expansion, Performing Arts Center replacement, and North Campus Athletic Fields improvements.

The report includes the results of a literature review and an institutional paleontological records search conducted at the San Diego Natural History Museum (SDNHM). No paleontological field survey of the SDCC campus was conducted due to the extensive prior development within the campus and an evident lack of natural or manmade bedrock exposures available for inspection. This report was written by Zev Brook, Katie M. McComas, and Thomas A. Deméré of the Department of PaleoServices, SDNHM.

## 1.3 Definition of Paleontological Resources

As defined here, paleontological resources (i.e., fossils) are the buried remains and/or traces of prehistoric organisms (i.e., animals, plants, and microbes). Body fossils such as bones, teeth, shells, leaves, and wood, as well as trace fossils such as tracks, trails, burrows, and footprints, are found in the geologic units/formations within which they were originally buried. The primary factor determining whether an object is a fossil or not is not how the organic remain or trace is preserved (e.g., "petrified"), but rather the age of the organic remain or trace. Although typically it is assumed that fossils must be older than ~11,700 years (i.e., the generally accepted end of the last glacial period of the Pleistocene Epoch), organic remains older than recorded human history and/or older than middle Holocene (about 5,000 radiocarbon years) can also be considered to represent fossils (Society of Vertebrate Paleontology [SVP], 2010).

Fossils are considered important scientific and educational resources because they serve as direct and indirect evidence of prehistoric life and are used to understand the history of life on Earth, the nature of past environments and climates, the membership and structure of ancient ecosystems, and the pattern and process of organic evolution and extinction. In addition, fossils are considered to be non-renewable resources because typically the organisms they represent no longer exist. Thus, once destroyed, a particular fossil can never be replaced.

The paleontological site, or locality, includes both the geographic and stratigraphic context of fossils—the place on the Earth and stratum (deposited during a particular time in Earth's history) from which the fossils were collected. Localities themselves may persist for decades, in the case of a fossil-bearing outcrop that is protected from natural or human impacts, or may be temporarily exposed and ultimately destroyed, as is the case for fossil-bearing strata uncovered by erosion or construction. Localities are documented with a set of coordinates and a measured stratigraphic section tied to elevation detailing the lithology of the fossil-bearing stratum as well as overlying and underlying strata. This information provides essential context for future scientific study of the recovered fossils.

### 1.3.1 Definition of Scientifically Significant Fossils

SVP has defined significant paleontological resources as consisting of "fossils and fossiliferous deposits […] consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information" (SVP, 2010).

## 1.4 Regulatory Framework

Paleontological resources are considered scientifically and educationally significant nonrenewable resources; they are protected under a variety of laws, regulations, and ordinances. The SDCC campus is located within the City of San Diego in San Diego County, California. Pursuant to Government Code Section 53094, local City of San Diego zoning and development regulations are not applicable to FMP

development as implementation of the FMP would facilitate the education of community college students. However, SDCCD may consider aspects of local plans and policies for the communities surrounding the campus when it is appropriate and feasible. Relative to paleontological resources, city grading regulations and thresholds of significance are not applicable to FMP development but provide relevant guidance for the evaluation of the potential to disturb paleontological resources given the presence of geologic units on SDCC campus consistent with surrounding areas of the city. As such, state regulations applicable to the FMP and local regulations providing relevant guidance are summarized below.

### 1.4.1 State

The **California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.)** protects paleontological resources on both state and private lands in California. This act requires the identification of environmental impacts of a project, the determination of significance of the impacts, and the identification of alternative and/or mitigation measures to reduce adverse environmental impacts. The Guidelines for the Implementation of CEQA (Title 14, Chapter 3, California Code of Regulations: 15000 et seq.) outline these necessary procedures for complying with CEQA. Paleontological resources are specifically included as a question in the CEQA Environmental Checklist (Appendix G of the CEQA Guidelines): "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?"

Most CEQA lead agencies follow the definitions and guidelines provided by SVP (2010), which are in line with industry standards (e.g., Murphey et al., 2019). SVP (2010) additionally provides criteria for determining the significance of paleontological resources (see Section 1.3.1), and for appropriate measures to minimize impacts to paleontological resources. As advised by SVP (2010), impacts to paleontological resources can be minimized to a level below the threshold of significance through 1.) the permanent preservation of a fossil locality and its contained fossil resources); or 2.) the implementation of a paleontological mitigation program that would reduce adverse impacts to a level below the threshold of significance through the salvage and permanent storage of salvaged fossils in an established scientific institution.

Other state requirements for paleontological resource management are included in the **Public Resources Code (Chapter 1.7), Sections 5097.5 and 30244**. These statutes prohibit the removal of any paleontological site or feature on public lands without permission of the jurisdictional agency, defines the removal of paleontological sites or features as a misdemeanor, and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state) lands.

### 1.4.2 Local: City of San Diego

In the absence of SDCCD adopted thresholds related to paleontological resources, SDCCD considers the City's adopted guidance appropriate to the evaluation of paleontological resource impacts at its campuses located within the City. The **City of San Diego** has developed specific guidelines for the implementation of CEQA regarding the management of paleontological resources within the city's boundaries (City of San Diego, 2022). In reviewing the significance of potential impacts to paleontological resources, the city asks if the project would:

1. Require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
2. Require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

Additional factors considered in the city's review, as outlined in City of San Diego (2022), include:

- Whether grading will occur on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site, in which case monitoring is always required.
- Whether the site has been previously graded and/or if unweathered geologic deposits/formations/rock units are present at the surface, in which case monitoring may be required for shallow grading (<10 feet deep).
- Whether documented or undocumented artificial fill will be graded, in which case monitoring is not required.

Following the significance determination thresholds developed by the City of San Diego (2022), **San Diego Municipal Code** Section §142.0151 establishes the following paleontological resources requirements for grading activities:

a) Paleontological resources monitoring shall be required in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:

   (1) Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or

   (2) Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or

   (3) Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

b) If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding [Land Development Code] Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources.

# 2.0 Methods

## 2.1 Paleontological Literature Review and Records Search

A review was conducted of relevant published geologic maps, published geological and paleontological reports, and other relevant literature (e.g., field trip guidebooks, theses and dissertations, and unpublished paleontological mitigation reports). This approach was followed in recognition of the direct relationship between paleontological resources and the geologic formations within which they are entombed. Knowing the geologic history of a particular area and the fossil productivity of geologic formations that occur in that area, it is possible to predict where fossils will, or will not, be encountered.

In addition, a paleontological records search was conducted at the SDNHM in order to determine if any documented San Diego Society of Natural History (SDSNH) fossil collection localities occur within the SDCC campus or in the surrounding vicinity. The records search specifically involved examination of the paleontological database for records of known fossil collection localities within a one-mile radius of the SDCC campus.

## 2.2 Paleontological Resource Assessment Criteria

The Society of Vertebrate Paleontology has developed mitigation guidelines for paleontological resources (SVP, 2010, 2025), which were developed with input from a variety of federal and state land management agencies and conform with established industry professional standards (Murphey et al., 2019). These guidelines recognize that paleontological resources are considered to include not only actual fossil remains and traces, but also the fossil collecting localities and the geologic units containing those fossils and localities, and thus are designed to evaluate the paleontological potential (or "paleontological sensitivity") of individual geologic units within a project area. Paleontological sensitivity is determined based on the existence of known fossil localities within a given geologic unit, and/or the potential for future fossil discoveries, given the age and depositional environment of a particular geologic unit. This procedure assigns ranks to geologic units based on the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils (SVP, 2010, 2025).

The City of San Diego utilizes the paleontological potential/sensitivity scale developed by Deméré and Walsh (1993) and used by San Diego County (County of San Diego, 2009), but does not utilize a "marginal" category (City of San Diego, 2022). Specific criteria for each paleontological sensitivity rating are outlined below in Table 1.

**Table 1.** Summary of paleontological resource sensitivity rankings and criteria used by the City of San Diego.

| Paleontological Resource Sensitivity Ranking | Assessment Criteria |
|---|---|
| High resource sensitivity | High resource potential and high sensitivity are assigned to geologic formations known to contain paleontological localities with rare, well preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleoclimatic, paleobiological and/or evolutionary history (phylogeny) of animal and plant groups. In general, formations with high resource potential are considered to have the highest potential to produce unique invertebrate fossil assemblages or unique vertebrate fossil remains and are, therefore, highly sensitive. |
| Moderate resource sensitivity | Moderate resource potential and moderate sensitivity are assigned to geologic formations known to contain paleontological localities. These geologic formations are judged to have a strong, but often unproven, potential for producing unique fossil remains. |
| Low resource sensitivity | Low resource potential and low sensitivity are assigned to geologic formations that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains. Low resource potential formations rarely produce fossil remains of scientific significance and are considered to have low sensitivity. However, when fossils are found in these formations, they are often very significant additions to our geologic understanding of the area. |
| No resource sensitivity | No resource potential is assigned to geologic formations that are composed entirely of volcanic or plutonic igneous rock, such as basalt or granite, and therefore do not have potential for producing fossil remains. These formations have no paleontological resource potential (i.e., they are not sensitive). |

## 2.3 Paleontological Impact Analysis

Direct impacts to paleontological resources occur when earthwork activities (e.g., grading, trenching, or augering) cut into the geologic formations within which fossils are buried and physically destroy the fossil remains. As such, only earthwork activities that would disturb potentially fossil-bearing geologic units (i.e., those rated with a moderate or high paleontological resource sensitivity) have the potential to significantly impact paleontological resources.

The City of San Diego's CEQA Significance Determination Thresholds (outlined in Section 1.4.2) were utilized in the impact analysis in combination with project-specific threshold adjustments to determine whether project-related impacts to paleontological resources are considered potentially significant and would require monitoring by a trained paleontologist. The impact analysis also includes a conceptual project-level discussion of the three near-term projects proposed under the FMP. Because detailed information regarding the depths and volumes of excavation associated with the proposed projects is not currently available for review, a mitigation framework is provided in Section 5.1 to analyze and properly mitigate impacts to paleontological resources once detailed project information is available.

# 3.0 Existing Conditions: Geologic Setting

The SDCC campus is located along the coastal plain of San Diego County, within the Peninsular Ranges Geomorphic Province of California. Along the coastal plain, crystalline basement rocks of the late Jurassic-age Peñasquitos Formation, the early Cretaceous-age Santiago Peak Volcanics, and the Cretaceous-age Peninsular Ranges Batholith are nonconformably overlain by a "layer cake" sequence of sedimentary strata of late Cretaceous, Eocene, Oligocene, Miocene, Pliocene, and/or Pleistocene age (Givens and Kennedy, 1979; Hanna, 1926; Kennedy, 1975; Kennedy and Moore, 1971; Kennedy and Peterson, 1975; Peterson and Kennedy, 1974; Walsh and Deméré, 1991; Kimbrough et al., 2014).

During the Pleistocene, dramatic changes in global sea level related to the advance and retreat of continental ice sheets, combined with regional uplift created the flat mesas and deep valleys characteristic of the coastal San Diego region today. During interglacial periods of high sea level, marine transgressions (coastal flooding) led to wave-erosion of planar marine abrasion platforms (ancient seafloors) into the soft sedimentary rocks, and subsequent deposition of shallow marine and nonmarine sediments by prograding deltas from the east. During glacial periods of low sea level, marine regressions resulted in the carving out of deep river valleys by the west-flowing prehistoric rivers and streams of coastal San Diego County. Subsequent marine transgressions caused flooding of the ancient river valleys and the formation of estuaries and small bays, which were eventually filled in by alluvium transported from the east by local rivers and streams.

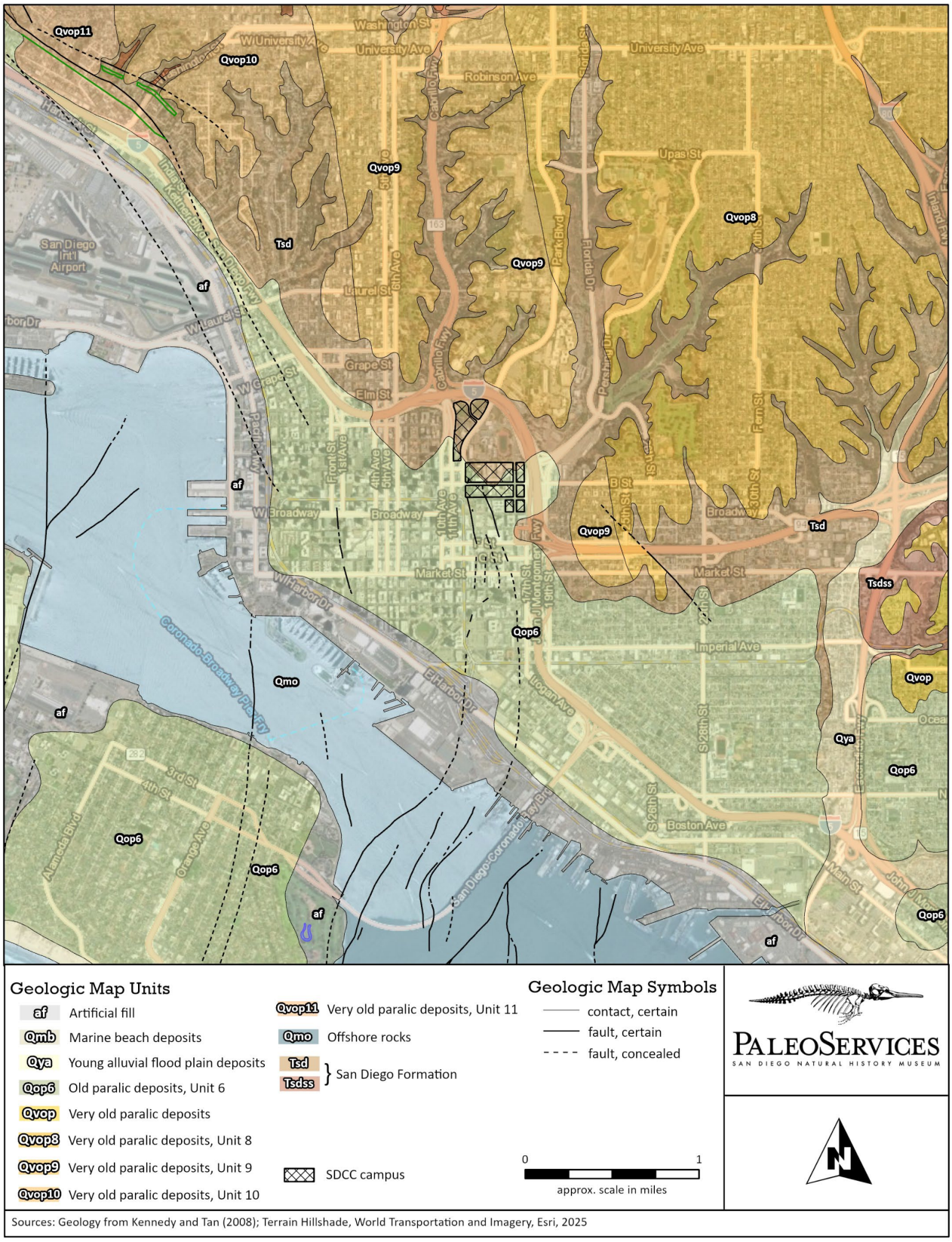


**Figure 2.** Geologic map of the SDCC campus, City of San Diego, California.

# 4.0 Results

## 4.1 Results of the Literature Review and Records Search

According to mapping by Kennedy and Tan (2008), the SDCC campus is reported to be underlain by late Pleistocene-age (approximately 120,000 years old) old paralic deposits, Unit 6 (equivalent to the Bay Point Formation of Kennedy, 1975) and strata of the Pliocene- to early Pleistocene-age (approximately 4 to 1.5 million years old) San Diego Formation (Figure 2). The Bay Point Formation is mapped at the surface within the southern half of the SDCC campus, including nearly all of the campus south of B Street, while the San Diego Formation is anticipated to underlie the entire SDCC campus (either at the surface, as indicated on geologic maps in the northern half of the campus, or in the subsurface in the southern half of the campus where it is overlain by the Bay Point Formation). Typically, strata mapped as old paralic deposits, Unit 6 consist of light brown, fine-grained nearshore marine and nonmarine sediments deposited over a marine abrasion platform (i.e., the Nestor terrace of Kern and Rockwell, 1992) that was later uplifted. The strata of the San Diego Formation in this area belong to the upper member of Deméré (1983), which typically consists of interbedded fine- and coarse-grained sandstones deposited in a shallow marine environment.

### 4.1.1 Summary of SDCC Campus Stratigraphy

Prior paleontological monitoring of construction-related earthwork within the SDCC campus by SDNHM paleontologists determined that deposits of the Bay Point Formation were mostly removed by earlier phases of campus grading. During construction of the underground parking structure for Building AH, five feet of medium- to coarse-grained sandstones of the Bay Point Formation were observed to overlie strata of the San Diego Formation (SDNHM unpublished paleontological field notes). At Building S, strata of the Bay Point Formation were not observed, and the San Diego Formation was instead overlain by Holocene-age alluvium, which ranged between six and 20 feet thick and was exposed between 69 and 92 feet above sea level (SDNHM unpublished paleontological field notes). The Holocene alluvium was observed to consist of red, micaceous, cobbly, thinly laminated, fine- to coarse-grained sand interbedded with tan, micaceous, silty fine-grained sand likely deposited as part of the ancestral Florida Canyon drainage system. These Holocene sediments were deposited in, and filled, paleo-channels that had been previously incised into the underlying sandstone beds of the San Diego Formation. In addition, SDNHM paleontologists observed widespread artificial fill associated with prior development on the SDCC campus. Artificial fill typically consists of previously disturbed deposits associated with human activities and is often composed of sedimentary materials mined in close proximity to a project site (e.g., hillslopes graded and used to infill adjacent canyons), but artificial fill is also occasionally imported to a project site from a distant location.

The geotechnical reports covering the SDCC campus and adjacent streets broadly confirm these conditions (Geotechnics Incorporated, 2007, 2009, 2010; Group Delta Consultants, Inc., 2011, 2013; Kleinfelder, 1996, 2006, 2009a, 2009b, 2009c, 2010a, 2010b, 2016, 2018; RORE, 2008). Collectively, these reports observed strata of the San Diego Formation (primarily consisting of brown and gray fine- to medium-grained sandstone), strata of the Bay Point Formation (primarily consisting of fine- to coarse-grained sandstones transitioning upward to a nonmarine sequence containing paleosols), Quaternary alluvium (primarily consisting of brown fine-grained sand containing large clasts), and artificial fill ranging between one and 22.5 feet in thickness, although the typical range was between one and five feet. RORE (2008) observed this maximum depth of artificial fill near the northwest corner of the intersection of B Street and 16$^{th}$ Street, near Building S. In most cases, only artificial fill was observed capping strata of the San Diego Formation. Geotechnics Incorporated (2009) encountered up to 11 feet

of strata attributed to the Bay Point Formation overlying the San Diego Formation in the lot bounded to the north by C Street, to the east by 16th Street, to the south by Broadway, and to the west by 15th Street. These strata were observed to consist of reddish- to yellowish-brown fine- to coarse-grained silty and clayey sand. Kleinfelder (2018) was the only report to observe units described as colluvial deposits and terrace deposits. Colluvial deposits were described as clayey sand and lean clay, and terrace deposits were described as pale brown silty sand; both of these units are likely broadly equivalent to the Holocene alluvium observed by SDNHM paleontologists.

### 4.1.2 Summary of Known Paleontological Resources

A search of the SDNHM paleontological collections database identified 312 fossil localities within a one-mile radius of the SDCC campus, of which five are located within the campus itself. These localities are discussed below, and a list and maps (Figures A1 and A2) of the localities are included in Confidential Appendix A.

The SDNHM has 147 fossil localities from the Bay Point Formation within a one-mile radius of the SDCC campus, of which three are assigned to the Nestor terrace, three are assigned to the Spanish Bight faunal horizon, 110 are assigned to the Broadway faunal horizon, and six are from nonmarine deposits. None of these localities are within the SDCC campus. These localities collectively yielded trace fossils and remains of marine invertebrates (e.g., foraminiferans, sponges, segmented worms, corals, bryozoans, snails, clams, oysters, tusk shells, chitons, sea urchins, sand dollars, ostracods, barnacles, and decapod and stomatopod crustaceans), marine vertebrates (e.g., sharks, rays, bony fishes, turtles, and baleen whale), and terrestrial vertebrates (e.g., amphibians, birds, rodents, rabbit, horse, camel, pronghorn, and mammoth) (SDNHM unpublished paleontological collections data).

More broadly, the recovered fossil remains from the Bay Point Formation represent a diverse assemblage of marine invertebrates, including clams, snails, crustaceans, and echinoderms (Deméré, 1980, 1981; Hertlein and Grant, 1939; Stephens, 1929; Valentine, 1959), as well as marine vertebrates such as sharks, rays, and bony fishes (SDNHM unpublished paleontological collections data). Age-equivalent non-marine deposits correlated with the Bay Point Formation have also yielded fossil remains of birds (Guthrie, 2012) and Ice Age land mammals, including rodents, dire wolf, horses, tapirs, camels, deer, bison, mastodon, mammoth, and ground sloth (Deméré et al., 2013; Deméré and Walsh, 1993; White et al., 2022).

The SDNHM has 156 fossil localities from the San Diego Formation, along with nine localities tentatively assigned to the San Diego Formation, within a one-mile radius of the SDCC campus. Of these localities, 18 are assigned to the informal lower member and 79 are assigned to the informal upper member. Five of these localities are located within the SDCC campus, and are all assigned to the upper member of the San Diego Formation. Localities 6591 and 6592 were discovered in a fossiliferous stratum exposed between 88 and 97 feet above sea level (asl) during monitoring of grading and excavation of the underground parking structure for Building AH. Localities 6666, 6667, and 6669 were discovered during monitoring of grading and borehole augering for Building S, where strata of the San Diego Formation were observed between 10 and 82 feet asl. These five localities yielded diverse assemblages of marine invertebrates, including snails, clams, oysters, and tusk shells. The 165 localities collectively yielded trace fossils and remains of marine algae (rhodophytes), marine invertebrates (e.g., foraminiferans, sponges, segmented worms, brachiopods, bryozoans, snails, clams, oysters, tusk shells, chitons, sea urchins, sand dollars, ostracods, barnacles, and decapod and stomatopod crustaceans), marine vertebrates (e.g., sharks, rays, bony fishes, seabirds, sea cow, toothed whales, and baleen whales), and terrestrial vertebrates (e.g., rabbit and horse) (SDNHM unpublished paleontological collections data).

The sedimentary rocks of the San Diego Formation have produced extremely diverse assemblages of marine mollusks (Hertlein and Grant, 1972), arthropods (Zullo, 1969), echinoderms (Hertlein and Grant, 1960), and marine vertebrates including sharks (Deméré and Cerutti, 1981), rays, bony fish, sea birds (Chandler, 1990), walruses (Deméré, 1994), fur seals (Berta and Deméré, 1986b), sea cow (Domning and Deméré, 1984), dolphins (Barnes, 1973), and baleen whales (Barnes, 1973, 1976; Deméré, 1986; El Adli et al., 2014). Rare fossil land plants including leaves and cones of pine, oak, laurel, cottonwood and avocado (Axelrod and Deméré, 1984), as well as remains of terrestrial mammals including rodents, rabbits, cats, dogs, skunks, tapirs, horses, peccaries, camels, antelopes, deer, and gomphotheres (Deméré and Walsh, 1993; Wagner et al., 2001), have also been recovered.

## 4.2 Results of the Paleontological Resource Assessment

Previously placed artificial fill is assigned no paleontological resource sensitivity based on the lack of original geographic and stratigraphic context associated with fossils that may be present within these deposits. The unmapped Holocene-age alluvium (including colluvium and terrace deposits) observed during prior paleontological monitoring and geotechnical investigations is assigned a low paleontological resource sensitivity due to its relatively young geologic age and the recognition that any contained organic remains are likely conspecific with organisms inhabiting the area today. The Bay Point Formation and San Diego Formation are assigned a high paleontological resource sensitivity based on the documented occurrence of diverse marine invertebrate and vertebrate fossil assemblages preserved within these geologic units. These paleontological resource potential ratings are summarized in Table 2 and Figure 3.

**Table 2.** Summary of geologic units underlying the SDCC campus and their paleontological resource potential ratings.

| Geologic Unit | Age | Paleontological Resource Sensitivity |
|---|---|---|
| Artificial fill | Recent | No/zero resource sensitivity |
| Young alluvium | Holocene | Low resource sensitivity |
| Bay Point Formation | Late Pleistocene | High resource sensitivity |
| San Diego Formation | Pliocene to early Pleistocene | High resource sensitivity |

## 4.3 Results of the Paleontological Impact Analysis

The SDCC campus is primarily underlain by geologic units assigned high paleontological resource sensitivity (the Bay Point Formation or San Diego Formation), with some areas additionally underlain at the surface by unmapped geologic units assigned no paleontological resource sensitivity (previously placed fill deposits) or low paleontological resource sensitivity (unmapped Holocene-age alluvium). Only excavation activities within previously undisturbed deposits of the Bay Point Formation and San Diego Formation have the potential to result in impacts to paleontological resources.

Improvements proposed under the SDCC FMP include replacement of existing aging facilities with new modern facilities, improvements to utility infrastructure and circulation, and interior renovations and minor construction at existing campus buildings:

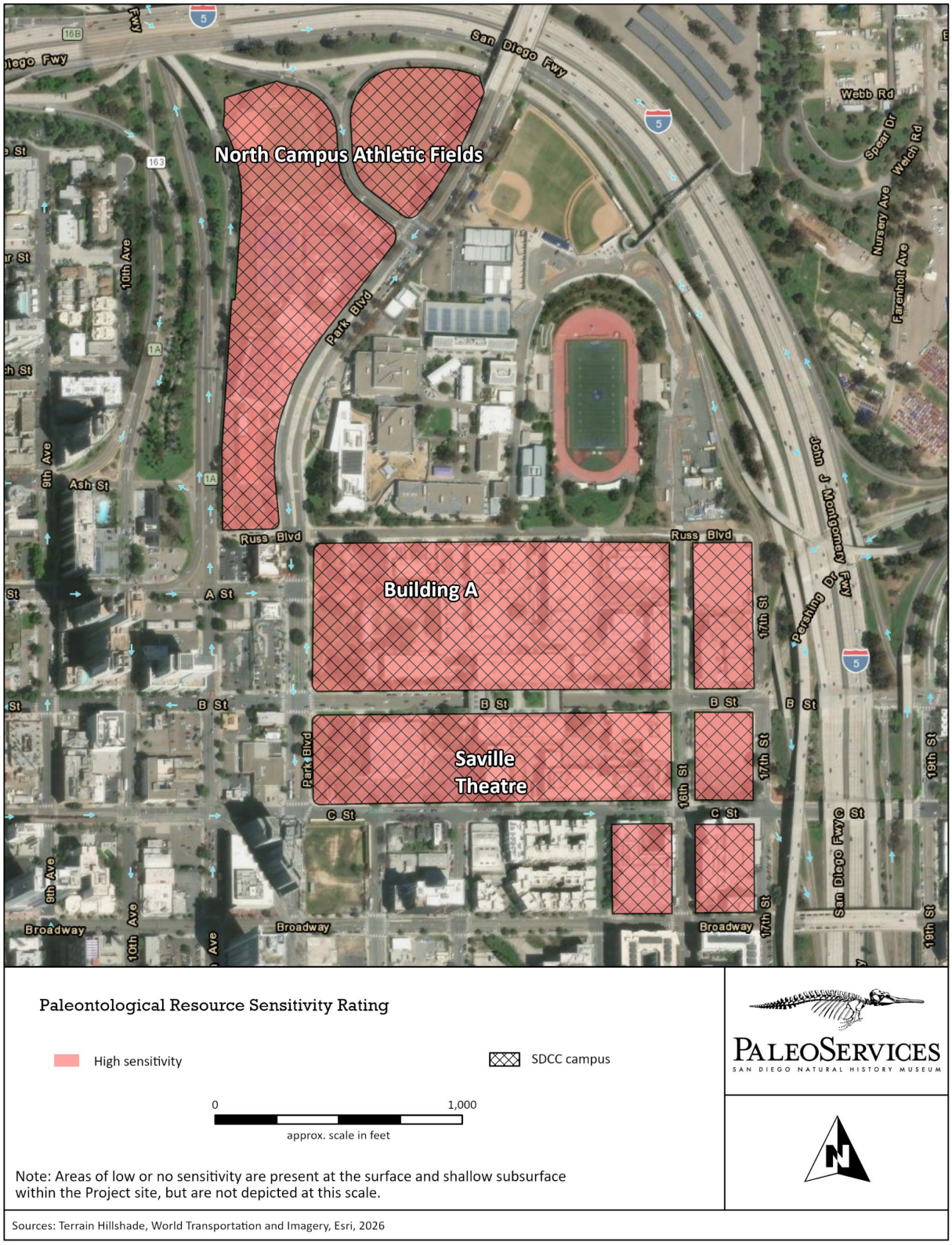


**Figure 3.** Paleontological resource sensitivity map of the SDCC campus, City of San Diego, California.

- Generally, demolition of existing facilities would not require significant ground impacts to previously undisturbed bedrock deposits—most earthwork is anticipated to impact previously placed artificial fill that was imported during original construction of the facilities.
- Construction of replacement facilities is anticipated to involve ground disturbing activities such as grading to create level building pads, excavation for shallow and deep foundations, trenching for subgrade utilities, and borehole augering for foundations and retaining walls.
- Improvements to utility infrastructure and roads may involve minor grading, borehole augering for utility poles, and trenching for subgrade pipelines or electrical lines.
- Interior renovations and most minor construction occurring at existing campus buildings are not likely to result in significant ground disturbance, but the specific details of each project would need to be evaluated on a case-by-case basis.

For future projects proposed under the FMP, a mitigation framework is provided in Section 5.1 to evaluate and properly mitigate potential impacts to paleontological resources. The three short-term priority projects are not yet in the design stage and therefore precise construction plans and details about proposed locations, depths, volumes, and methods of excavation are not currently available for review. A preliminary impact analysis is provided below given these limitations.

### 4.3.1 Building A Expansion Project

As documented in a geotechnical investigation prepared prior to the 2018 renovation of Buildings A, D, and T, Buildings A and D are underlain by approximately 5 feet of undocumented artificial fill, which in turn is underlain by strata of the San Diego Formation (Group Delta Consultants, Inc., 2013). Because the 2018 project involved aboveground renovation of existing facilities (demolition of interior walls, upgrades to finishes and mechanical, electrical, and plumbing systems, removal and replacement of site utilities, and landscape/hardscape improvements), it is presumed that the conditions documented prior to the renovation project are relatively unchanged.

This project is anticipated to involve abatement and demolition of Building D, removal and replacement of associated site utilities, and construction of a new addition of Building A to the west of the existing Building A. Demolition of Building D and removal of site utilities are anticipated to primarily impact previously placed artificial fill, and are considered unlikely to significantly impact previously undisturbed deposits of the San Diego Formation. However, construction of the Building A expansion and replacement of site utilities would likely involve site grading to prepare a level building pad, excavation of footings, trenching, and other subgrade improvements that are anticipated to impact previously undisturbed deposits of the San Diego Formation. **Therefore, construction of the Building A Expansion project has the potential to result in impacts to paleontological resources.**

### 4.3.2 Performing Arts Center Project

A geotechnical report prepared for improvements in the southeastern portion of the SDCC campus (which covers the area just east of the existing Saville Theatre) indicates that this area of the campus is directly underlain by strata of the San Diego Formation (RORE, 2008). While there is no geotechnical data covering the Saville Theatre site itself, it is assumed that previously placed artificial fill associated with facility construction is likely present as well.

This project is anticipated to involve abatement, demolition, and removal of the existing Saville Theatre, removal and replacement of associated site utilities, and construction of a new Performing Arts Center. Demolition of the Saville Theatre and removal of site utilities are anticipated to primarily impact

previously placed artificial fill, and are considered unlikely to significantly impact previously undisturbed deposits of the San Diego Formation. However, construction of the new Performing Arts Center and replacement of site utilities would likely involve site grading to prepare a level building pad, excavation of footings, trenching, and other subgrade improvements that are anticipated to impact previously undisturbed deposits of the San Diego Formation. **Therefore, construction of the Performing Arts Center project has the potential to result in impacts to paleontological resources.**

### 4.3.3 North Campus Athletic Fields Project

No previously prepared geotechnical reports covering the North Campus athletic fields were available for review. Published geologic maps covering this area indicate that the project site is underlain by strata of the San Diego Formation. It is assumed that previously placed artificial fill associated with construction of the fields and facilities is likely present as well.

This project is anticipated to involve demolition and removal of existing landscaping/hardscaping and facilities (where necessary), construction of new sand volleyball courts, reconfiguration of the softball field and soccer field, installation of new utilities (lighting) and facilities (backstops, dugouts, announcer's booth, and field houses). Demolition and removal of existing landscaping/hardscaping and facilities are anticipated to primarily impact previously placed artificial fill, and are considered unlikely to significantly impact previously undisturbed deposits of the San Diego Formation. However, construction of the new sand volleyball courts and athletic fields and installation of new utilities and facilities would likely involve minor grading, excavation for the sand volleyball courts and building foundations, and trenching for utility lines, all of which may impact previously undisturbed deposits of the San Diego Formation, depending on the depth and location of planned excavations and the presence of previously placed artificial fill. **Therefore, construction of the North Campus Athletic Fields project has the potential to result in impacts to paleontological resources.**

# 5.0 SDCC Facilities Master Plan Mitigation Framework

Consistent with the City of San Diego's Significance Determination Thresholds being applied for this project, potential impacts to paleontological resources are considered significant if a project would require over 1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or near a previously documented fossil collection locality (i.e., within 100 feet of an existing fossil collection locality). No geologic units assigned a moderate resource sensitivity are present within the SDCC campus, so the additional threshold metric of 2,000 cubic yards is not applicable. While the city typically also employs a 10-foot depth threshold for required paleontological monitoring, because the SDCC campus has been previously graded and fossils have been recovered in near-surface exposures in this area, this depth threshold is not recommended for evaluating the potential impacts of proposed projects under the SDCC FMP. In its place, a project-specific depth threshold based on the depth of artificial fill in proposed areas of excavation may be defined upon review of site-specific geotechnical data.

If a project proposed under the SDCC FMP would exceed the city's defined thresholds of significance (i.e., if a project would require over 1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or within 100 feet of an existing fossil collection locality), then impacts to paleontological resources are deemed to be potentially significant and construction monitoring would be required.

The following mitigation framework is provided to guide review of near-term and future projects proposed under the SDCC FMP.

## 5.1 Mitigation Framework for Future Projects

### 5.1.1 Impact Significance Determination

Implementation of the FMP, including the individual near-term projects, would involve a variety of ground-disturbing activities, including grading, excavating, and trenching. The potential for encountering significant paleontological deposits or features during construction activities is considered high given that the SDCC campus is located within areas classified as having high paleontological sensitivity. Therefore, the potential for destruction and loss of paleontological resources would be considered a potentially significant impact for the near-term and future projects pursuant to the FMP.

### 5.1.2 Proposed Mitigation Measures

The following mitigation measures are designed to reduce potentially significant impacts to paleontological resources associated with projects proposed under the SDCC FMP. The steps outlined below are based on established industry best practices (SVP, 2010, 2025; Murphey et al., 2019). Implementation of the mitigation measures detailed below would reduce project-related impacts to paleontological resources to less-than-significant levels.

**Mitigation Measure (MM) PALEO-1. Initial Project Review.**

Project grading plans shall be reviewed to determine the total cut volume associated with construction of the project. If available, a project-specific geotechnical investigation report shall be consulted to determine where and at what depths the Bay Point Formation or San Diego Formation would be impacted. In the absence of site-specific geotechnical data, it should be assumed that unweathered deposits of the Bay Point Formation or San Diego Formation are present at depths of 2 feet or more below existing grade. Finally, if a paleontological records search has not been conducted within one year of proposed project construction, an updated paleontological records search shall be requested from the SDNHM to determine whether there are documented fossil collection localities present within or within 100 feet of the site.

Based on the results of the above review, one of the following scenarios shall apply:

- If the total cut volume exceeds 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above, implementation of **MM PALEO-2** and **MM PALEO-3** shall be required.
- If the total cut volume is less than 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above and the project occurs on or within 100 feet of an existing fossil locality, implementation of **MM PALEO-2** and **MM PALEO-3** shall be required.
- If the total cut volume exceeds 1,000 cubic yards and excavation would not exceed the project-specific depth threshold determined above (regardless of proximity to existing fossil localities), implementation of MM PALEO-4 shall be required.
- If the total cut volume is less than 1,000 cubic yards and the project does not occur on or within 100 feet of an existing fossil collection locality (regardless of excavation depth), implementation of MM PALEO-4 shall be required.

**MM PALEO-2. Monitoring.**

Prior to the commencement of construction, a qualified Project Paleontologist shall be retained by SDCCD or its Designated Representative(s) to oversee the mitigation program (a Project Paleontologist is a person with a Ph.D. or Master's Degree in Paleontology or related field, and who has knowledge of San Diego County paleontology and documented experience in professional paleontological procedures and techniques). In addition, a regional fossil repository shall be designated to receive discovered fossils (because the Project is in the County of San Diego, the recommended repository is the San Diego Natural History Museum). The Project Paleontologist shall review available geotechnical data and project construction plans prior to the start of monitoring to determine precisely where and at what depths paleontological monitoring should occur.

The Project Paleontologist or a designated representative shall attend the Project pre-construction meeting to consult with the grading and excavation contractors and environmental and engineering staff concerning excavation schedules, paleontological monitoring requirements and field techniques, and safety issues.

A paleontological monitor (working under the direction of the Project Paleontologist) shall be on-site on a full-time basis during all earthwork impacting previously undisturbed deposits of the Bay Point Formation or San Diego Formation to inspect exposures for unearthed fossils. Monitoring should include testing for the presence of microfossils, which can be accomplished by collecting and screenwashing test samples of potentially fossil-bearing sediment, as deemed appropriate by the Project Paleontologist. Monitoring may be reduced or terminated at the discretion of the Project Paleontologist based on the results of initial monitoring.

If no fossils are discovered during monitoring, an abbreviated summary report shall be prepared at the completion of monitoring and submitted to SDCCD to signal completion of the mitigation program.

**MM PALEO-3. Treatment of Fossil Discoveries.**

If fossils are discovered, the Project Paleontologist (or paleontological monitor) shall evaluate their significance, document, and recover them. In most cases, fossil recovery can be completed in a short period of time. However, some fossil specimens (e.g., a partial or complete large mammal skeleton) may require an extended salvage period. In these instances, the Project Paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt earthwork within 50 feet of the discovery site to allow recovery of fossil remains in a timely manner.

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, identified, and catalogued as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in the designated fossil repository. Fossils shall be deposited in the designated fossil repository within 90 days of completion of monitoring unless the Project Paleontologist determines that more time is required to prepare, stabilize, and/or curate the recovered fossils and communicates this revised timeline to SDCCD and the designated fossil repository. Donation of the fossils shall be accompanied by financial support for initial specimen storage, provided by SDCCD or its Designated Representative(s).

If fossils were discovered and salvaged during monitoring, an expanded summary report shall be prepared in place of the abbreviated summary report required under MM PALEO-2. The report shall detail the results of the mitigation program, and shall include discussions of the methods used, stratigraphic section(s) exposed, recovered fossils and their significance, and an inventory list of catalogued fossils. The summary report shall be submitted to the designated fossil repository and to SDCCD to signal completion of the mitigation program.

**MM PALEO-4. Unanticipated Fossil Discoveries.**

If fossils are discovered during construction when a paleontological monitor is not on site (i.e., during earthwork that was not anticipated to encounter paleontological resources), a 50-foot buffer shall be established around the discovery site and work shall cease in this area. The construction contractor shall contact SDCCD and SDCCD shall contact a qualified Project Paleontologist to evaluate the discovery and its significance. The Project Paleontologist shall recommend whether further mitigation (i.e., monitoring of remaining earthwork and treatment of the fossil discovery, as outlined in MM PALEO-2 and MM PALEO-3) is required. The Project Paleontologist shall document their recommendation in a memo submitted to SDCCD, after which work may resume in the location of the discovery.

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# Appendix A (Confidential)

Paleontological records search results, SDNHM.

# PEIR Appendix H

## Noise Technical Report

HELIX Environmental Planning

# City College Facilities Master Plan Project

## Noise Technical Report

July 2026 | 01737.00004.004

*Prepared for:*

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| µPa | micro-Pascals |
| ADT | average daily trips |
| ALUCP | Airport Land Use Compatibility Plan |
| ANSI | American National Standards Institute |
| ASHRAE | American Society of Heating, Refrigerating and Air-Conditioning Engineers |
| ASTM | American Society for Testing and Materials |
| CadnaA | DataKustik Computer Aided Noise Abatement |
| Caltrans | California Department of Transportation |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| City | City of San Diego |
| CNEL | Community Noise Equivalent Level |
| County | County of San Diego |
| dB | decibel |
| dBA | A-weighted decibel |
| District | San Diego Community College District |
| FMP | Facilities Master Plan |
| FTA | Federal Transit Administration |
| GSF | gross square feet |
| HVAC | heating, ventilation, and air conditioning |
| Hz | hertz |
| I- | Interstate |
| in | inch |
| KPI | Key Performance Indicator |
| $L_{DN}$ | Day Night sound level |
| $L_{EQ}$ | time-averaged noise level |
| LLG | Linscott, Law, and Greenspan Engineers |
| $L_V$ | vibration velocity level |
| MCAS | Marine Corps Air Station |
| mph | miles per hour |
| NSLU | noise-sensitive land use |

# ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|---|---|
| OITC | Outdoor-Indoor Sound Transmission Class |
| PPV | peak particle velocity |
| project | City College Facilities Master Plan Project |
| SDCRAA | San Diego County Regional Airport Authority |
| SDIA | San Diego International Airport |
| sec | second |
| SPL | sound pressure level |
| SR | State Route |
| STC | Sound Transmission Class |
| TNM | Traffic Noise Model |
| VdB | vibration velocity in decibels |

# EXECUTIVE SUMMARY

This report assesses potential construction and operational noise and vibration impacts associated with the San Diego Community College District (District) City College Facilities Master Plan Project (FMP or project). The campus is located within the City of San Diego (City) and currently hosts approximately 44 buildings across approximately 44 acres. The FMP recommends a series of physical improvements across the City College campus that would generally replace existing aging facilities on the campus with more modern facilities that accommodate existing programming and enrollment growth. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term and are analyzed at the project level in this report as more information is available.

Construction of the FMP, including the near-term projects, would require the use of heavy construction equipment. Noise from heavy construction equipment would not exceed applicable thresholds with implementation of mitigation measure NOI-1, which requires various construction noise reduction measures if project construction is located within established screening distances from noise-sensitive land uses. Temporary construction noise impacts would be less than significant with mitigation incorporated. Special events at the City College campus, such as athletic events and outdoor student gatherings, would produce temporary noise and could substantially increase temporary noise levels above existing conditions if new noise-amplifying equipment is installed where it does not currently exist. Mitigation measure NOI-2 would require a project-specific study if such equipment is installed, and temporary noise impacts would be less than significant with mitigation incorporated.

On-site operational noise sources associated with the FMP would include heating, ventilation, and air conditioning (HVAC) units and parking garages. Noise associated with HVAC units could exceed applicable thresholds. With implementation of mitigation measure NOI-3, which would require a site-specific noise study for certain stationary sources within identified screening distances, and incorporation of recommended attenuation features to achieve applicable noise limits, impacts would be less than significant. Noise generated by the operation of parking garages would be less than significant without mitigation.

In addition, traffic noise levels with the addition of campus-related trips due to future on-campus growth would not exceed the compatibility levels identified for adjacent land uses and would not increase traffic noise levels by a perceptible amount. Traffic noise impacts would be less than significant.

Construction of the FMP, including the near-term projects, could result in ground-borne vibration from operation of heavy construction equipment, particularly vibratory rollers. Mitigation measure NOI-4 would require vibratory equipment to be operated in static mode if feasible and, if not, implement vibration monitoring if a project is constructed within the identified screening distances for different vibration-sensitive receptor types. Construction vibration impacts would be less than significant with mitigation incorporated. Project operations would not be a substantial source of vibration, and operational vibration impacts would be less than significant.

The project site is located within the noise contours for the San Diego International Airport (SDIA). However, the land uses proposed by the FMP within each noise contour would be required to incorporate sound attenuation to achieve indoor noise levels as specified by the SDIA Airport Land Use Compatibility Plan. Therefore, people residing or working in the project area would not be exposed to substantial noise from airports or aircraft, and impacts would be less than significant.

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# 1.0 INTRODUCTION

This report assesses the potential noise and vibration impacts that would be associated with the San Diego Community College District (District) City College Facilities Master Plan Project (FMP or project). The analysis includes a description of existing conditions in the project vicinity, an overview of relevant regulations, and an assessment of potential impacts associated with project construction operation. This report has been prepared to support environmental review in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

## 1.1 PROJECT LOCATION AND SETTING

San Diego City College is located in the northeast corner of downtown San Diego in the City of San Diego (City) in the County of San Diego (County). Refer to Figure 1, *Regional Location*. Downtown is generally bounded by San Diego Bay to the west and southwest and Interstate (I-) 5 to the north and east from Little Italy to the Coronado Bridge. City College is in the northeast subdistrict of the East Village neighborhood of downtown, which is characterized by high-density residential development mixed with institutional uses, smaller hotels, and retail.

The City College campus comprises two non-contiguous areas, North Campus and South Campus, separated by Park Boulevard and Russ Boulevard. San Diego High School is nestled between these two areas to the northeast. North Campus is bounded by I-5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and State Route (SR) 163 on the west. South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15$^{th}$ Street on the west. Refer to Figure 2, *Aerial Photograph*.

Given the number of roadways adjacent to and within campus, as well as surrounding highways, there are numerous vehicular access points to City College. City College is also accessible via public transit. The City College Trolley station is located southwest of the Park Boulevard/C Street intersection and is served by the Blue, Orange, and Silver lines. Numerous bus lines also have stops at this location or along Broadway.

### 1.1.1 Existing Campus Development

The City College campus consists of 40 buildings totaling approximately 1.3 million gross square feet (GSF). Parking facilities contain 1,738 stalls and are generally located along the periphery of campus to facilitate pedestrian movement across campus.

## 1.2 PROJECT DESCRIPTION

Over the course of the 20-year buildout period anticipated for the FMP, student enrollment and associated staffing needs are expected to increase. Approximately 8,856 on-campus students are anticipated to attend City College in 2045, an increase of 2,281 on-campus students compared to baseline (Fall 2025) conditions. In addition, approximately 2,225 employees would be required in 2045 to maintain the current staff-to-student ratio, which represents an increase of 573 employees compared to baseline conditions.

The FMP recommends a series of physical improvement projects across the City College campus and adjacent public rights-of-way. The improvements would generally replace existing aging facilities on the campus with more modern facilities that accommodate existing educational programming. The FMP is conceptual in nature and describes potential projects for the campus that would assist City College in meeting its educational and programming goals. Specific project designs, building footprints, architectural details, circulation and parking improvements, infrastructure alignments, and operational characteristics are expected to be refined during future planning and design phases. Specific improvement projects identified for development under the FMP include (refer to Figure 3, *FMP Project Locations*):

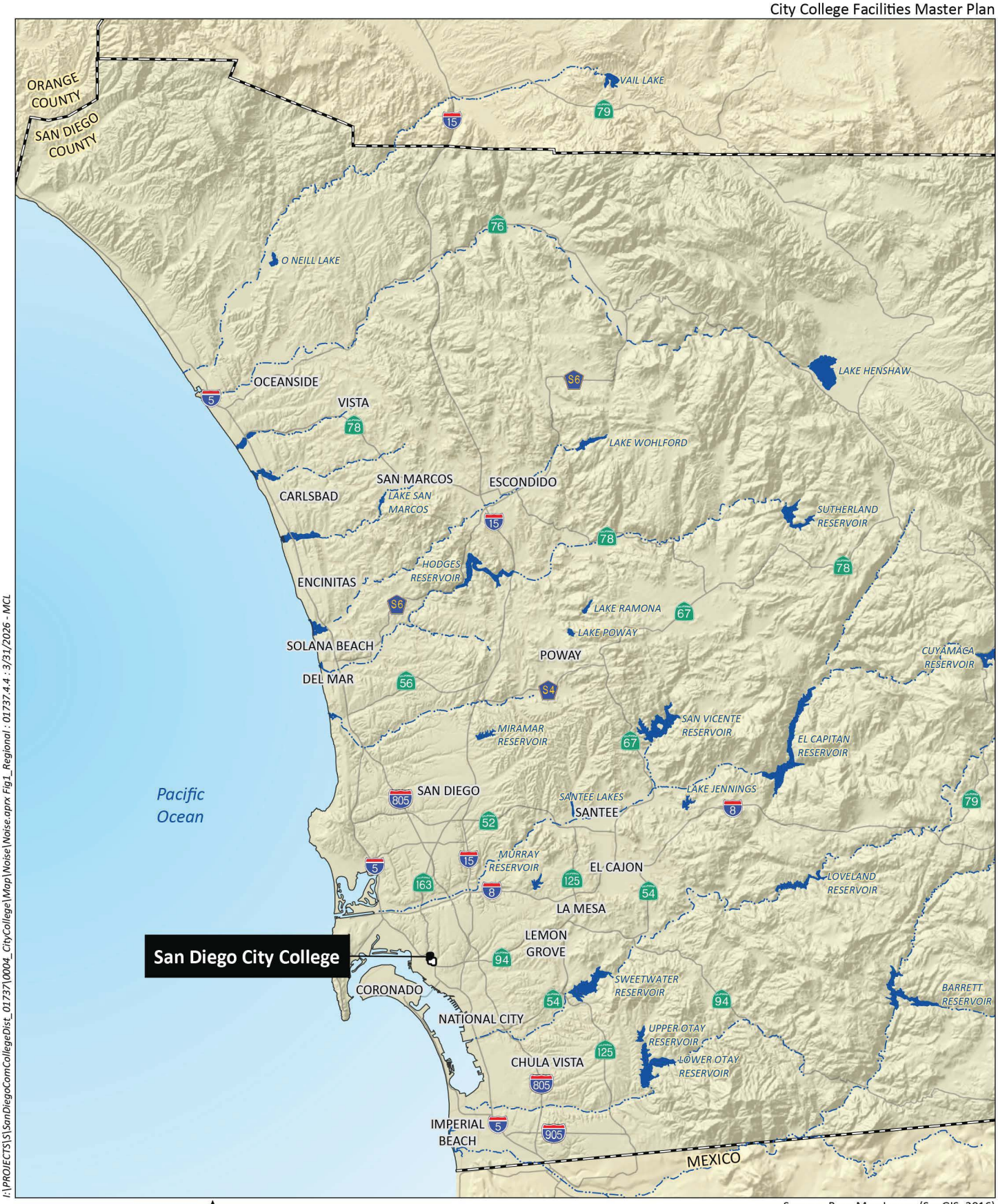
- Building A Expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations, continued maintenance, and other minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term and are described further below. No specific timing or phasing is identified for the remaining projects or campus-wide improvements. Therefore, the analysis in this report is provided at the program level for the overall FMP improvements but at the project level for the near-term projects as more information is available.

## 1.2.1 Near-Term Projects

### 1.2.1.1 Building A Expansion

A new addition to Building A is proposed to replace the existing 32,399-GSF D Building, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed building would be approximately 110,000 GSF and would accommodate a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be designed in coordination with the existing Building A facilities, similar to the existing integration with D Building.

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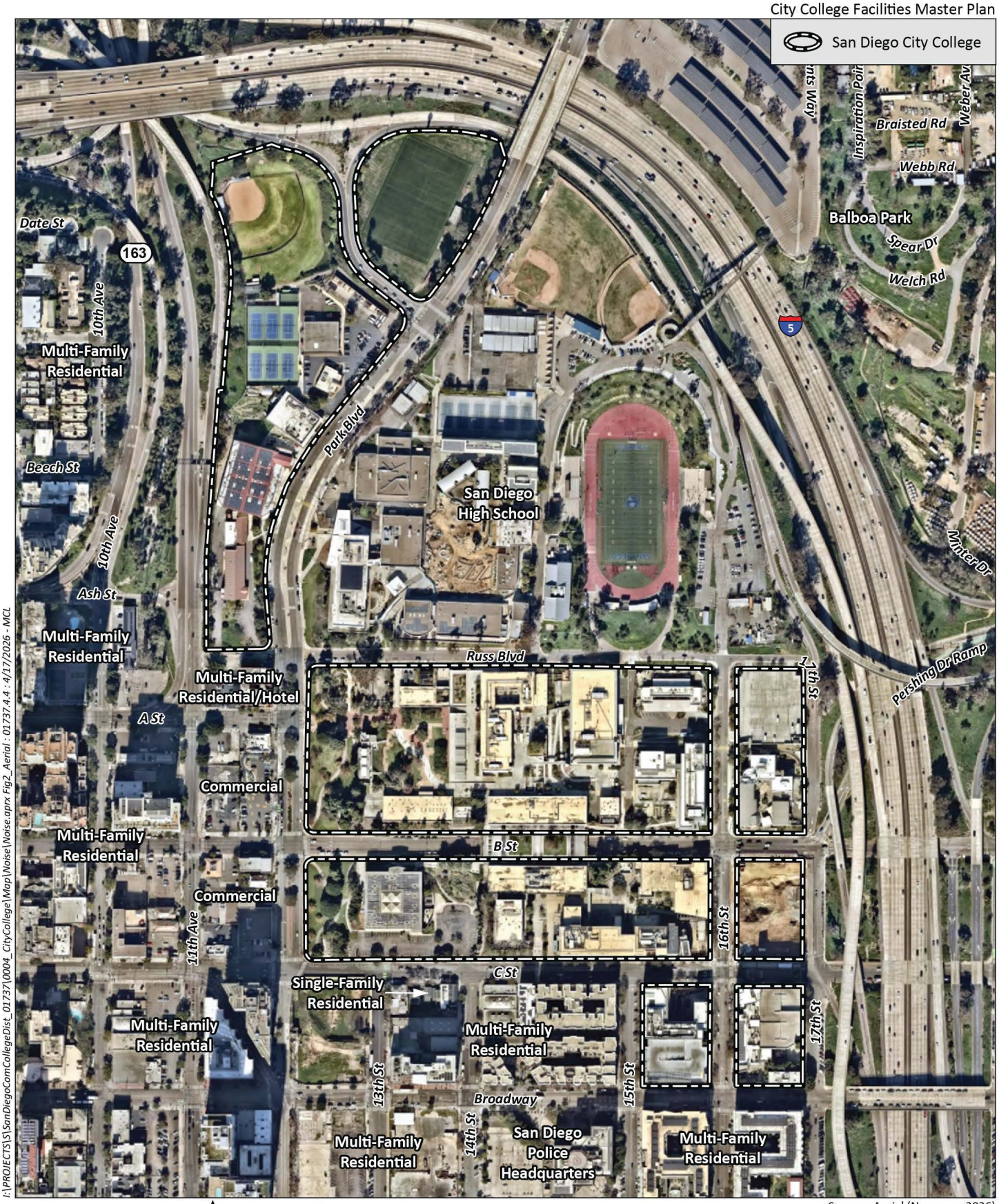
Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

# Regional Location

Figure 1

City College Facilities Master Plan

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Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# Aerial Photograph

Figure 2

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Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# FMP Project Locations

Figure 3

#### 1.2.1.2 Performing Arts Center

Saville Theatre is proposed to be replaced with an expanded and upgraded building, including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished, and an approximately 20,000-GSF Performing Arts Center, inclusive of a new theater, would be constructed. The new Performing Arts Center would have a street-level lobby space, a widened proscenium arch in the theater, connection to a future exterior amphitheater, and rooms for dance and music programming.

#### 1.2.1.3 North Campus Athletic Fields

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields. North of the existing tennis courts, new sand volleyball courts are proposed.

Improvements to the Betty Hock Softball Field would include rotation of the field to the optimal north-northeast direction and construction of new dugouts, an announcer's booth, a backstop, batting cages, and bullpens. A new field house would also be constructed adjacent to both the softball field and volleyball courts, containing restrooms and storage rooms. Lighting would also be installed at the softball field and volleyball courts to allow evening usage.

Improvements to the soccer field, which is separated from the rest of North Campus by a freeway on/off ramp and accessible via a concrete underpass, would include a walk-jog path, anew 1,800-GSF field house containing restrooms and storage space, and an announcer's booth. The existing field house would be demolished. The soccer field would be replaced in its entirety, including new irrigation and a widened configuration to meet standard National Collegiate Athletic Association soccer pitch dimensions. Consistent with lighting described above, light poles up to 80 feet in height with lights resulting in approximately 50 foot-candles would be installed at the soccer field to allow evening usage.

## 1.3 NOISE DESCRIPTORS AND TERMINOLOGY

### 1.3.1 Noise Descriptors

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol $L_{EQ}$, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level ($L_{DN}$), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours. Sound levels expressed in CNEL and $L_{DN}$ are always based on dBA. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

## 1.3.2 Noise Terminology

### 1.3.2.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

### 1.3.2.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

### 1.3.2.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (µPa). One µPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 µPa. Because of this wide range of values, sound is rarely expressed in terms of µPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of dBA. The threshold of hearing for the human ear is about 0 dBA, which corresponds to 20 µPa.

### 1.3.2.4 Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an SPL of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA – rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1 dBA changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz to 8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dBA in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

No known studies have directly correlated the ability of a healthy human ear to discern specific levels of change in traffic noise over a 24-hour period. Many ordinances, however, specify a change of 3 CNEL as the significant impact threshold. This is based on the concept of a doubling in noise energy, resulting in a 3 dBA change in noise, which is the amount of change in noise necessary for the increase to be perceptible to the average healthy human ear.

## 1.4 GROUND-BORNE VIBRATION DESCRIPTORS AND TERMINOLOGY

Ground-borne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. The rumbling sound caused by the vibration of room surfaces due to ground-borne vibration is called ground-borne noise. Ground-borne noise is highly dependent on the characteristics of the structure subject to vibration. Therefore, this analysis focuses on ground-borne vibrations. Sources of ground-borne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration wave. Decibels are also used to compress the range of numbers required to describe vibration. A vibration velocity level ($L_V$) with units of VdB (referenced to one-micro-inch per second velocity) is commonly used in evaluating human reactions to vibrations, as it describes the "smoothed" vibration amplitude. For the purposes of this analysis, $L_V$ with units of VdB is used to evaluate construction-generated vibration for building damage and human reactions.

## 1.5 NOISE AND VIBRATION-SENSITIVE LAND USES

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, schools, transient lodging (hotels), hospitals, educational facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. Noise receptors are individual locations that may be affected by noise. The closest existing off-site NSLUs to the campus include single and multi-family residences to the south of C Street and Broadway, the multi-family residences to the southwest of the intersection of Park Boulevard and Russ Boulevard, and the hotel to the west of Park Boulevard. On-campus NSLUs include the Affordable Student Housing building located in the southeastern corner of campus, classroom buildings throughout campus, the Early Education Center, and the City College library located in the southwest corner of campus. In addition, the FMP would include the construction of additional classroom facilities, which would be considered NSLUs.

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, hospitals, and university research operations (California Department of Transportation [Caltrans] 2020), are considered "vibration-sensitive." The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses, schools, or transient lodging. Land uses in the vicinity of campus that are subject to annoyance from vibration include the on and off-campus residences described above. In addition, on-campus vibration-sensitive land uses include the existing science and health classroom buildings, which contain vibration-sensitive laboratory equipment.

# 2.0 ENVIRONMENTAL SETTING

## 2.1 EXISTING NOISE ENVIRONMENT

The existing noise environment on campus is dominated by traffic noise from adjacent City streets, noise from recreational uses on campus, such as athletic fields, and typical college campus noise (e.g., landscape maintenance equipment, students and faculty speaking, etc.). There is also noise from aircraft overflights in the project area associated with the San Diego International Airport (SDIA), which is located approximately 1.2 miles northwest of the campus. The campus is within the noise contours associated with SDIA, as further discussed in Sections 3.4.3 and 5.3 below (San Diego County Regional Airport Authority [SDCRAA] 2025).

### 2.1.1 Noise Survey

Five short-term (15-minute) noise measurements were taken on or near the campus to document ambient noise conditions in the vicinity. Traffic counts were taken during measurements along roadways (measurements 2 and 4) for passenger cars, medium trucks, buses, and heavy trucks that passed by the noise meter during the measurement. The measured noise levels and traffic counts, as applicable, are shown in Table 1, *Noise Measurement Results.* Measurement locations are shown on Figure 4, *Noise Measurement Locations*. The noise measurement survey sheets are included in Appendix A, *Noise Survey*, to this report. Overall, noise levels recorded on campus ranged from 44.6 to 68.4 dBA $L_{EQ}$.

**Table 1**
**NOISE MEASUREMENT RESULTS**

| | |
|---|---|
| **Measurement 1** | |
| Date: | October 1, 2025 |
| Time: | 10:30 a.m. – 10:45 a.m. |
| Location: | Intersection of B Street and 17th Street approximately 315 feet west of the centerline of I-5. |
| Measured Noise Level: | 68.4 dBA $L_{EQ}$ |
| Primary Noise Sources: | Primarily traffic noise from I-5 with occasional large aircraft overflight noise. |
| **Measurement 2** | |
| Date: | October 1, 2025 |
| Time: | 10:53 a.m. – 11:08 a.m. |
| Location: | South of the Saville Theatre approximately 50 feet north of the centerline of C Street. |
| Measured Noise Level: | 62.1 dBA $L_{EQ}$ |
| Primary Noise Sources: | Primarily traffic noise along C Street. |
| Traffic Count: | 95 cars, 0 medium trucks, 0 buses, 0 heavy trucks. |
| **Measurement 3** | |
| Date: | October 1, 2025 |
| Time: | 11:19 a.m. – 11:34 a.m. |
| Location: | In Curran Plaza located above B Street, 60 feet south of Building L. |
| Measured Noise Level: | 44.6 dBA $L_{EQ}$ |
| Primary Noise Sources: | Very minimal perceptible noise, some distant noise from students speaking. |

| | |
|---|---|
| **Measurement 4** | |
| Date: | October 1, 2025 |
| Time: | 11:42 a.m. – 11:57 a.m. |
| Location: | Approximately 60 feet southeast of the intersection of Park Boulevard and Russ Boulevard. |
| Measured Noise Level: | 66.3 dBA $L_{EQ}$ |
| Primary Noise Sources: | Primarily traffic noise associated with Park Boulevard. |
| Traffic Count: | 112 cars; 4 medium trucks, 5 buses, 0 heavy trucks. |
| **Measurement 5** | |
| Date: | October 1, 2025 |
| Time: | 12:37 p.m. – 12:52 p.m. |
| Location: | In the athletic field parking area approximately 185 feet northwest of the centerline of Park Boulevard. |
| Measured Noise Level: | 63.5 dBA $L_{EQ}$ |
| Primary Noise Sources: | Almost directly under the flight path for SDIA and dominated by overhead flight noise, some noise from I-5. |

dBA = A-weighted decibel; $L_{EQ}$ = time-averaged noise level

# 3.0 REGULATORY FRAMEWORK

## 3.1 FEDERAL

### 3.1.1 Federal Transit Administration

Multiple federal agencies have developed noise standards that apply to projects taken out by the applicable agency. While none of these federal noise laws, regulations, or policies for noise and vibration apply to the campus, aspects of the Federal Transit Administration (FTA) noise impact analysis framework have been used for guidance in the analysis of the project's potential impacts. The FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018) provides technical guidance and standards for construction and operational sources of noise and vibration, including for specific vibration-sensitive land uses such as historic structures and laboratory settings. Specific impact assessment procedures and thresholds from the Transit Noise and Vibration Impact Assessment Manual are described further below where they are used in this report.

## 3.2 STATE

### 3.2.1 California Noise Control Act

The California Noise Control Act is a section within the California Health and Safety Code that describes excessive noise as a serious hazard to the public health and welfare, and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

### 3.2.2 California Building Standards Code

The California Building Standards Code (California Code of Regulations [CCR] Title 24) establishes minimum building standards for structures throughout California to ensure public health, safety, and general welfare within the state's built environment. These standards are typically updated every 3 years. In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24, Part 2, the California Building Code (CBC) establishes standards for interior room noise (attributable to outside noise sources) in residential buildings.

Non-residential building noise exposure is regulated in CCR Title 24, Part 11, commonly known as CALGreen, which provides the option to follow a prescriptive approach or achieve performance-based criteria. Specific sections of the California Building Standards Code that may be applicable to future campus projects are provided in detail below. No additional residential projects are proposed in the FMP, though the applicable interior noise standards are provided for reference.

#### 3.2.2.1 Section 1206.2, Air-Borne Sound

Walls, partitions, and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have an Sound Transmission Class (STC) of not less than 50 where tested in accordance with American Society for Testing and Materials (ASTM) E90, or have a Normalized Noise Isolation Class rating of not less than 45 if field tested, in accordance with ASTM E336 for air-borne noise. Alternatively, the STC of walls, partitions, and floor-ceiling assemblies shall be established by engineering analysis based on a comparison of walls, partitions, and floor-ceiling assemblies having STC ratings as determined by the test procedures set forth in ASTM E90. Penetrations or openings in construction assemblies for piping; electrical devices; recessed cabinets; bathtubs; soffits; or heating, ventilating or exhaust ducts shall be sealed, lined, insulated, or otherwise treated to maintain the required ratings. This requirement shall not apply to entrance doors; however, such doors shall be tight-fitting to the frame and sill.

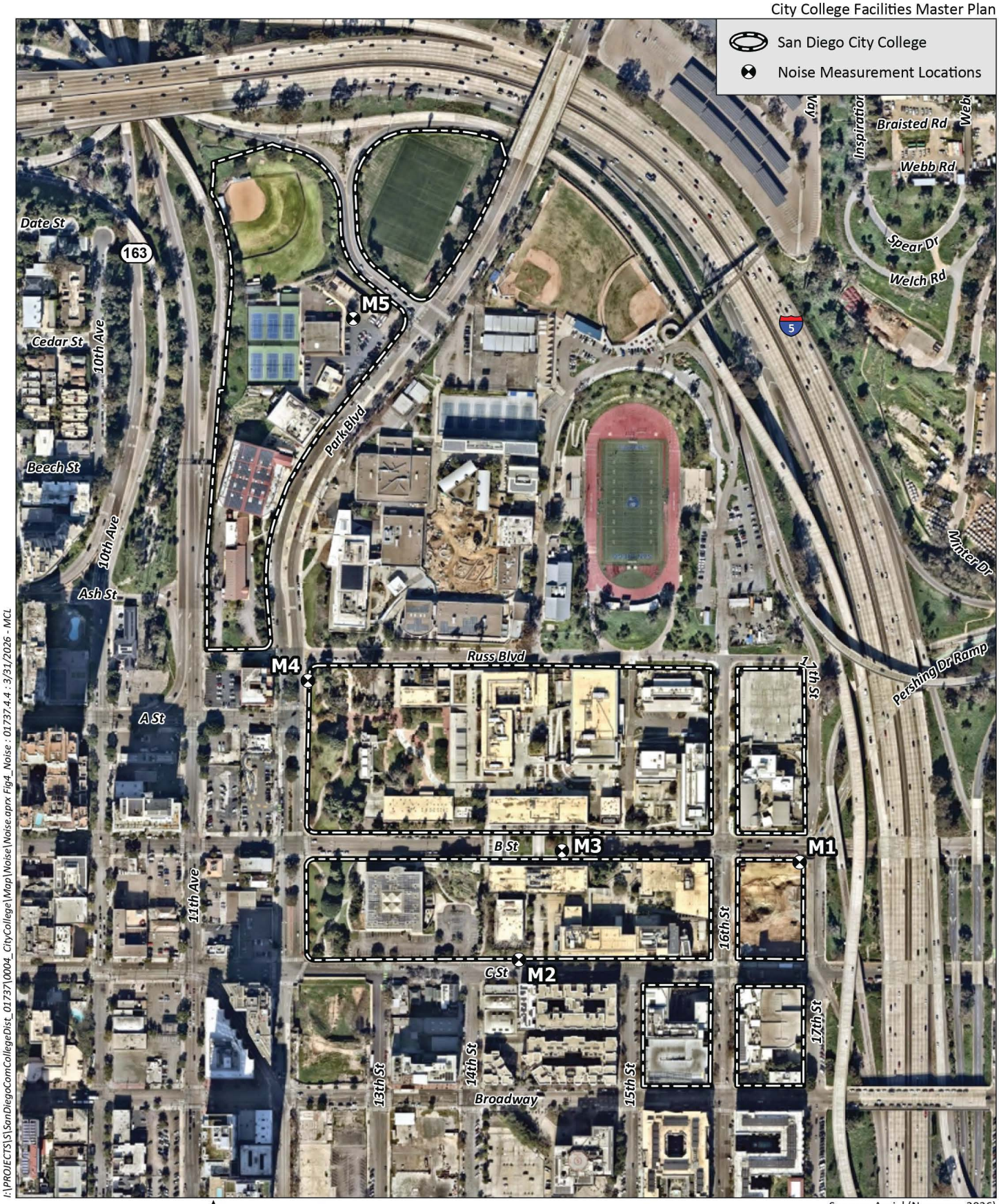
#### 3.2.2.2 Section 1206.3, Structure-Borne Sound

Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an Impact Insulation Class rating of not less than 50, where tested in accordance with ASTM E492, or have a Normalized Impact Sound Rating of not less than 45 if field tested in accordance with ASTM E1007. Alternatively, the Impact Insulation Class of floor-ceiling assemblies shall be established by engineering analysis based on a comparison of floor-ceiling assemblies having Impact Insulation Class ratings as determined by the test procedures in ASTM E492.

Exception: Impact Insulation Class is not required for floor-ceiling assemblies over non-habitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms, or storage areas.

#### 3.2.2.3 Section 1206.4, Allowable Interior Noise Levels

Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either $L_{DN}$ or CNEL, consistent with the noise element of the local general plan.

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0 400 Feet

Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# Noise Measurement Locations

Figure 4

#### 3.2.2.4 Section 5.507.4, Acoustical Control

Non-residential buildings are required to incorporate acoustical design measures that limit interior noise from exterior sources. To comply, building assemblies must meet specified STC or Outdoor-Indoor Sound Transmission Class (OITC) ratings, which are verified using ASTM testing standards. Designers may follow either a prescriptive method by using minimum STC/OITC ratings for walls, windows, and building envelopes, or a performance method that demonstrates interior noise would not exceed 50 dBA $L_{EQ}$. When following the prescriptive approach, wall and roof-ceiling assemblies exposed to the noise source shall have a composite STC rating of at least 50 or a composite OITC rating of at least 40, with exterior windows of a minimum STC of 40 or OITC of 30 within the 65 CNEL noise contour of an airport, freeway, railroad, industrial, or other fixed-guideway source. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA $L_{EQ}$ during any hour of operation shall have building, building addition, or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30). The performance method alternatively allows an acoustical analysis to document a combination of wall or window composition requirements and exterior site features to demonstrate that interior noise attributable to exterior sources would not exceed 50 dBA $L_{EQ}$ in occupied areas during the facility's hours of operation.

The rule applies primarily to buildings located in high-noise environments (e.g., near airports, freeways, rail lines). Exceptions to this requirement include buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures, and utility buildings. The Division of the State Architect also specifies that for public schools and community colleges, this section applies only to new construction.

### 3.2.3 Assembly Bill 1307

Assembly Bill 1307 was approved by Governor Newsom on September 7, 2023, and added Section 21085 to the Public Resources Code relating to environmental quality. Public Resources Code Section 21085 states that, for residential projects, the effects of noise generated by project occupants and their guests on human beings are not a significant effect on the environment under CEQA.

## 3.3 REGIONAL

### 3.3.1 Airport Land Use Compatibility Plans

The SDCRAA, which acts as the Airport Land Use Commission for the County, maintains the Airport Land Use Compatibility Plans (ALUCPs) for the County's airports. The ALUCPs contain policies to regulate land use and development near airports, including noise compatibility considerations. Consideration of airport compatibility related to noise is intended to result in new development that is compatible with aircraft noise. Specifically, each ALUCP provides guidance to local agencies to limit new noise-sensitive development within the noise compatibility boundary, identifies sound attenuation goals for noise-sensitive development, and considers if avigation easements are necessary. The campus is within the Airport Influence Area for the SDIA (SDCRAA 2025). Table 2-1 of the SDIA ALUCP defines noise compatibility standards for each land use category within the SDIA noise contours. The portions of ALUCP Table 2-1 applicable to existing or proposed land use types within the City College campus are provided in Table 2, *Airport Noise Compatibility Standards*.

**Table 2**
**AIRPORT NOISE COMPATIBILITY STANDARDS**

| Land Use Category[1] | Noise Contour Range (CNEL) | | | |
|---|---|---|---|---|
| | 60-65 | 65-70 | 70-75 | 75+ |
| **Residential** | | | | |
| Single or Multiple Unit | 45 | 45[2] | 45[2,3] | 45[2,3] |
| Group Quarters | 45 | 45[2] | 45[2,3] | 45[2,3] |
| **Commercial, Office, Service, Transient Lodging** | | | | |
| Office – Medical, Financial, Professional Services, Civic | | | 50 | 50 |
| Service – High Intensity (e.g., Eating/Drinking Establishment, Funeral Chapel) | | | 50 | 50 |
| Sport/Fitness Facility | | | 50 | 50 |
| Theater – Movie, Live Performance, Dinner | | 45 | 45 | 45 |
| **Educational, Institutional, Public Services** | | | | |
| Cultural Facility (e.g., Library, Museum, Gallery, Planetarium, Aquarium) | | 45 | 45 | 45 |
| School for Adults – College, University, Vocational/Trade School | 45 | 45[2] | 45[2] | |
| School for Children – Kindergarten through Grade 12 (includes charter schools) | 45 | | | |
| **Transportation, Communication, Utilities** | | | | |
| Auto Parking | | | | |
| **Recreation, Park, Open Space** | | | | |
| Entertainment Facility – Outdoor | | | | |
| Park, Open Space | | | [4] | [4] |
| Recreation Facility – Outdoor | | | [4] | [4] |
| **Agriculture** | | | | |
| Agriculture, Horticulture, Floriculture, Forestry | | | | |

| | |
|---|---|
| | Compatible: Use is compatible with indicated noise level. |
| | Conditionally Compatible: Use is compatible subject to stated conditions. |
| | Incompatible: Use is not compatible under any circumstances. See ALUCP Section 1.3 for policy regarding existing uses that are incompatible with these standards. |
| 45 | Indoor uses: building must be capable of attenuating exterior noise to the indicated noise level (45 or 50 dB CNEL) with windows and doors closed. |

Source: SDCRAA 2025

1 Refer to Appendix A of the San Diego International Airport ALCUP for definitions of land uses in this table. Land uses not specifically listed must comply with standards for the most similar land use, in accordance with Policy N.6.

2 Avigation easement must be dedicated to the Airport owner/operator.

3 New residential use is compatible above the 70 dB CNEL contour only if the current local agency land use plan designation allows for residential use. Land use plan amendments from a nonresidential designation to a designation allowing residential use are not compatible. See Policy N.4.

4 Exterior noise in office areas and indoor meeting rooms must be attenuated to 50 dB CNEL indoors

CNEL = Community Noise Equivalent Level; dB = decibel

# 3.4 DISTRICT

## 3.4.1 District Design Guidelines and Standards Manual

The District Design Guidelines and Standards Manual (District 2025) was prepared for use by design professionals and construction teams during the planning and design phases of renovation and construction projects for the District. It outlines the design approach, space allocation, physical environment, materials, and system requirements applicable to District projects, and provides technical standards that the design and construction teams are expected to meet or exceed. The general criteria and standards provided in the Design Guidelines and Standards Manual apply to all campuses within the District, and specific requirements related to each campus are provided in individual campus guidelines and during the design process. Requirements related to noise and vibration are outlined below.

### 3.4.1.1 Sustainability Goals

**Indoor/Outdoor Environmental Quality Goal 2:** Improve indoor air quality and acoustics.
**Key Performance Indicator (KPI):** Maintain indoor noise levels below 35 dB in classrooms and below 40 dB in shared spaces.

### 3.4.1.2 Sustainability Levels

The District has established a system of Sustainability Levels designed to recognize, measure, and promote sustainable practices across District campuses and facilities. It provides a tiered rating system that encourages environmentally responsible design, construction, and operations. However, as projects are scored across multiple categories and may choose from a variety of point-earning sustainability features to achieve each Sustainability Level, the exact features that would be incorporated into each future project are not known. Relative to noise, a project is awarded three points if it complies with American National Standards Institute (ANSI) S12.60-2010 acoustical performance standards, ensuring noise reduction, optimal speech intelligibility, and sound insulation in classrooms, offices, and shared spaces.

### 3.4.1.3 Design Guides & Standards

The District Design Guidelines and Standards Manual includes noise and vibration control criteria for all District projects in Section 2.1.3, noting that noise and vibration control is the combined responsibility of all design professionals and consultants and must be considered in the design of every building or space. Generally, noise control is required to be provided to ensure usefulness of the facility for the purposes for which the facility is designed, whether that be studying, working, or socializing. Noise-producing equipment required for building operations should be designed to be located as far as possible from noise-sensitive areas such as classrooms. For specific guidance, the criteria note that noise control should be consistent with Occupational Safety and Health Administration requirements.

For rooms requiring acoustic control, additional criteria are provided to address specific finishes and design considerations such as caulking of plumbing features, installation of light fixtures, separation of doors and restrooms from these spaces, locations of operable windows, and door gaps. Where noise control is critical to the anticipated use, a post-construction sound test may also be required.

Vibration control is also required to be considered for proposed equipment that may have effects on vibration-sensitive equipment, such as projectors, as well as the building.

#### 3.4.1.4 General Specifications

General specifications and product and material data are provided in Section 2.2 of the District Design Guidelines and Standards Manual. These are expected to be incorporated into the design of future District projects; however, design professionals may work with the District to include modifications to the general specifications via special conditions to meet specific site conditions and/or program needs. The following general specifications relate to noise or vibration.

**Building Demolition**

4. Environmental Compliance: Ensure compliance with local, state, and federal environmental regulations regarding dust control, noise, and vibration.

**Selective Demolition**

3. Dust and Noise Mitigation: Implement measures such as dust barriers, negative air pressure systems, and noise-dampening methods.

**Gypsum Board Design Requirements**

1. Acoustical Performance & Sound Transmission
    a. Sound Transmission Classification must be evaluated for each space to enhance speech privacy and noise control.

2. Requirements

**Table 3**
**GYPSUM BOARD DESIGN REQUIREMENTS**

| Use | Sound Transmission Class (STC) | Maximum Noise Transmitted (dB) |
|---|---|---|
| Private Offices | 45-50 | 25-30 |
| Conference Rooms | 50-55 | 20-25 |
| Classrooms | 45-50 | 25-30 |
| Laboratories | 50-55 | 20-25 |
| Mechanical/Electrical Rooms Adjacent to Occupied Spaces | 55+ | 15-20 |
| Corridors Adjacent to Offices/Classrooms | 40-45 | 30-35 |

Source: District 2025
dB = decibel

**Air Distribution Systems**

*Goals and Objectives*

1. Air Supply System Requirements:
    a. Ensure the supply air to conditioned spaces is:
        iv. Delivered draft-free, maintaining a noise level below NC 35, per ASHRAE [American Society of Heating, Refrigerating and Air-Conditioning Engineers] guidelines.

*System Acoustical Features*

1. Noise Control Guidelines:
    a. Follow ASHRAE HVAC Applications Handbook, Chapter on Sound and Vibration Control, referencing "Design Guidelines for HVAC Noise in Occupied Spaces."

2. Equipment Placement Considerations:
    a. Locate noise-generating equipment such as compressors, fan coil units, exhaust fans, and pumps outside occupied spaces.

3. Duct Noise Control Measures:
    a. Utilize turning vanes, low-velocity duct design, and sound attenuation baffles/materials to minimize noise transmission.

4. Vibration Isolation:
    a. Ensure vibration-isolating connections between air handlers, ducts, and supporting structures are adequately installed.

# 3.5 LOCAL (NON-REGULATORY)

When developing a facility that furthers its educational objectives, a community college district may take action (a two-thirds vote) pursuant to Government Code Section 53094 to exempt a proposed project from the zoning ordinances of the jurisdiction in which the project is located. Therefore, local City of San Diego zoning and development regulations are not applicable to FMP development, as implementation of the FMP would facilitate the education of community college students. However, the District may consider aspects of local plans and policies in evaluating potential impacts on the communities surrounding the campus when it is appropriate and feasible. As such, local regulations providing relevant noise and vibration guidance used in this report are summarized below.

## 3.5.1 City of San Diego General Plan, Noise Element

The Noise Element of the City's General Plan establishes noise compatibility guidelines for appropriate exterior noise levels at new land uses affected by traffic noise, as shown in Table 4, *City of San Diego Land Use Noise Compatibility Guidelines* (City 2024).

**Table 4**
**CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES**

| Land Use Category | Exterior Noise Exposure (CNEL) | | | | |
|---|---|---|---|---|---|
| | <60 | 60-65 | 65-70 | 70-75 | 75+ |
| **Parks and Recreational** | | | | | |
| Parks, Active and Passive Recreation | | | | | |
| Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities | | | | | |
| **Agricultural** | | | | | |
| Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables | | | | | |
| **Residential** | | | | | |
| Single Dwelling Units; Mobile Homes | | 45 | | | |
| Multiple Dwelling Units | | 45 | 45 | | |
| **Institutional** | | | | | |
| Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities | | 45 | | | |
| Other Educational Facilities, including Vocational/Trade Schools and Colleges, and Universities | | 45 | 45 | | |
| Cemeteries | | | | | |
| **Retail Sales** | | | | | |
| Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories | | | 50 | 50 | |
| **Commercial Services** | | | | | |
| Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support | | | 50 | 50 | |
| Visitor Accommodations | | 45 | 45 | 45 | |
| **Offices** | | | | | |
| Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters | | | 50 | 50 | |
| **Vehicle and Vehicular Equipment Sales and Services Use** | | | | | |
| Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking | | | | | 50 |
| **Wholesale, Distribution, Storage Use Category** | | | | | |
| Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution | | | | | 50 |
| **Industrial** | | | | | |
| Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries | | | | | 50 |
| Research & Development | | | | 50 | 50 |

| | | | |
|---|---|---|---|
| | Compatible | Indoor Uses | Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. |
| | | Outdoor Uses | Activities associated with the land use may be carried out. |
| 45, 50 | Conditionally Compatible | Indoor Uses | Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas, including residential habitable areas, commercial work/shopping areas, and office areas associated with industrial uses. |
| | | Outdoor Uses | Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. |
| | Incompatible | Indoor Uses | New construction should not be undertaken. |
| | | Outdoor Uses | Severe noise interference makes outdoor activities unacceptable. |

Source: City 2024
CNEL = Community Noise Equivalent Level

## 3.5.2 City of San Diego Municipal Code

### 3.5.2.1 Section 59.5.0401, Sound Level Limits

San Diego Municipal Code Section 59.5.0401, as follows, establishes exterior sound level limits for the City that apply to operational noise sources. The permissible sound level is determined by the land use of the affected property, as provided in Table 5, *City of San Diego Exterior Noise Limits*.

(a) It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table (Table 5), at any location in the City on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person.

**Table 5**
**CITY OF SAN DIEGO EXTERIOR NOISE LIMITS**

| Land Use Zone | Time of Day | One-hour Average Sound Level (dBA) |
|---|---|---|
| Single Family Residential | 7:00 a.m. to 7:00 p.m. | 50 |
| | 7:00 p.m. to 10:00 p.m. | 45 |
| | 10:00 p.m. to 7:00 a.m. | 40 |
| Multi-Family Residential (up to a maximum density of 1/2000) | 7:00 a.m. to 7:00 p.m. | 55 |
| | 7:00 p.m. to 10:00 p.m. | 50 |
| | 10:00 p.m. to 7:00 a.m. | 45 |
| All other Residential | 7:00 a.m. to 7:00 p.m. | 60 |
| | 7:00 p.m. to 10:00 p.m. | 55 |
| | 10:00 p.m. to 7:00 a.m. | 50 |
| Commercial | 7:00 a.m. to 7:00 p.m. | 65 |
| | 7:00 p.m. to 10:00 p.m. | 60 |
| | 10:00 p.m. to 7:00 a.m. | 60 |
| Industrial or Agricultural | Anytime | 75 |

Source: City of San Diego Municipal Code, Section 59.5.0401
dBA = A-weighted decibel

(b) The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Permissible construction noise level limits shall be governed by Section 59.5.0404 of this article.

#### 3.5.2.2 Section 59.5.0404 Construction Noise

San Diego Municipal Code Section 59.5.0404, as follows, establishes sound level limits for construction noise within the City. Generally, the Municipal Code permits construction between 7:00 a.m. to 7:00 p.m. Mondays through Saturdays with an average sound level of no greater than 75 dBA at the property line of a residentially zoned property during the 12-hour period.

(a) It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator. In granting such permit, the Administrator shall consider whether the construction noise in the vicinity of the proposed work site would be less objectionable at night than during the daytime because of different population densities or different neighboring activities; whether obstruction and interference with traffic particularly on streets of major importance, would be less objectionable at night than during the daytime; whether the type of work to be performed emits noises at such a low level as to not cause significant disturbances in the vicinity of the work site; the character and nature of the neighborhood of the proposed work site; whether great economic hardship would occur if the work were spread over a longer time; whether proposed night work is in the general public interest; and he shall prescribe such conditions, working times, types of construction equipment to be used, and permissible noise levels as he deems to be required in the public interest.

(b) Except as provided in subsection (c) hereof, it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m.

(c) The provisions of subsection (b) of this section shall not apply to construction equipment used in connection with emergency work, provided the Administrator is notified within 48 hours after commencement of work.

# 4.0 METHODOLOGY, ASSUMPTIONS, AND THRESHOLDS OF SIGNIFICANCE

## 4.1 METHODOLOGY

The following equipment was used to measure existing noise levels at the project site:

- Larson Davis Noise Meter
- Larson Davis Model CA250 Calibrator
- Windscreen and tripod for the noise meter

The sound level meter was calibrated prior to the noise measurements to ensure accuracy. All sound level measurements conducted and presented in this report were made with a sound level meter that conforms to the ANSI specifications for sound level meters (ANSI SI.4-1983 R2006). All instruments were maintained with National Institute of Standards and Technology traceable calibration per the manufacturers' standards.

### 4.1.1 Noise Modeling Software

Modeling of the exterior noise environment for this report was accomplished using the Traffic Noise Model (TNM) released by the U.S. Department of Transportation Federal Highway Administration, and noise level calculations using guidance from various agencies. The specific noise models and noise level calculations used in this analysis are discussed further in Sections 4.2 and 5.0, where relevant to the analysis.

## 4.2 ASSUMPTIONS

### 4.2.1 Temporary Sources

#### 4.2.1.1 Construction

Construction activities would vary depending on the scale and nature of the individual project but would typically include standard construction activities such as demolition (if applicable), site preparation, grading, installation of underground utilities, building construction, architectural coating (e.g., painting), and paving. Typical heavy-duty construction equipment would be used; however, no excessively noisy activities such as pile driving or blasting would be required. Although piles may be required to support project components, the District or its contractor would utilize pre-drilling as an alternative to pile driving, given the proximity of sensitive receptors.

The most intensive use of heavy construction equipment would occur during demolition (if applicable), site preparation (e.g., clearing and grubbing), and grading activities, requiring typical earthmoving equipment, including dozers, excavators, graders, and scrapers. The pieces of construction equipment assumed to be used for the project were based on the default off-road equipment list in the California Emissions Estimator Model, Version 2022.1 (California Air Pollution Control Officers Association 2022). Construction equipment noise was evaluated using the methodology from the FTA's *Transit Noise and*

*Vibration Impact Assessment Manual*, Option A for a quantitative construction noise assessment. Using this method, mobile equipment is assumed to operate at the center of the project site, which would be located closest to NSLUs (the Parking Structure project), and the two noisiest pieces of construction equipment are assumed to operate concurrently in close proximity to each other (FTA 2018).

#### 4.2.1.2 Special Events

Noise is currently generated by occasional outdoor special events at the City College campus, such as athletic events and outdoor student gatherings. These special events may involve the use of amplification equipment. Specific noise levels for each event cannot be defined since sound level expectations are different for various types of sports or events. The noise levels generated by special events on campus primarily affect the surrounding academic and administrative uses on campus, although they may also be audible from off-campus locations. No new types of outdoor special events are anticipated on campus as a result of the project; however, the new outdoor amphitheater that may be provided adjacent to Saville Theatre could relocate outdoor gatherings to a location where they do not occur under existing conditions.

### 4.2.2 Permanent Sources

#### 4.2.2.1 Vehicular Traffic Noise

Existing and future exterior noise levels along the roadways anticipated to carry increases in campus-related trips were modeled using the Federal Highway Administration TNM Version 2.5. Traffic volumes were provided by Linscott, Law, and Greenspan Engineers (LLG) for existing (2025), future (2045), and future with project scenarios based on increased trip volumes anticipated to result from on-campus growth over the buildout period of the FMP. Traffic data are presented in terms of average daily traffic (ADT), which describes the number of vehicles on a given roadway segment on a given day. In total, campus-related trips are anticipated to increase by 2,623 ADT by 2045. Table 6, *Roadway Segment Volumes*, summarizes the ADT data for the roadway segments anticipated to be most heavily traveled by campus-related trip increases, as well as their posted speed limits.

**Table 6**
**ROADWAY SEGMENT VOLUMES**

| Roadway Segment | Existing (2025) ADT | Future (2045) ADT | Future (2045) with Project ADT | Speed Limit (mph) |
|---|---|---|---|---|
| **Park Boulevard** | | | | |
| SR-163 Southbound Off-ramp to A Street | 12,780 | 14,407 | 14,774 | 30 |
| A Street to B Street | 10,720 | 12,085 | 12,636 | 30 |
| B Street to Broadway | 6,620 | 7,463 | 7,830 | 30 |
| Broadway to F Street | 990 | 1,116 | 1,116 | 30 |
| **B Street** | | | | |
| Park Boulevard to 16th Street | 11,780 | 13,280 | 13,726 | 25 |
| 11th Avenue to Park Boulevard | 9,290 | 10,473 | 10,735 | 25 |

Source: LLG 2026
ADT = average daily traffic; mph = miles per hour

A traffic distribution of 92 percent automobiles, 3 percent medium trucks, 1 percent heavy trucks, and 4 percent buses was used on local roads in this analysis, based conservatively on the traffic counts

conducted during noise measurements (refer to Section 2.1.1). The project does not propose new types of uses on campus that would cause substantial changes to the traffic distribution; therefore, the same traffic distribution was applied to existing, future, and project-related trips.

The one-hour $L_{EQ}$ traffic noise level is calculated utilizing peak-hour traffic. Peak-hour traffic volumes were estimated based on the assumption that approximately 10 percent of the average daily traffic would occur during a peak hour. Peak hour $L_{EQ}$ can be converted to CNEL using the following equation, where $L_{EQ}(h)pk$ is the peak hour $L_{EQ}$, *P* is the peak hour volume percentage of ADT, *d* and *e* are divisions of the daytime fraction of ADT to account for daytime and evening hours, and *N* is the nighttime fraction of ADT:

$$CNEL = L_{EQ}(h)pk + 10log10\ 4.17/P + 10log10(d + 4.77e + 10N)$$

The model-calculated one-hour $L_{EQ}$ noise output is, therefore, approximately equal to the CNEL when peak-hour traffic volumes are around 10 percent of ADT (Caltrans 2013).

#### 4.2.2.2 Stationary Source Noise

Stationary noise sources generally include equipment such as heating, ventilation, and air-conditioning (HVAC) systems, utility plans, ventilated parking structures, and operation of generators. Sound levels from these source types vary with source type and model, as well as the level of noise attenuation incorporated into their design and installation. No change to existing emergency generators, linear generators, or the campus utility plant is planned with the FMP; therefore, these source types are not analyzed further.

**HVAC Systems**

The exact models and locations of HVAC systems that would be installed for future projects implemented under the FMP are not known at this stage of the planning process, including for the near-term projects. Therefore, a standard rooftop, commercial HVAC unit manufactured by Carrier is used in this analysis to predict the potential for HVAC-related noise effects and develop general screening guidelines for future projects. A 20-ton unit (the loudest of this model) has a sound power level of 86.5 dBA, which equates to a sound pressure level of approximately 78.5 at 1 meter (3 feet) for a unit mounted on a reflective surface (Carrier 2024). It is anticipated that these units would be mounted on building rooftops; however, to be conservative, no parapets or other mechanical screening materials are considered in this analysis.

**Parking Garage**

Noise sources associated with the operation and use of parking garages include both intermittent and continuous sources of noise. Similar to the existing parking facilities on campus, parking garages are often quiet for long periods of time during which low levels of activity generate only sporadic noise that does not add substantially to overall noise levels in the vicinity. Some intermittent sources of noise include tire noise, car alarms, vehicle engine idling, shutting of vehicle doors, and vehicle loudspeaker systems, all of which are typically momentary and irregular. The primary continuous source of noise typically associated with parking structures is the operation of exhaust fans that deliver required mechanical ventilation; however, as parking structures anticipated under the FMP would be constructed above ground, where natural ventilation is available, exhaust fans are not anticipated to be required or contribute substantial noise to the project vicinity. Parking lots or structures can occasionally become

more noteworthy noise sources during periods of peak activity when many vehicles are arriving and/or leaving within the same hour. Guidance from the FTA provides reference noise levels for a parking garage assuming 1,000 peak-hour vehicle movements (i.e., vehicles either arriving or departing), which is a higher level of activity than is anticipated to occur within the proposed parking garages on campus, which are anticipated to have fewer than 1,000 spaces. At 50 feet from the center of a parking garage, the FTA estimates a parking garage with 1,000 vehicle movements generates an hourly noise level of 56.4 dBA $L_{EQ}$ (FTA 2018).

# 4.3 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, implementation of the project would result in a significant adverse impact if it would result in exceedance of the thresholds listed below. The CEQA Guidelines do not provide quantitative thresholds for the evaluation of noise and vibration impacts. The District noise standards primarily address interior building noise through building design measures for campus land uses (refer to Section 3.4.1). Therefore, where quantitative noise or vibration limits for other source or receptor types have not been established by the District, standards established by the City and other public agencies are considered as thresholds for the purposes of this analysis, where appropriate. While City regulations do not apply to campus development projects, many City standards are considered relevant guidance to establish thresholds for this analysis of potential impacts on surrounding land uses, which are located within City limits and subject to City noise standards.

## 4.3.1 Increase in Ambient Noise Levels

***Threshold 1:*** *Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

Construction impacts would be considered significant if noise generated during construction activities exceeds 75 dBA $L_{EQ}$ (12-hour) at a noise-sensitive campus land use or at the property line of a residentially zoned property.

Stationary source operational impacts at off-site locations would be considered significant if the sound level limits established by the City would be exceeded for the associated land use type (refer to Table 5). This analysis conservatively considers the more restrictive sound level limit at adjacent land uses and does not use the arithmetic mean between the applicable limit and the commercial limit that would apply to the campus as allowed by San Diego Municipal Code Section 59.5.0401(b).

For on-campus uses, stationary source noise impacts could occur if new noise sources would cause the interior noise standard of 50 dBA $L_{EQ}$ established in CALGreen for academic uses or 45 dBA $L_{EQ}$ established in the CBC for residential uses to be exceeded. It is also noted that the District's future interior noise goal is to reduce interior noise levels below 35 dB in classrooms and below 40 dB in shared spaces. To determine whether a new stationary source of noise has the potential to conflict with the interior noise level standards, exterior noise levels must be calculated. Standard building materials can be assumed to provide at least 15 dB of attenuation from exterior noise levels. Therefore, this analysis considers an exterior noise limit of 65 dBA $L_{EQ}$ for academic buildings and 60 dBA $L_{EQ}$ for residential buildings. If these exterior noise limits are achieved, it can be assumed that the interior noise standards are also achieved with standard building materials. The District's goal to achieve noise levels below 35

dB in classrooms and below 40 dB in shared spaces could be achieved with further enhanced building materials but is not used as a threshold of significance for this analysis.

Traffic noise impacts would be considered significant if traffic generated by the project causes the traffic noise level at off-site land uses to increase above the conditionally compatible noise level defined in the City's General Plan Noise Element for that land use (refer to Table 4). If this noise level is exceeded without the addition of project-related trips, the impact would be considered significant if the project-related increase exceeds 3 dBA CNEL (a perceptible increase).

### 4.3.2 Ground-borne Vibration

***Threshold 2:*** *Generate excessive ground-borne vibration or ground-borne noise levels.*

Table 7, *Federal Transit Administration Construction Vibration Building Damage Criteria*, presents vibration criteria provided by the FTA to evaluate the potential for building damage due to continuous or steady sources of vibration, depending on the construction materials of the building (FTA 2018).

**Table 7**
**FEDERAL TRANSIT ADMINISTRATION CONSTRUCTION VIBRATION BUILDING DAMAGE CRITERIA**

| Building Category | Thresholds | |
|---|---|---|
| | PPV (in/sec) | Approximate $L_v$ (VdB) |
| I. Reinforced concrete, steel, or timber (no plaster) | 0.5 | 102 |
| II. Engineered concrete and masonry (no plaster) | 0.3 | 98 |
| III. Non-engineered timber and masonry buildings | 0.2 | 94 |
| IV. Buildings extremely susceptible to vibration damage | 0.12 | 90 |

Source: FTA 2018
PPV = peak particle velocity; in/sec = inches per second; $L_V$ = vibration velocity level; VdB = vibration decibels

With respect to human annoyance, FTA guidance sets a threshold of 80 VdB for infrequent vibration events at residential land uses and other buildings where people normally sleep (FTA 2018). This standard would apply to on- and off-campus housing. Classrooms, libraries and related learning spaces, and child development centers would be considered "institutional land uses" per FTA guidance as they primarily contain daytime and evening uses; therefore, an annoyance threshold of 83 VdB would apply (FTA 2018). As these annoyance thresholds are more stringent than the building damage thresholds that would apply to on- and off-campus buildings (Table 7), the vibration analysis below focuses on these annoyance thresholds for occupied buildings and discusses building damage only for buildings extremely susceptible to building damage (FTA Type IV).

An additional category of vibration effects relates to the potential for disruption of laboratory research, medical procedures, or other commercial processes that are sensitive to vibration. The FTA establishes thresholds for disruption of vibration-sensitive operations based on the type of equipment that would be affected. While these thresholds provide guidance for a variety of equipment types, specific vibration criteria provided by a manufacturer may supersede the criteria in this section if available during subsequent environmental review. The space usage type that would apply to most vibration-sensitive uses at City College would be Computer Equipment (adequate for computer equipment and low-power optical microscopes), for which the FTA establishes a maximum vibration level of 78 VdB (FTA 2018). For the Science building, vibration effects are evaluated in comparison with the vibration criterion category

of VC-A (adequate for medium- to high-power optical microscopes [400X], microbalances, optical balances, and similar specialized equipment), which has a maximum vibration level of 66 VdB, though equipment-specific information may be used to update this threshold during subsequent environmental review.

### 4.3.3 Airport Noise Exposure

***Threshold 3:*** *For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.*

Excessive noise exposure is defined as noise levels that exceed the ALUCP noise compatibility limit for the associated land use.

# 5.0 IMPACT ANALYSIS

## 5.1 ISSUE 1: INCREASE IN AMBIENT NOISE LEVELS

*Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?*

### 5.1.1 Impacts

#### 5.1.1.1 Program-Level

**Temporary Sources**

Construction

Construction of individual projects under the FMP would require the use of heavy off-road equipment for demolition, site clearing, grading, installation of underground utilities/infrastructure, construction of new buildings, and paving. Construction would generate elevated noise levels that may disrupt NSLUs in the area. Potential effects of construction noise on nesting birds are addressed in the impact analysis and mitigation framework of the Biological Resources Technical Report prepared for the project; the following focuses on potential effects of construction noise on human receptors.

The magnitude of the noise experienced at sensitive receptor locations would depend on the type of construction activity, equipment in use, duration of each construction phase, distance between the noise source and receiver, and any intervening structures or topography. As described in Section 1.5, above, the closest existing off-site NSLUs to the project site include the single and multi-family residences to the south of the project site across C Street. These residences were measured approximately 100 feet south of the center of the nearest FMP project site (the Performing Arts Center). Existing on-campus NSLUs that could be affected by construction noise include the Affordable Student Housing building, classroom buildings throughout campus, the Early Education Center, and the City College library located in the southwest corner of campus. In addition, the FMP would include the construction of additional classroom facilities, which would also be considered NSLUs once operational.

Heavy off-road construction equipment would not all operate at the same time or in the same location and would not be in constant use during a typical 8-hour operating day. Further, not all pieces of equipment would be used near off-site residential property lines. While multiple construction projects could occur within campus at one time, the movement of equipment within each site and the distance between areas where heavy-duty equipment is operating simultaneously are anticipated to provide attenuation such that combined noise levels at an individual receptor would not be substantially higher than those estimated at 100 feet. Construction equipment noise was evaluated using methodology from the FTA's *Transit Noise and Vibration Impact Assessment Manual*, Option A for a quantitative construction noise assessment. Using this methodology, equipment is assumed to operate at the center of a project site, and the two noisiest pieces of construction equipment are assumed to operate concurrently in close proximity to each other (FTA 2018). This methodology was used to calculate construction noise levels during each phase of construction at 100 feet. In addition, the distance at which the operation of the combined construction equipment would reach 75 dBA $L_{EQ}$ (12-hour), assuming an 8-hour workday, was calculated. Noise from construction equipment is assumed to attenuate at a rate of 6 dB per doubling of distance. The results of the hourly average construction equipment noise level calculations and distances at which noise levels for each phase would reach 75 dBA $L_{EQ}$ (12-hour) are shown in Table 8, *Construction Equipment Average Noise Levels*.

**Table 8**
**CONSTRUCTION EQUIPMENT AVERAGE NOISE LEVELS**

| Construction Phase | Two Noisiest Off-Road Equipment | dBA $L_{EQ}$ (12-hour) at 100 feet | Distance to 75 dBA $L_{EQ}$ (12-hour) (feet) |
|---|---|---|---|
| Demolition | Dozer, Saw | 77.7 | 137 |
| Site Preparation | Dozer, Backhoe | 78.4 | 148 |
| Grading | Grader, Dozer | 80.2 | 183 |
| Building Construction | Generator Set, Crane | 77.8 | 138 |
| Underground Utilities | Dozer, Excavator | 78.4 | 148 |
| Paving | Paver, Roller | 80.2 | 183 |
| Architectural Coating | Air Compressors (2) | 72.2 | 73 |

Source: FTA 2018
dBA = A-weighted decibel; $L_{EQ}$ = time-averaged noise level

As discussed in Section 4.3.1, construction noise impacts would be considered significant if noise generated during construction activities occurring between 7:00 a.m. and 7:00 p.m. exceeds 75 dBA $L_{EQ}$ (12-hour) at a noise-sensitive campus land use or at the property line of a residentially-zoned property. As shown in Table 8 above, demolition, site preparation, grading, building construction, installation of underground utilities, and paving activities could generate sound levels exceeding 75 dBA $L_{EQ}$ (12-hour) at a distance of 100 feet. As the distance between future project locations and sensitive receptors would vary widely depending on the improvement project, additional calculations were completed to identify the distance at which construction activity would need to occur for noise levels at NSLUs to be kept below 75 dBA $L_{EQ}$ (12-hour). As shown in Table 8, the distance to the 75 dBA contour ranges from approximately 73 feet to 183 feet; therefore, it is reasonable to conclude that noise levels would exceed the threshold of 75 dBA $L_{EQ}$ (12-hour) if construction activity occurred within approximately 185 feet of an NSLU. For a future project that requires only select types of construction activity (e.g., demolition or coating application), the distances at which the threshold of 75 dBA $L_{EQ}$ (12-hour) is assumed to be exceeded are shown in Table 8.

Nighttime construction could occasionally be required in specific circumstances, such as to accommodate concrete pours during lower temperature hours or to reduce temporary conflicts with traffic or operation of nearby uses. If required, nighttime construction would be limited to those activities needing to occur during nighttime hours and would be limited to a few nights of work rather than throughout the entire construction period of an individual project. For example, nighttime construction could be required for concrete pouring during the foundation phase of the Performing Arts Center project to allow proper curing. The center of this near-term project site would be located approximately 140 feet north of the nearest off-site residences; adjacent on-campus buildings would not be in use during these hours. Using the FTA methodology described above, construction noise levels during the paving phase of this near-term project were calculated at this distance. The two loudest pieces of equipment would be a paver and a roller, which would generate a combined noise level of 77.3 dBA $L_{EQ}$ (12-hour) at a distance of 140 feet, above the 75 dBA $L_{EQ}$ (12-hour) limit.

Special Events

No new types of outdoor special events are anticipated, as there are no new types of facilities proposed under the FMP that would accommodate such events. In addition, the timing of such events is anticipated to remain consistent with existing conditions wherein outdoor events typically end by 10:00 p.m., when classes conclude. Outdoor sporting events would continue within North Campus, as the improvements proposed in this area would not relocate the outdoor fields. The new outdoor amphitheater proposed adjacent to Saville Theatre could relocate outdoor gatherings to a location where they do not occur under existing conditions. Design details for this long-term project are not known at this stage. Noise levels associated with gathering areas may therefore vary significantly depending on the type of event, whether amplified equipment is used, and the size of gatherings. Because specific plans for the use of this area are not available, including site layouts or locations of potential noise-amplification equipment, outdoor gathering spaces that propose new sources of amplification equipment are considered to have the potential to result in a substantial temporary increase in noise levels from special events.

**Permanent Sources**

Vehicular Traffic Noise

The number of students attending on-campus classes at City College is anticipated to increase over the buildout period of the FMP, which has the potential to increase traffic noise levels along surrounding roadways where NSLUs occur. As described above, traffic noise impacts would be considered significant if the traffic noise level at off-site land uses increases above the conditionally compatible noise level for that land use (refer to Table 4) with the addition of campus-related trips or, where this noise level is already exceeded, increases by more than 3 dBA CNEL. The conditionally compatible noise level for multi-family land uses (70 CNEL) would be applicable to the roadway segments along Park Boulevard and B Street.

Based on the traffic volumes provided by LLG, noise levels were modeled in TNM for the roadway segments anticipated to accommodate the increases in campus-related trips under existing, future, and future with project scenarios. The calculations provide modeled noise levels at 50 feet from the roadway centerline, which represents the approximate distance to the nearest structures and provides a reference distance at which to compare existing and future noise levels. The model also conservatively assumes flat terrain, though the traffic noise level at an individual receptor location would decrease with the presence of intervening structures, barriers, vegetation, or topography. Table 9, *Traffic Noise Levels*,

provides the modeled noise level for each scenario and the project-generated increase for comparison with the applicable threshold.

**Table 9**
**TRAFFIC NOISE LEVELS**

| Roadway Segment | Existing (2025) CNEL | Future (2045) CNEL | Future (2045) with Project CNEL | Project-Generated Increase (CNEL) | Direct Impact?[1] |
|---|---|---|---|---|---|
| **Park Boulevard** | | | | | |
| SR-163 Southbound Off-ramp to A Street | 65.6 | 66.1 | 66.2 | 0.1 | *No* |
| A Street to B Street | 64.8 | 65.3 | 65.5 | 0.2 | *No* |
| B Street to Broadway | 62.7 | 63.2 | 63.4 | 0.2 | *No* |
| Broadway to F Street | 54.5 | 54.7 | 54.7 | <0.1 | *No* |
| **B Street** | | | | | |
| Park Boulevard to 16th Street | 64.0 | 64.5 | 64.7 | 0.2 | *No* |
| 11th Avenue to Park Boulevard | 63.0 | 63.5 | 63.6 | 0.1 | *No* |

[1] A direct impact to off-site uses would occur if the project would increase noise levels above the applicable threshold or, where the existing noise level exceeds the threshold, would increase noise levels by 3 CNEL. The multi-family residential conditionally compatible noise level (70 CNEL) would be applicable to the roadway segments.

CNEL = Community Noise Equivalent Level

As shown in Table 9, the future traffic noise levels with the addition of campus-related trips due to future growth would not exceed the compatibility levels identified for adjacent land uses in the General Plan Noise Element. An increase of less than 3 dBA is generally not considered to be perceptible by the average human ear. Traffic noise levels would increase by less than 3 dBA CNEL; therefore, the project would not generate vehicular traffic that results in a substantial permanent increase in ambient noise levels in the vicinity of the project.

### HVAC Systems

The location of future HVAC systems and other mechanical equipment required for buildings is not known at this time; therefore, this analysis establishes screening distances based on the typical equipment that is anticipated to be required for future projects implemented under the FMP. Overall, it is not anticipated that a substantial increase in noise levels would occur at off-site residences, as the addition of mechanical equipment to new buildings within the campus core would generate similar noise levels to those generated by comparable sources on existing buildings under ambient conditions. Based on the sample HVAC unit described in Section 4.2.2, noise levels would attenuate below the City's nighttime single-family residential property line limit of 40 dBA $L_{EQ}$ at approximately 280 feet, below the City's nighttime multi-family residential property line limit of 45 dBA $L_{EQ}$ at approximately 160 feet, below the 60 dBA $L_{EQ}$ limit at campus residential buildings at 30 feet, and below the 65 dBA $L_{EQ}$ limit applicable to non-residential campus buildings at approximately 16 feet. As HVAC systems would typically be installed in the center of building rooftops, it is not anticipated that they could be installed within 30 feet of other NSLUs within the campus. However, new HVAC systems or mechanical equipment could be sited within 280 feet of single-family residences or 160 feet of multi-family residences, thereby potentially increasing noise levels above the applicable limits.

Parking Garages

As described further in Section 4.2.2.2, noise associated with the operation of parking structures is irregular, specifically for the momentary sources of noise associated with individuals parking and exiting their vehicle (car door slams). Therefore, there is little potential for surface parking areas constructed or adjusted under the FMP to result in an average noise level over a 1-hour period that exceeds the applicable criteria or substantially increases ambient noise levels. As noted in Section 4.2.2.2, the FTA estimates that a parking garage with 1,000 vehicle movements generates an hourly noise level of 56.4 dBA $L_{EQ}$ at 50 feet from the center of the parking garage (FTA 2018). The largest parking structure anticipated under the FMP is the 500-space parking structure planned for North Campus adjacent to the athletics facilities; however, this parking structure would be separated from noise-sensitive land uses by SR 163 on and off ramps on the west and Park Boulevard on the east. The proposed parking structures that would be nearest an adjacent noise-sensitive land use are the parking garages associated with the mixed-use building proposed just north of Russ Boulevard on North Campus (approximately 80 spaces) and the student commons building to the south of Building R on South Campus (approximately 100 spaces). The center of these parking garages would be located at least 115 feet from the property lines of the adjacent hotel and single-family residences, respectively, and their peak use would occur during daytime hours when the City's more restrictive single-family residential property line limit is 50 dBA $L_{EQ}$. At 115 feet, the noise level generated by a parking garage with 1,000 vehicle movements would be 47.4 dBA $L_{EQ}$ (FTA 2018), below the applicable City limit. This noise level is also conservative, as these parking garages would likely accommodate less than 1,000 vehicle movements in a given hour based on the limited number of spaces provided. Parking garages associated with implementation of the FMP would not result in a substantial increase in noise levels in the project vicinity.

### 5.1.1.2 Project-Level

#### Building A Expansion

The center point of construction for the Building A Expansion project would occur approximately 530 feet from the nearest off-site residences. However, the construction of the Building A Expansion project would occur directly adjacent to existing Building A, where offices occur, and construction noise could exceed 75 dBA $L_{EQ}$ (12-hour) at this NSLU, which would be a substantial temporary increase in ambient noise levels. This project would not result in substantial increases in temporary special event noise.

Permanent sources of noise associated with the Building A Expansion project would include HVAC systems, which would be located approximately 350 feet from the nearest multi-family residence and over 600 feet from the nearest single-family residence. Proposed HVAC systems would be located adjacent to the existing Building A but within the proposed building rooftop and coordinated with existing mechanical systems for this building. At this distance, HVAC noise would not conflict with the noise limits for these uses. No new parking garages are proposed, and no additional vehicular traffic compared to that considered in the program-level analysis would be generated. Therefore, the Building A Expansion project would not result in a substantial permanent increase in noise levels in the project vicinity.

#### Performing Arts Center

The center point of construction for the Performing Arts Center project would occur approximately 240 feet from the nearest off-site residences. However, as construction of the Performing Arts Center project would occur directly adjacent to the existing Building C, construction noise could exceed 75 dBA

$L_{EQ}$ (12-hour) at this noise-sensitive campus land use, which would be a substantial increase in temporary noise levels. Although this project would involve the expansion of the existing theater, the improvements proposed as part of the Performing Arts Center project would not result in substantial temporary increases in outdoor special event noise, as sound associated with the theater would be generally confined to the indoor theater area, similar to existing conditions.

Permanent sources of noise associated with the Performing Arts Center project would include HVAC systems, which would be located approximately 130 feet from the nearest multi-family residence and approximately 175 feet from the nearest single-family residence, and would be located adjacent to the existing Building C. At these distances, HVAC noise could conflict with the noise limits for these uses. No new parking garages are proposed, and no additional vehicular traffic compared to that considered in the program-level analysis would be generated. Therefore, the Performing Arts Center project could result in a substantial permanent increase in noise levels in the project vicinity.

**North Campus Athletic Fields**

The center point of construction for the North Campus Athletic Fields project would occur approximately 750 feet from the nearest off-site residences and approximately 530 feet from the nearest noise-sensitive campus building (P Building). Therefore, construction noise is not anticipated to exceed 75 dBA $L_{EQ}$ (12-hour) at noise-sensitive land uses. As described in the program-level analysis above, the improvements proposed as part of the North Campus Athletic Fields project would not result in substantial increases in temporary special event noise, as outdoor special events hosted on the fields would remain consistent with those that occur under existing conditions.

The structures proposed for the North Campus Athletic Fields project would be field houses and are not anticipated to include major HVAC systems. Mechanical ventilation for these structures would also be located adjacent to the fields, which are separated from noise-sensitive land uses by freeway on/off-ramps and other roadways. In addition, no new parking garages are proposed and no additional vehicular traffic compared to that considered in the program-level analysis would be generated. Therefore, the North Campus Athletic Fields project would not result in a substantial permanent increase in noise levels in the project vicinity.

## 5.1.2 Level of Significance Prior to Mitigation

### 5.1.2.1 Program-Level

Implementation of the FMP could generate a substantial temporary increase in ambient noise levels in the vicinity of the project during construction if the activities occur within 185 feet of an NSLU, or within the distances identified in Table 8 for specific activities. Therefore, construction-related noise impacts would be potentially significant.

Implementation of the FMP could generate a substantial permanent increase in ambient noise levels in the vicinity of the project as a result of stationary noise sources or the installation of new amplification equipment.

The FMP would not generate vehicular traffic that results in a substantial permanent increase in ambient noise levels in the vicinity of the project, and impacts would be less than significant. No mitigation is required.

#### 5.1.2.2 Project-Level

**Building A Expansion**

The Building A Expansion project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project during construction activity, and impacts would be significant prior to mitigation. Operational impacts would be less than significant.

**Performing Arts Center**

The Performing Arts Center project could generate substantial temporary and permanent increases in ambient noise levels in the vicinity of the project during construction activity and during operation of HVAC systems, and impacts would be significant prior to mitigation.

**North Campus Athletic Fields**

The North Campus Athletic Fields project would not generate a substantial temporary or permanent increase in noise. Project-level impacts would be less than significant. No mitigation is required.

### 5.1.3 Mitigation Measures

#### 5.1.3.1 Program-Level

**NOI-1 Construction Noise Screening.** If project construction activities resulting from implementation of the FMP are proposed within 185 feet of noise-sensitive land uses (NSLUs) or within activity-specific screening distances identified below from NSLUs when only select phases of construction are required, mitigation shall be integrated into the project's construction specifications:

- 137 feet for demolition
- 148 feet for site preparation or utility undergrounding
- 183 feet for grading or paving
- 138 feet for building construction
- 73 feet for architectural coating application

The following measures shall be implemented to minimize temporary noise caused by construction activities to below the applicable CEQA significance thresholds at NSLUs:

a. Require the construction contractor to work with proper administrative controls on equipment operation periods so as not to exceed a 12-hour average sound level of 75 dBA $L_{EQ}$ at NSLUs between 7:00 a.m. and 7:00 p.m. Monday through Saturday, except for infrequent circumstances when nighttime work is required for short durations to reduce conflicts with nearby uses or accommodate environmental factors such as heat during concrete pours. Prior to construction activities occurring outside of the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, the extended work hours shall be approved by the District construction manager for the project, and the following noise control measures shall be implemented, as applicable.

b. Outfit construction equipment with properly maintained, manufacturer-approved or recommended sound abatement features on air intakes, combustion exhausts, heat dissipation vents, and the interior surfaces of engine hoods and power train enclosures.

c. Locate (to the extent practical) steady-state, continuously operating stationary construction equipment such as generators, pumps, and air compressors at least as far as the identified screening distances from nearby NSLUs. If this screening distance cannot be achieved within the project site, consider deployment of temporary noise walls or acoustical blankets that would block direct sound paths between the equipment and the receptor(s) of concern.

d. Position (to the extent practical) construction laydown and vehicle staging areas as far from NSLUs as feasible.

e. Inform, whenever possible and preferably with at least a two-week advanced notice, all neighboring NSLUs located within a 185-foot radius of the project site that a construction project would commence. The notification shall describe the anticipated location of construction activities and the general construction schedule.

f. Where on-campus NSLUs are expected to be less than 185 feet away from construction activity, schedule construction activities anticipated to generate the highest noise levels to avoid the finals week of classes. Adjust hours or days of the construction activity to occur before or after these most noise-sensitive periods of the City College academic year.

**NOI-2 Outdoor Amplification Equipment Noise Assessment**. If future improvement projects for outdoor gathering areas, including an exterior amphitheater, propose the installation of permanent amplification equipment, a noise assessment shall be prepared to analyze potential noise levels at nearby noise-sensitive campus buildings and nearby noise-sensitive land uses. The assessment shall identify if there would be a conflict with the off-campus noise limits established based on the City's Municipal Code or the interior noise limits for on campus buildings of 50 dBA $L_{EQ}$ in non-residential spaces and 45 dBA $L_{EQ}$ in habitable residential buildings based on the proposed hours of use and types of events that may use this amplification equipment. Noise-amplifying equipment, directionality of amplified noise, positioning of bandstands, and potential crowd noise shall be considered. If modeled noise levels exceed the limits, project-specific recommendations for attenuation shall be implemented to reduce noise levels to the applicable noise limit for off-site, noise-sensitive land uses. Noise attenuation features to achieve these limits at off-site locations may include, but are not limited to, the use of permanent barriers blocking the line-of-sight between the noise source and sensitive land use; relocation of noise-generating equipment; repositioning of noise-generating equipment; and/or enclosing event spaces within partial structures, as feasible.

**NOI-3 Stationary Noise Source Assessment.** If new or modified stationary noise sources are proposed, including but not limited to major HVAC systems, ventilated parking structures, or similar facilities with noise-generating mechanical equipment not analyzed, the project shall consider the feasibility of incorporating the following screening distances between the noise-sensitive land use and the stationary noise source:

- **HVAC/Mechanical System:** within 280 feet of a single-family residential land use or 160 feet of multi-family residential land use.

If these noise sources are planned to be located outside of the applicable screening distances, no further action shall be required. If such screening distances cannot be achieved based on the project location or needs, or a project requires a noise source type not considered in this analysis, a noise assessment shall be conducted by a qualified acoustician to determine if there would be a conflict with the off-campus noise limits established based on the City's Municipal Code or the interior noise limits for on campus buildings of 50 dBA $L_{EQ}$ in non-residential spaces and 45 dBA $L_{EQ}$ in habitable residential buildings. The noise assessment shall consider the specific source proposed, its location, intervening features, and other relevant site-specific or source-specific information available during project design.

If the noise assessment determines that noise levels would exceed the applicable limits at a receiving land use, project-specific recommendations for attenuation shall be provided within the noise assessment to reduce the noise level below the applicable limit. Such recommendations may include, but are not limited to, relocation, addition of noise barriers or louvers, and use of mufflers or other manufacturer-provided features. For potential conflicts with the on-campus interior noise levels, enhanced building materials such as windows or doors may also be considered, with the aim to reduce indoor noise levels below 35 dB in classrooms and below 40 dB in shared spaces if possible. The noise assessment shall demonstrate that the recommended noise attenuation techniques reduce noise levels at off-campus land uses below the applicable noise limit based on the City's Municipal Code. If feasible attenuation techniques considered in the noise assessment cannot achieve the limit applied at on-campus buildings, the incorporation of attenuation features that do not result in noise levels below this limit may be considered adequate with approval from the District Architect based on evidence that the anticipated exterior noise level would not result in conflicts with the interior noise level standard for the affected building's use.

The recommendations of the noise assessment shall be incorporated into the project plans and detailed within the project's construction specifications where applicable.

#### 5.1.3.2 Project-Level

**Building A Expansion**

Mitigation measure NOI-1 would apply to the Building A Expansion project.

**Performing Arts Center**

Mitigation measures NOI-1 and NOI-3 would apply to the Performing Arts Center project.

### 5.1.4 Level of Significance After Mitigation

#### 5.1.4.1 Program-Level

Implementation of mitigation measures NOI-1 through NOI-3 would reduce program-level impacts related to the generation of substantial temporary and permanent increases in ambient noise levels in the vicinity of the project to a level that is less than significant.

#### 5.1.4.2 Project-Level

**Building A Expansion**

Implementation of mitigation measure NOI-1 would reduce project-level impacts related to the generation of substantial temporary increases in ambient noise levels in the vicinity of the project to a level that is less than significant.

**Performing Arts Center**

Implementation of mitigation measures NOI-1 and NOI-3 would reduce project-level impacts related to the generation of substantial temporary and permanent increases in ambient noise levels in the vicinity of the project to a level that is less than significant.

## 5.2 ISSUE 2: GROUNDBORNE VIBRATION

*Would the project result in generation of excessive ground-borne vibration levels?*

### 5.2.1 Impacts

#### 5.2.1.1 Program-Level

**Construction**

The operation of construction equipment is anticipated to generate the highest levels of vibration during FMP implementation. Construction activities would have the potential to generate levels of ground-borne vibration that could adversely affect nearby vibration-sensitive land uses, buildings that are structurally sensitive to ground-borne vibration, and facilities where equipment and/or activities may be interrupted by vibration. The level of vibration experienced by these land uses would depend on the vibration generated by the construction equipment or process. As discussed in Section 4.2.1.1, the project is anticipated to utilize drilling as an alternative to pile driving, given the proximity of sensitive receptors. Therefore, in the absence of impact or vibratory-type pile driving equipment, the largest source of construction vibration is anticipated to be a vibratory roller, which generates a vibration velocity of 94 VdB at 25 feet (FTA 2018). Table 10, *Screening Distances by Vibration-Sensitive Receptor Type*, identifies screening distances for use of a vibratory roller based on the FTA criteria for building damage, human annoyance, and vibration-sensitive equipment described in Section 4.3.3.

**Table 10**
**SCREENING DISTANCES BY VIBRATION-SENSITIVE RECEPTOR TYPE**

| Receptor Type | Threshold (VdB) | Distance from Vibratory Roller (feet) |
|---|---|---|
| FTA type IV – Buildings extremely susceptible to vibration damage | 90 | 35 |
| Classrooms, libraries (and related learning spaces), and child development centers | 83 | 60 |
| Residential land uses (on- and off-campus) | 80 | 75 |
| Computer equipment rooms, low-power optical microscopes | 78 | 85 |

| Receptor Type | Threshold (VdB) | Distance from Vibratory Roller (feet) |
|---|---|---|
| Vibration Criterion A (VC-A) (medium- to high-power optical microscopes, microbalances, optical balances, and similar specialized equipment) | 66 | 215 |

Source: FTA 2018

The construction activity to building or receptor distance would need to be greater than the screening distances shown in Table 10 in order for vibration exposure to be less than the thresholds identified for each receptor type. As construction of future projects could occur within these distances, construction has the potential to result in the generation of excessive ground-borne vibration.

#### Operation

Once operational, new and renovated facilities proposed under the FMP are not anticipated to be substantial sources of vibration. Stationary noise sources, such as HVAC and other mechanical systems, would not be expected to generate excessive vibration levels, as these types of equipment are typically designed, manufactured, and installed with vibration-isolating connections and other features to minimize vibration. Increased levels of vibration from this type of equipment would indicate the need for maintenance, and after such maintenance is completed, the equipment would generate negligible vibration levels. Increases in campus-related vehicle trips also would not generate excessive vibration, as vibration from vehicular traffic is generally not perceptible outside of paved roadways that are properly maintained (Caltrans 2020). The project would not result in the permanent generation of excessive vibration levels.

### 5.2.1.2 Project-Level

#### Building A Expansion

No permanent sources of substantial vibration would be installed for the Building A Expansion project. Building foundations for the Building A Expansion project, requiring the use of a vibratory roller, could be constructed directly adjacent to the existing Building A, which is vibration sensitive, as it contains the Student Health Clinic and classrooms for test proctoring. This project would be constructed approximately 300 feet from the nearest residences; therefore, no effect on off-site residential receptors would occur. However, sensitive on-campus uses (Building A) could be affected by construction vibration.

#### Performing Arts Center

No permanent sources of substantial vibration would be installed for the Performing Arts Center project. Building foundations for the Performing Arts Center project, requiring the use of a vibratory roller, could be constructed directly adjacent to the existing Building C, which is vibration sensitive, as it contains classrooms. This project would be constructed approximately 110 feet from the nearest residences; therefore, no effect on off-campus residential receptors would occur. However, sensitive on-campus uses (Building C) could be affected by construction vibration.

#### North Campus Athletic Fields

No permanent sources of substantial vibration would be installed for the North Campus Athletic Fields project. If required for building foundations or other paved portions of the North Campus Athletic Fields project, a vibratory roller could be used approximately 300 feet from Building P, which is vibration sensitive, as it contains classrooms. This project would be constructed approximately 450 feet from the nearest residences. As construction involving vibratory equipment would occur outside of the screening distances for nearby vibration-sensitive land uses, the North Campus Athletic Fields project would not result in the generation of excessive vibration.

## 5.2.2 Level of Significance Prior to Mitigation

### 5.2.2.1 Program-Level

Construction of the FMP, including the near-term projects, could result in the generation of excessive ground-borne vibration or ground-borne noise levels, and construction-related impacts would be potentially significant.

Operation of the FMP, including the near-term projects, would not result in generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant. Therefore, no mitigation is required for operations.

### 5.2.2.2 Project-Level

#### Building A Expansion

Construction of the Building A Expansion project could temporarily generate excessive vibration at on-campus buildings. Project-level impacts related to construction would be significant prior to mitigation. No operational impact would occur.

#### Performing Arts Center

Construction of the Performing Arts Center project could temporarily generate excessive vibration at on-campus buildings. Project-level impacts related to construction would be significant prior to mitigation. No operational impact would occur.

#### North Campus Athletic Fields

The North Campus Athletic Fields project would not generate excessive construction or operational vibration. Project-level impacts would be less than significant. No mitigation is required.

## 5.2.3 Mitigation Measures

### 5.2.3.1 Program-Level

**NOI-4 Construction Vibration Screening and Monitoring.** Prior to the commencement of construction of projects under the FMP that would involve the use of heavy earth-moving equipment within the following screening distances, the District shall retain a qualified acoustician to prepare a construction vibration mitigation program to be implemented by the construction contractor(s).

- 35 feet of buildings extremely susceptible to vibration damage, such as historic structures (90 VdB threshold)
- 60 feet of classrooms, libraries, and child development centers (83 VdB threshold)
- 75 feet of residential land uses (80 VdB threshold)
- 85 feet of computer equipment rooms, low-power optical microscopes (78 VdB threshold)
- 215 feet of medium- to high-power optical microscopes, microbalances, optical balances, and similar specialized equipment (66 VdB threshold)

If additional information about the specific construction equipment to be used or types of vibration-sensitive equipment that would be affected is available during project planning, the screening distance may also be adjusted to a project-specific distance based on more detailed information about the sensitivity of the equipment and/or affected receptor. Where required, the construction vibration mitigation program shall identify and require measures to reduce vibration resulting from construction activities to the maximum extent practicable, as well as detail construction activity notification and monitoring processes that include, but are not limited to, the following:

a. If feasible, vibratory equipment shall be operated in static mode while it is required to be used within the screening distances noted above.

b. Where vibratory equipment would be used within the applicable equipment screening distance, and use of static mode within this buffer distance is infeasible, vibration monitoring shall be performed during construction to establish the level of vibration produced by activities using vibratory equipment. Monitoring shall be conducted when the construction activity would occur within the screening distances noted above. Monitoring shall be conducted using portable vibration-monitoring instrumentation that provides a calibrated record of local ground movement/accelerations. If construction vibration exceeds the appropriate threshold, work shall be stopped and resumed when alternative work methods and equipment can be implemented. Baseline vibration levels at specified locations shall be established prior to the construction activity.

c. Building occupants of vibration-sensitive land uses within the applicable screening distance shall be notified at least two weeks prior to the start of construction. The notification shall describe the anticipated vibration effects and construction schedule.

#### 5.2.3.2 Project-Level

**Building A Expansion**

Mitigation measure NOI-4 would apply to construction of the Building A Expansion project.

**Performing Arts Center**

Mitigation measure NOI-4 would apply to construction of the Performing Arts Center project.

### 5.2.4 Level of Significance After Mitigation

#### 5.2.4.1 Program-Level

Implementation of mitigation measure NOI-4 would reduce program-level vibration impacts during construction to a level that is less than significant.

#### 5.2.4.2 Project-Level

**Building A Expansion**

Implementation of mitigation measure NOI-4 would reduce project-level vibration impacts during construction to a level that is less than significant.

**Performing Arts Center**

Implementation of mitigation measure NOI-4 would reduce project-level vibration impacts during construction to a level that is less than significant.

## 5.3 ISSUE 3: AIRPORT NOISE EXPOSURE

*For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

### 5.3.1 Impacts

#### 5.3.1.1 Program-Level

The closest airports to the campus are SDIA, located approximately 1.2 miles northwest of the campus, and the Naval Air Station North Island, located approximately 3.5 miles southwest of the campus. According to the ALUCP prepared for Naval Air Station North Island, the campus is not within the airport noise contours associated with Naval Air Station North Island (SDCRAA 2020). However, the entirety of the City College campus is within the Airport Influence Area associated with SDIA, and portions of the campus are within the airport's 60-65, 65-70, and 70-75 dB CNEL noise contours (SDCRAA 2025). Refer to Figure 5, *Airport Noise Contours*.

In accordance with Policy N.2 of the SDIA ALUCP, conditionally compatible land uses must incorporate sound attenuation to achieve indoor noise levels as specified in Table 2-1 of the SDIA ALUCP. According to the SDIA ALUCP, the primary campus land use category of "School for Adults – College, University, Vocational/Trade School" is conditionally compatible with these noise contours, with the condition that buildings are capable of attenuating exterior noise to 45 dB CNEL with windows and doors closed. The interior noise requirement of the ALUCP would be achieved through adherence to the District acoustical performance and sound transmission requirements for wall construction, further detailed in the District Design Guidelines and Standards Manual. As projects proposed under the FMP are implemented, the location of each project and proposed land use would be compared to Table 2-1 of the SDIA ALUCP, and appropriate sound attenuation measures would be incorporated into the project design if it is designated as conditionally compatible. Conformance with this policy would ensure that projects

implemented under the FMP would not expose people residing or working in the project area to excessive noise levels.

#### 5.3.1.2 Project-Level

**Building A Expansion**

The Building A Expansion project would occur within the 60-65 dB CNEL noise contour associated with SDIA (refer to Figure 5). The Building A Expansion project would include the land use categories of School for Adults, Service – High Intensity, and Office – Medical, Financial, Professional Services, Civic. The Service and Office land uses would be compatible with the 60-65 dB CNEL noise contour. The School for Adults land use would be conditionally compatible within this noise contour, and buildings would be designed to be capable of attenuating exterior noise to 45 dB CNEL with windows and doors closed. Therefore, the Building A Expansion project would not expose people residing or working in the project area to excessive noise levels.

**Performing Arts Center**

The Performing Arts Center project would occur outside of the noise contours associated with SDIA (refer to Figure 5). Therefore, the Performing Arts Center project would not expose people residing or working in the project area to excessive noise levels.

**North Campus Athletic Fields**

The northernmost portion of the North Campus Athletic Fields project site would occur within the 70-75 dB CNEL noise contour associated with SDIA, while the remainder of the site would occur within the 65-70 dB CNEL noise contour (refer to Figure 5). The North Campus Athletic Fields project would include the following land uses: Sport/Fitness Facility and Recreation Facility – Outdoor. The North Campus Athletic Fields project proposed land use of Recreation Facility – Outdoor would be conditionally compatible within the 70-75 dB CNEL noise contour but does not propose interior spaces and is compatible within the 65-70 dB CNEL noise contour. The Sport/Fitness Facility land use, which would only occur within the 65-70 dB CNEL noise contour, would be compatible. As such, the North Campus Athletic Fields project would not expose people residing or working in the project area to excessive noise levels.

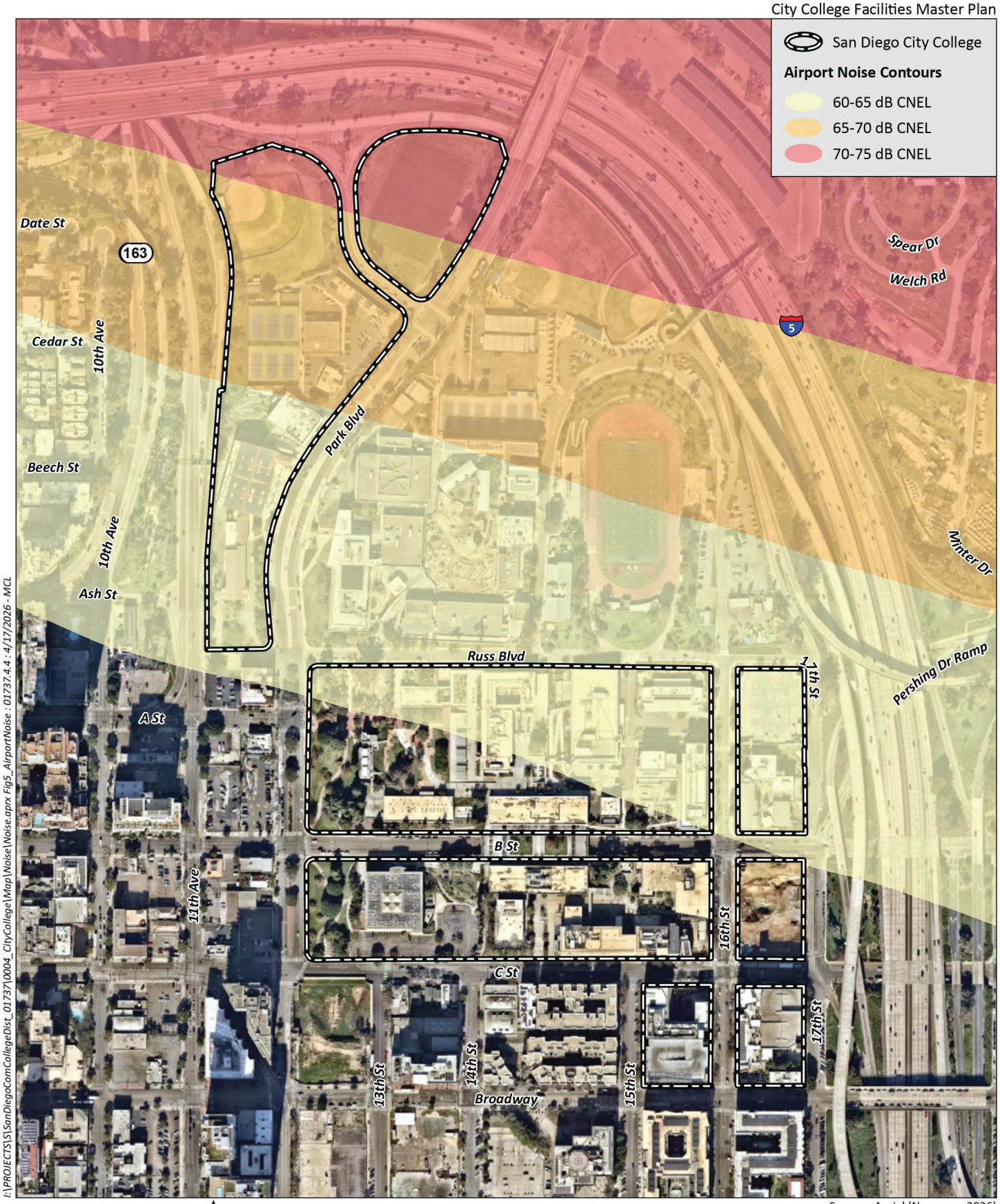
### 5.3.2 Level of Significance Prior to Mitigation

#### 5.3.2.1 Program-Level

Implementation of the FMP would not expose people residing or working in the project area to excessive noise levels, and impacts would be less than significant; therefore, no mitigation is required.

#### 5.3.2.2 Project-Level

Implementation of the near-term projects would not expose people residing or working in the project area to excessive noise levels, and impacts would be less than significant; therefore, no mitigation is required.




Source: Aerial (Nearmap, 2026)

HELIX Environmental Planning

# Airport Noise Contours

Figure 5

# 6.0 LIST OF PREPARERS

| | |
|---|---|
| Sydney Wells | Noise Specialist |
| Joanne Dramko, AICP | Principal Technical Specialist, QAQC |
| Jason Runyan | Senior Noise Specialist |
| Yara Fisher, AICP | Principal Planner, Project Manager |
| Shelby Bocks | Assistant Project Manager, Noise Specialist |

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# Appendix A

## Noise Survey

## Site Survey

| | | | |
|---|---|---|---|
| Job # 01737.00004.004 | | Project Name: City College FMP | |
| Date: 10/1/2025 | Site #: M1 | Engineer: Sydney Wells | |
| Address: 1313 Park Blvd, San Diego, CA 92101 | | | |
| Meter: LXT2 | Serial #: 1741 | Calibrator: CAL150 | Serial #: 2754 |
| Notes: Primarily traffic noise from I-5 with occasional large aircraft overflight noise. | | | |

Sketch:

| | | | | | |
|---|---|---|---|---|---|
| Temp: | 78 | Wind Spd: | 2.1 mph | Humidity: | 62 % |
| Start of Measurement: | 10:30 AM | End of Measurement: | 10:45 AM | | 68.4 dBA LEQ |

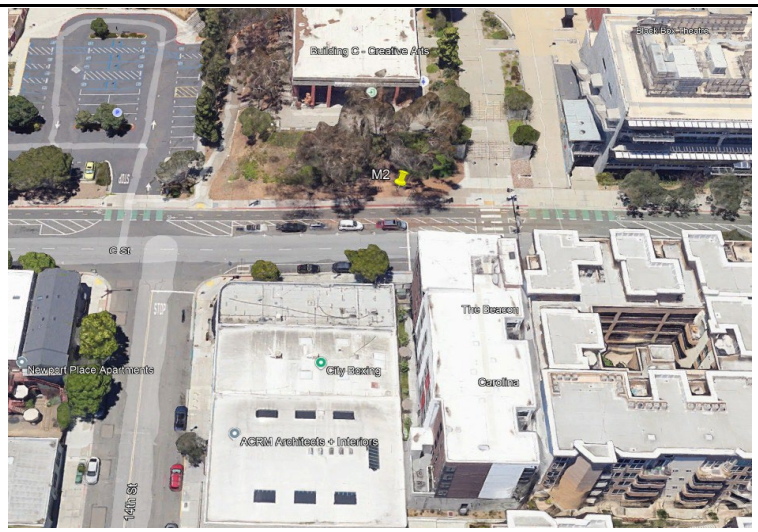
| Cars (tally per 5 cars) | Medium Trucks (MT) | Heavy Trucks (HT) |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| Noise Measurement for Information Only | | |
| No Through Roadways | | |
| No Calibration Analysis Will Be Provided | | |

## Site Survey

| | | | |
|---|---|---|---|
| Job # 01737.00004.004 | Project Name: City College FMP | | |
| Date: 10/1/2025 | Site #: M2 | Engineer: Sydney Wells | |
| Address: 1313 Park Blvd, San Diego, CA 92101 | | | |
| Meter: LXT2 | Serial #: 1741 | Calibrator: CAL150 | Serial #: 2754 |

Notes: Primarily traffic noise along C Street.

Sketch:




| | | | | | |
|---|---|---|---|---|---|
| Temp: | 82 | Wind Spd: | 1.2 mph | Humidity: | 62 % |
| Start of Measurement: | 10:53 AM | End of Measurement: | 11:08 AM | | 62.1 dBA LEQ |

| Cars (tally per 5 cars) | Medium Trucks (MT) | Heavy Trucks (HT) |
|---|---|---|
| 95 cars | | |

Noise Measurement for Information Only

No Through Roadways

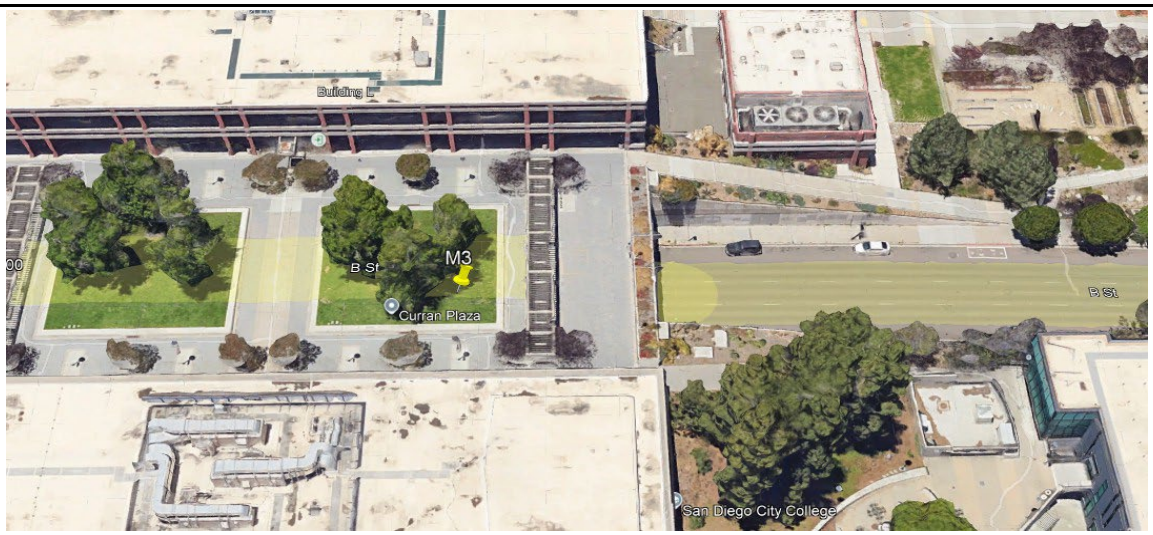
No Calibration Analysis Will Be Provided

## Site Survey

| | | | |
|---|---|---|---|
| Job # 01737.00004.004 | | Project Name: City College FMP | |
| Date: 10/1/2025 | Site #: M3 | Engineer: Sydney Wells | |
| Address: 1313 Park Blvd, San Diego, CA 92101 | | | |
| Meter: LXT2 | Serial #: 1741 | Calibrator: CAL150 | Serial #: 2754 |

Notes: Very minimal perceptible noise, some distant noise from students speaking.

Sketch:




| | | | | | |
|---|---|---|---|---|---|
| Temp: | 81 | Wind Spd: | 1.8 mph | Humidity: | 62 % |
| Start of Measurement: | 11:19 AM | End of Measurement: | 11:34 AM | | 44.6 dBA LEQ |

| Cars (tally per 5 cars) | Medium Trucks (MT) | Heavy Trucks (HT) |
|---|---|---|
| | | |

Noise Measurement for Information Only

No Through Roadways

No Calibration Analysis Will Be Provided

## Site Survey

| | | | |
|---|---|---|---|
| Job # 01737.00004.004 | Project Name: City College FMP | | |
| Date: 10/1/2025 | Site #: M4 | Engineer: Sydney Wells | |
| Address: 1313 Park Blvd, San Diego, CA 92101 | | | |
| Meter: LXT2 | Serial #: 1741 | Calibrator: CAL150 | Serial #: 2754 |
| Notes: Primarily traffic noise along Park Boulevard. | | | |

Sketch:

| | | | | | |
|---|---|---|---|---|---|
| Temp: | 76 | Wind Spd: | 3.9 mph | Humidity: | 62 % |
| Start of Measurement: | 11:42 AM | End of Measurement: | 11:57 AM | | 66.3 dBA LEQ |

| Cars (tally per 5 cars) | Medium Trucks (MT) | Heavy Trucks (HT) |
|---|---|---|
| 112 cars | | |
| 4 Medium Trucks | | |
| 5 Buses | | |
| Noise Measurement for Information Only | | |
| No Through Roadways | | |
| No Calibration Analysis Will Be Provided | | |

## Site Survey

| | | | |
|---|---|---|---|
| Job # 01737.00004.004 | Project Name: City College FMP | | |
| Date: 10/1/2025 | Site #: M5 | Engineer: Sydney Wells | |
| Address: 1313 Park Blvd, San Diego, CA 92101 | | | |
| Meter: LXT2 | Serial #: 1741 | Calibrator: CAL150 | Serial #: 2754 |

Notes: Almost directly under the flight path for San Diego International Airport and dominated by overhead flight noise, some noise from I-5.

Sketch:

| | | | | | |
|---|---|---|---|---|---|
| Temp: | 75 | Wind Spd: | 3.1 mph | Humidity: | 62 % |
| Start of Measurement: | 12:37 PM | End of Measurement: | 12:52 PM | | 63.5 dBA LEQ |

| Cars (tally per 5 cars) | Medium Trucks (MT) | Heavy Trucks (HT) |
|---|---|---|
| | | |

Noise Measurement for Information Only

No Through Roadways

No Calibration Analysis Will Be Provided

# PEIR Appendix I

## Vehicle Miles Traveled Analysis

4542 Ruffner Street
Suite 100
San Diego, CA 92111
**858.300.8800** T
www.llgengineers.com

Pasadena
Irvine
San Diego

# VEHICLE MILES TRAVELED ANALYSIS

# CITY COLLEGE MASTER PLAN

**San Diego, California**
**July 27, 2026**

LLG Ref. 3-25-4138

*Prepared by:*
Amelia Giacalone
Senior Transportation Planner
&
Zahira Chayeb
Transportation Engineer II

*Under the Supervision of:*
John Boarman, P. E.
Principal

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**VEHICLE MILES TRAVELED ANALYSIS**

# CITY COLLEGE MASTER PLAN

**City of San Diego, California**
**July 27, 2026**

## 1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Analysis pursuant to the California Environmental Quality Act (CEQA) for the City College Master Plan (Project). City College is located on land within the jurisdiction of the San Diego Community College District (District) within the Downtown (historically known as Centre City) community of the City of San Diego (City). Downtown's boundaries are defined by the I-5 freeway on the north and east, and San Diego Bay on the south and west.

The following sections are included in this report:

- Project Description
- Project Trip Generation Calculations
- VMT Analysis Methodology
- VMT Screening Criteria
- VMT Assessment Results
- Project Level Screening Assessment
- Cumulative Level Screening Assessment
- VMT Analysis Conclusions

# 2.0 PROJECT DESCRIPTION

## 2.1 Campus Location

City College is located within the Downtown community of the City, which is generally bordered by the I-5 freeway on the north and east, and San Diego Bay on the south and west. The City College campus consists of 40 buildings totaling approximately 1,344,512 GSF across 44 acres, with North Campus and South Campus separated by Park Boulevard and Russ Boulevard. San Diego High School is nestled between these two areas to the northeast. North Campus is bounded by I-5 on the north, Russ Boulevard on the south, Park Boulevard on the east, and State Route (SR) 163 on the west. South Campus is bounded by Russ Boulevard on the north, C Street and Broadway on the south, I-5 on the east, and Park Boulevard and 15th Street on the west.

### 2.1.1 *Campus Access*

Given the number of roadways adjacent to and within campus, as well as surrounding highways, there are numerous vehicular access points to City College. Parking facilities contain 1,738 stalls and are generally located along the periphery of campus to encourage pedestrian movement across campus, although the high volume of vehicular traffic on roadways through campus presents pedestrian safety challenges. City College is also accessible via public transit. The City College Trolley station is located southwest of the Park Boulevard/C Street intersection and is served by the Blue, Orange, and Silver lines. Numerous bus lines also have stops at this location or along Broadway.

***Figure 2–1*** shows the Campus Vicinity Map, ***Figure 2–2*** shows a more detailed Project Area Map.

## 2.2 Project Background

The San Diego Community College District is a community college district serving the City in central San Diego County (County). The District includes three credit colleges (San Diego City College, Mesa College, and Miramar College) and the state's only free-standing noncredit college (San Diego College of Continuing Education). The District is the third largest public community college district in California, serving approximately 90,000 students annually across these colleges.

San Diego City College is a public, two-year community college administered by the District. City College offers 250 majors and certificate programs across its five Schools: Arts, Humanities, Communication, and Telecommunication; Business, IT, Cosmetology, Engineering, and Trades; Health, Exercise Science, Nutrition, and Athletics; Mathematics, Sciences, and Nursing Education; and Behavioral and Social Science, Consumer and Family Studies.

### 2.2.1 *City College Facilities Master Plan 2022 Overview*

The 2022 Facilities Master Plan (FMP) for City College describes the current status of the campus, summarizes its needs and goals, and outlines the common vision and purpose for its future. The FMP was approved on October 13, 2022, alongside an updated Educational Plan for 2022-2029. The FMP describes physical improvements required to achieve the strategic goals of the Educational Plan and to accommodate student growth. The designs and concepts presented in the FMP are conceptual and

intended to serve as a framework for the future detailed design of campus improvements as funding becomes available.

### 2.2.2 *Measure HH Funding*

On November 5, 2024, San Diego voters approved Measure HH, authorizing the District to issue $3.5 billion in bonds for District facility upgrades. Based on the campus facility needs and potential improvements described in the master plan for each District campus, certain projects have been prioritized to move forward with initial funding from Measure HH bond sales. Three of these projects would be constructed at City College in the near term. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP as well as the master plans for the other District campuses.

### 2.2.3 *Campus Population Growth*

The FMP establishes planning assumptions for future campus development based on projected enrollment and staffing needs. While the FMP identifies maximum enrollment of up to 25,000 students based on enrollment projections first established in 2005, current enrollment and historic growth rates from 1973 through 2023 (approximately 1.4 percent per year on average) do not demonstrate that reaching enrollment of 25,000 on-campus students is reasonably foreseeable within the next 20 years. This is particularly true as the addition of more online and hybrid course offerings in recent years has decreased the number of students who enroll in on-site courses. As of Fall 2025, 6,575 students were enrolled in on-site courses at City College. An additional 11,022 students were enrolled in either off-site programs (i.e., high school courses receiving District credits) or online courses. Students participating in off-site and online courses register online; some students may visit the campus one to two times per semester, typically prior to on-campus courses starting and outside of peak on-campus hours. As these students do not regularly attend the physical City College campus or use campus facilities, their presence does not contribute to campus-wide operational environmental impacts and the analysis in this study focuses on the on-campus student population.

Although historic enrollment growth at the campus has averaged approximately 1.4 percent per year, this rate may not fully reflect future conditions. For purposes of this study, a 1.5 percent annual growth rate has been selected to ensure that the environmental analysis accounts for reasonably foreseeable changes in enrollment and campus development over the next 20 years. This growth rate reflects the potential for attracting and accommodating body additional students in on-campus courses through implementation of planned improvements to campus facilities, academic offerings, and student services, while also providing a conservative approach for environmental analysis and ensuring that the PEIR addresses potential impacts associated with continued on-campus enrollment growth . Based on applying an annual growth rate of 1.5 percent growth to the on-campus population per year, 8,856 on-campus students are anticipated to attend City College in 2045, an increase of 2,281 on-campus students compared to baseline (Fall 2025) conditions.

Employee growth is anticipated to maintain the current student-to-staff ratio, which reflects established operational standards for delivering academic programs and student services at City College.

## 2.3 Project Components

The City College Facilities Master Plan (FMP) recommends a series of physical improvements across the City College campus and adjacent public rights-of-way. The projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming. As the FMP is conceptual in nature, the exact architectural programming and design of each project would be developed during future planning and design phases. Specific projects identified for development under the FMP include:

- Building A expansion (student support, administrative, dining, and other campus functions)
- Performing Arts Center replacement
- North Campus Athletic Fields (sand volleyball courts, softball and soccer field reconfiguration, two new support buildings)
- North Campus Athletic Complex (new building and parking structure, replace tennis courts)
- New mixed-use classroom/office building and parking structure on North Campus
- Replacement of East Village Middle College High School building
- Building R faculty office addition
- New student commons and café building attached to parking structure south of Building R
- Maintenance and Operations offices, storage, and parking
- Seeds@City classrooms and offices
- Exterior amphitheater

Campus-wide improvements related to utility infrastructure and circulation are also part of the FMP and could be implemented in coordination with the projects listed above or undertaken as campus-wide efforts. Interior renovations and minor construction could also occur throughout existing campus buildings. The Building A Expansion, Performing Arts Center, and North Campus Athletic Fields projects are anticipated to be designed and constructed in the near term. No specific timing or phasing is identified for the remaining projects or campus-wide improvements.

These future projects would generally provide more modern and expanded buildings to accommodate existing programming. This study focuses on circulation-related and student growth components of the Project as the specific building projects do not affect the VMT analysis as discussed in more detail in Section 2.3.2 below.

### 2.3.1 *Near-Term Projects*

*Building A Expansion*

A new addition to Building A is proposed to replace the existing 32,399-GSF D Building, which contains the campus bookstore and dining facilities adjacent to Gorton Quad. The proposed building would be approximately 110,000 GSF and would accommodate a mix of student support, administrative, dining, and campus-serving functions. The Building A expansion would be designed

in coordination with the existing Building A facilities, similar to the existing integration with D Building.

*Performing Arts Center*

Saville Theatre is proposed to be replaced with an expanded and upgraded building including theater space and new dance and music rooms. The existing 10,000-GSF theater would be demolished and an approximately 20,000-GSF Performing Arts Center, inclusive of a new theater, would be constructed. The new Performing Arts Center would have a street-level lobby space, a widened proscenium arch in the theater, connection to a future exterior amphitheater, and rooms for dance and music programming.

*North Campus Athletic Fields*

Near-term improvements to athletic facilities on North Campus would include the addition of sand volleyball facilities and renovations of existing softball and soccer fields. North of the existing tennis courts, new sand volleyball courts are proposed.

Improvements to the Betty Hock Softball Field would include rotation of the field to the optimal north-northeast direction and construction of new dugouts, an announcer's booth, a backstop, batting cages, and bullpens. A new field house would also be constructed adjacent to both the softball field and volleyball courts, containing restrooms and storage rooms. Lighting would also be installed at the softball field and volleyball courts to allow evening usage.

Improvements to the soccer field, which is separated from the rest of North Campus by a freeway on/off ramp and accessible via a concrete underpass, would include a walk-jog path, a new field house containing restrooms and storage space, and an announcer's booth. The existing field house would be demolished. The soccer field would be replaced in its entirety, including new irrigation and a widened configuration to meet standard National Collegiate Athletic Association (NCAA) soccer pitch dimensions. Consistent with lighting described above, light poles up to 80 feet in height with lights resulting in approximately 50 foot-candles would be installed at the soccer field to allow evening usage.

*Campus-wide Improvements*

The FMP identifies categories of campus-wide projects that would improve circulation and utilities across campus consistent with the vision of the FMP. These improvements could be incorporated into specific projects or as holistic campus improvement programs.

Related to utilities, replacement or upgrade of existing utility infrastructure would occur on an as-needed basis, primarily with construction of new facilities. The campus utility plant supplies heating and cooling to campus buildings and would be upgraded as needed to provide sufficient capacity to continue serving new building demand. As part of the campus goals to become more sustainable, ongoing improvements would occur for water demand efficiency, waste management, power generation, telecommunication infrastructure, and outdoor lighting.

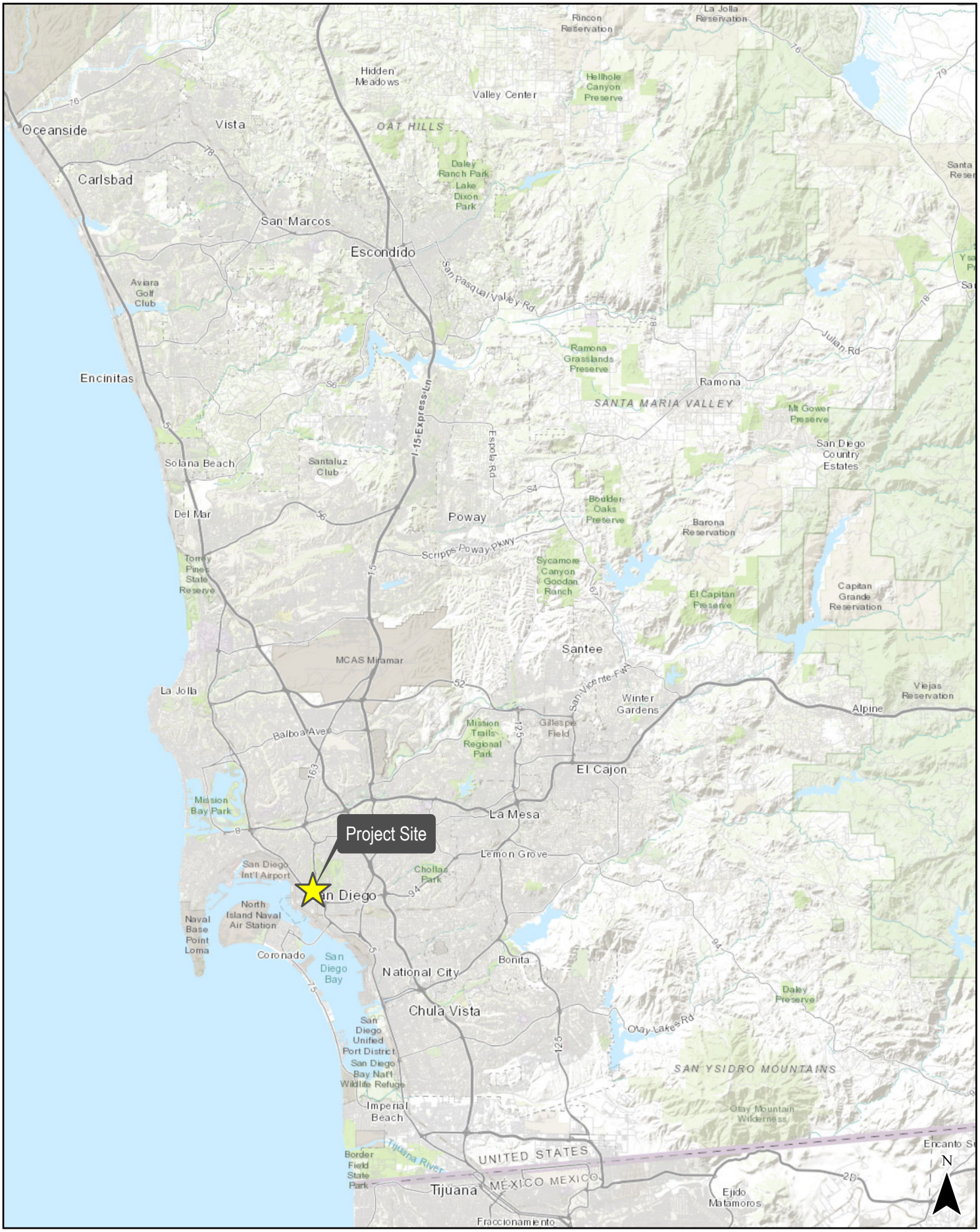
Pedestrian improvements across campus may include crosswalk alterations, curb bulbouts, fire lane enhancements, and bridges across roadways. New campus signage, art, and wayfinding signage would also be incorporated across the campus.

Interior renovations to accommodate programming adjustments, enhance technology, upgrade mechanical systems, or improve building accessibility could occur throughout existing campus buildings. Minor construction would also occur to repurpose existing exterior areas for outdoor classrooms, study areas, or leisure seating.

### 2.3.2 *Increase in On Campus Students*

This study specifically analyzes the VMT associated with the anticipated increase in on-campus students outlined in *Section 2.2.3*, as opposed to specific infrastructure or planning changes that are proposed as a part of the Project. This is consistent with guidance provided by the Institute of Traffic Engineers (ITE) in their *Trip Generation Manual* (12th Edition, 2025) for community college land uses, which notes that acreage, floor space, staff, and parking accommodations can vary widely with the populations served or the social and economic characteristics of the area and therefore the number of students may be the most reliable independent variable on which to establish a trip generation estimate for this land use type.

As noted in *Section 2.2.3*, an increase of 2,281 on-campus students compared to baseline (Fall 2025) conditions is expected as part of the Project.

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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure 2-1
Vicinity Map

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Figure 2-2

## Project Area Map

San Diego City College Master Plan

# 3.0 PROJECT TRIP GENERATION CALCULATIONS

The section below provides a detailed description of the Project's trip generation. As described above, an increase of 2,281 on-campus students compared to baseline (Fall 2025) conditions is expected as part of the Project, over a 20-year period. 'Off-Campus' students enrolled in either off-site programs (i.e., high school courses receiving District credits) or online courses do not regularly attend the physical City College campus or use campus facilities and are therefore not accounted for in this analysis.

## 3.1 Trip Generation Rate Comparison

The following sources were reviewed to determine the appropriate trip generation rates for the increase in on-campus students associated with the Project:

- *City of San Diego* - The City of San Diego *Trip Generation Manua*l, May 2003 provides a rate of **1.6 ADT per student** for the 'Community College (2 years)' land use type.

- *SANDAG* - SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002, provides a rate of **1.2 ADT per student** for the 'Junior College (2 years)' land use type.

- *ITE*- The ITE Trip *Generation Manual*, 12th Edition, August 2025, provides a rate of **1.15 ADT per student** for 'Junior/Community College (Land use code 540)' land use type.

The City of San Diego Trip Generation Manual indicates that the Community College trip generation rate is based on data originally developed by SANDAG. As such, the City rate ultimately reflects the same underlying dataset used to develop the SANDAG trip generation relationship. SANDAG college rates are based on data collected in the 1970s, and therefore, both the City and SANDAG rates are based on very old travel behavior patterns. In contrast, the ITE *Trip Generation Manual* (12th Edition, 2025) reflects a substantially more recent dataset compiled from observed trip generation studies across multiple sites.

After careful consideration, the ITE trip rate of 1.15 ADT per student was selected for use in calculating the Project trip generation. While ITE's rate is the lowest of the three rates compared, it's very comparable to the SANDAG rate of 1.2 ADT per student. Additionally, the ITE rate was published in 2025 and accounts for a number of factors that have resulted in a reduction in trips to/from college campuses including the prevalence of hybrid and on-line classes. The City and SANDAG rates, published in 2003 and 2002, respectively, are both over 20 years old and can be considered outdated in a number of ways.

It should be noted that all of the trip rates listed above account for all trips to and from the campus including trips made by students, teachers, staff, visitors, deliveries, etc.

## 3.2 Trip Generation Calculations

***Table 3–1*** summarizes the Project's estimated trip generation. As shown in *Table 3–1*, the Project is estimated to generate approximately 2,623 Average Daily Trips (ADT) with 251 AM peak hour trips (203 inbound / 48 outbound) and 251 PM peak hour trips (141 inbound / 110 outbound).

## 3.3 Trip Distribution & Assignment

The Project trip distribution was developed based on the locations of the existing access points serving the campus, including various entrances, parking structures, and surface lots, traffic patterns observed from the existing traffic counts, and the proximity of the Project site to surrounding freeways, and residential and commercial areas.

**TABLE 3–1**
**PROJECT TRIP GENERATION**

| Land Use | Size | Daily Trip Ends (ADTs) | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate [a] | ADT | Rate | In:Out Split | Volume | | | Rate | In:Out Split | Volume | | |
| | | | | | | In | Out | Total | | | In | Out | Total |
| ***Residential Component*** | | | | | | | | | | | | | |
| City College | 2,281 Students [b] | 1.15/ Student | 2,623 | 0.11 | 81:19 | 203 | 48 | 251 | 0.11 | 56:44 | 141 | 110 | 251 |

***Footnotes:***

a. Trip Rate for 'Junior/Community College' (Land use code 540) from the ITE Trip Generation Manual, 12th Edition.

b. Increase in students from 2025 to 2045 is based on 1.5%/year growth for 20 years.

# 4.0 VMT ANALYSIS METHODOLOGY

The analysis contained herein has been prepared to evaluate the vehicular effects of the Project using the VMT metric, as currently required under CEQA.

CEQA Guidelines *Appendix G, Transportation, significance criteria 2*, refers to CEQA Guidelines Section 15064.3, subdivision (b), which provides the criteria for analyzing transportation impacts. CEQA Guidelines Section 15064.3(b) provides, in relevant part, that the lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT impact, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Additionally, CEQA Guidelines Section 15064.3, subdivision (b) notes that if existing models or methods are not available to estimate the VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate VMT based on factors such as the availability of transit, proximity to other destinations, etc.

The San Diego Community College District is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The analysis methodology utilized in this report was developed based on a review of the following documents:

- ***Technical Advisory on Evaluating Transportation Impacts in CEQA*** prepared by the State Office of Planning and Research (OPR) *(December 2018)*
- City of San Diego's ***Transportation Study Manual*** (TSM; *dated September 19, 2022*)
- California State University (CSU) ***Transportation Impact Study*** **(TIS)** ***Manual*** *(dated March 11, 2019)*

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from colleges or universities, which are considered unique and complex land-use types from a VMT perspective, and instead group community college uses with other types of public facility uses that have different travel patterns and characteristics Alternatively, CSU's *TIS Manual* provides comprehensive and relevant guidance on the preparation of transportation impact assessments for projects on college campuses, consistent with both the CEQA Guidelines and OPR's *Technical Advisory*. While these guidelines were developed for projects on CSU campuses, they are considered especially applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with large public higher-education campuses. Therefore, the Project's VMT analysis was based on CSU's *TIS Manual,* included in ***Appendix A***.

### 4.1.1 *Projects Screened from VMT Assessment*

Based on the CSU *TIS Manual*, the following project types generally are not required to complete a full VMT assessment and impacts under CEQA are presumed to be less than significant; that is, traffic

impacts associated with projects falling within one of the following categories are presumed to constitute a less than significant impact related to VMT:

- Local serving retail that is less than 50,000 [square feet] sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory.

The CSU *TIS Manual* further describes that, in addition to the project types identified above, screening from a project-level assessment may be appropriate for other types of projects on the basis that certain characteristics (e.g. location) affect VMT such that it can be assumed those project types would not result in significant VMT impacts. Specifically, the following project types and screening attributes have the potential to decrease the number of trips and/or the trip length around their development, further decreasing VMT:

- **Development in Transit Priority Areas (TPA)**. TPAs are defined as areas within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better). TPAs should be identified by the transportation consultant for applicability in the area.
- **Development in a low-VMT generating area of the city, sub-region, or region**. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than the regional average VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.
- **On-campus housing serving students, faculty, and staff**.

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project meets one of the above project screening types/attributes and is consistent with the RTP assumptions, it can be presumed to have a less than significant project-level and cumulative impact related to VMT. If a project is not consistent with the

RTP assumptions, then it would still be screened out from project-level assessment but would require assessment of the effect upon cumulative VMT.

# 5.0 VMT ASSESSMENT RESULTS & CONCLUSIONS

## 5.1 Project Level Screening Assessment

As noted in the previous section, screening from a project-level VMT assessment may be applicable to certain projects on the basis that certain characteristics such as location affect VMT such that it can be assumed that those projects would not result in significant VMT impacts. To that end, the Project is screened from a project-level VMT assessment based on the campus' location within a **Transit Priority Area** (TPA), as further described below. Consistent with CEQA Guidelines Section 15064.3 and the CSU *TIS Manual*, no quantitative project-level VMT modeling is required

### 5.1.1 *Development in Transit Priority Areas*

The CSU *TIS Manual* defines Transit Priority Areas as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) **OR** a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

The City College campus is considered to be located within a TPA because every area of the City College campus is within a ½ mile of the City College Transit Station. The bus routes serving the City College Transit Station include MTS Routes 7, 215, 225, 235 and many others. A description of these routes is provided below. ***Appendix B*** includes the timetable of these bus routes.

**Route 7** runs between 11th Avenue & C Street and University Avenue & College Avenue. The route runs along Broadway, Park Boulevard, and University Avenue. There are a total of 37 stops along this route. Weekday service begins at 4:25 AM and ends at 1:44 AM with 15 to 30-minute headways.

**Route 215** runs between SDSU Transit Center and India Street & C Street. The route runs along Broadway, Park Boulevard, Howard Avenue, El Cajon Boulevard, and College Avenue. There are a total of 12 stops along this route. Weekday service begins at 4:33 AM and ends at 12:45 AM with 15-minute headways.

**Route 225** runs between Otay Mesa Transit Station and India Street & C Street. The route runs along Eastlake Parkway, East Palomar Street, State Route 805, State Route 94, and Broadway. There are a total of 12 stops along this route. Weekday service begins at 4:23 AM and ends at 9:49 PM with 15-minute headways.

**Route 235** runs between Escondido Transit Station and Santa Fe Depot. The route runs along State Route 15, State Route 94, and Broadway. There are a total of 10 stops along this route. Weekday service begins at 6:03 AM and ends at 10:35 PM with 15-minute headways.

As described above, the proposed Project is within a TPA as that term is defined by the *CSU TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

## 5.2 Cumulative Level Screening Assessment

The *CSU TIS Manual* notes that although a proposed project may be screened from project level VMT assessment based on the project types/locations discussed above, the project would nevertheless need to be assessed for its consistency with the applicable RTP. If the proposed project is not consistent with the RTP assumptions, then it would be necessary to assess the project's effect upon the regional or city VMT (i.e., it would require a cumulative assessment). To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) *2025 Regional Plan*, which was adopted in December of 2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 2066.

The RTP travel demand forecasting model assumes the continued development of the City College campus with community college land uses through 2050, consistent with the City2030 Comprehensive Master Plan. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is consistent with the assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

## 5.3 VMT Analysis Conclusions

Based on its location within a TPA, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

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# TECHNICAL APPENDICES TO THE VMT

# CITY COLLEGE MASTER PLAN

**City of San Diego, California**
**July 27, 2026**

LLG Ref. 3-25-4138

# APPENDICES

**APPENDIX**

A. California State University's *Transportation Impact Study Manual, March 11, 2019.*

B. MTS Bus Route Timetables and Route Information

# APPENDIX A

## CALIFORNIA STATE UNIVERSITY'S TRANSPORTATION IMPACT STUDY MANUAL, MARCH 11, 2019.

# California State University

# Transportation Impact Study Manual

March 11, 2019

FEHR PEERS

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# Appendix


Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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# 1. Background Information

## 1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

***CEQA*** *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

***LOS*** *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

***VMT*** *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

# 1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

# 1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

# 1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

# 2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

## 2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

*Would the project:*

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

*(a) Purpose.*

*This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

*(b) Criteria for Analyzing Transportation Impacts.*

*(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

*(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*

*(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*

*(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

*(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.*

*Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.*

The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

# 2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

## 2.2.1 Project Description and Project Setting

The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

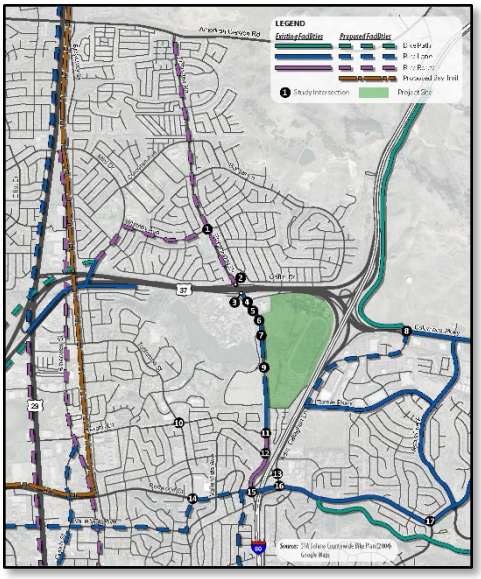
- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

### 2.2.1.1 Roadway Network Description

The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

### 2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



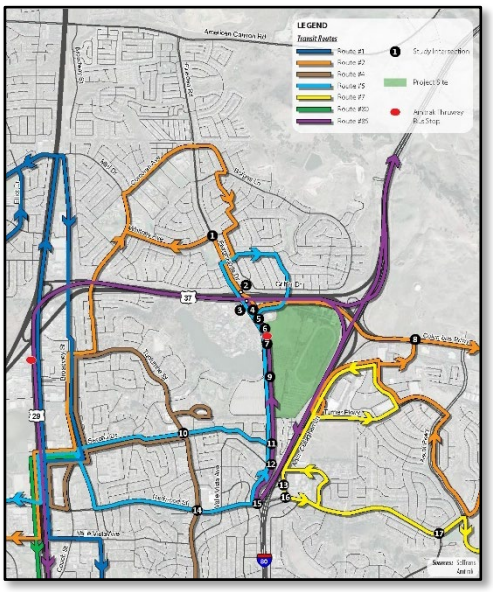

- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

### 2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:




- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

## 2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

**Table 1: Significance Criteria**

| Impact Categories | CSU Significance Criteria |
|---|---|
| Plan Conflict | The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities. |
| VMT Impacts[6] | The project would result in a VMT-related impact as described below |
| Hazard Impact | The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| Emergency Access Impact | The project would result in inadequate emergency access. |

**CEQA Checklist Questions:**

*a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

*b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

*c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

*d) Will the project result in inadequate emergency access?*

## 2.2.2.1 Evaluation Approach and Methodology

### 2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

**CSU Campus Policies and Programs**

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

**Local Agency Policies and Standards**

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

**Congestion Management Program**

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

#### 2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

**Screening Criteria**

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

***Projects Screened From VMT Assessment***

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

***Projects Screened From Project Level VMT Assessment***

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

***Projects Requiring a Full VMT Assessment***

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

**Table 2: VMT Significance Thresholds**

| Impact Categories | CSU Significance Thresholds |
|---|---|
| Project Level Impacts | ➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident<br>➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee<br>➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population<br>➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student<br>➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee |
| Cumulative Impacts | ➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition<br>➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition<br>➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition<br>➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition<br>➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition |

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

**VMT Methodology**

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

**Table 3: VMT Normalization Guidance**

| Project Type | VMT Trip Purpose Type[1, 2, 3, 4, 5, 6] |
|---|---|
| University Commuter Student Growth | Home-Based Other (Attraction) |
| University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses) | Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction) |
| University Employment | Home-Based Work (Attraction) |
| Market-rate or non-university housing | Home-Based Work (Production) + Home-Based Other (Production) |
| Student/Faculty/Staff Housing | Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) |
| Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project) | Home-Based Work (Attraction) |
| Events and Recreational Projects[7,8] | Home-Based Other (Attraction) |
| Development located in a Transit Priority Area | See categories above for the most appropriate metric |

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

**Project Generated VMT Assessment (Project Impacts)**

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

**Project Effect on VMT Assessment (Cumulative Impacts)**

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

### 2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

#### 2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

# 2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

**Table 4: Potential Mitigation Measures**

| Impact Category | Potential Mitigation Measures |
|---|---|
| Plan Conflict | ➢ Provide for access to, from, and through the development for pedestrians and bicyclists<br>➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus<br>➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots<br>➢ Address planned transit facilities in project design, if feasible<br>➢ Coordinate with local transit providers to improve service to the area |

| | |
|---|---|
| VMT Impacts | ➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths<br>➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below)<br>➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures |
| Hazard Impact | ➢ Optimize location of access driveway(s)<br>➢ Improve sight distances at intersections and driveways to standard engineering practice<br>➢ Provide for yield or stop control<br>➢ Restrict certain turn movements |
| Emergency Access Impact | ➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required. |

**VMT Mitigation – Transportation Demand Management Strategies**

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

| TDM Measure |
|---|
| **Parking** |
| Student, Faculty and Staff Permits |
| Daily Parking Pricing |
| Short Term/Hourly Parking |
| Preferential Parking for Carpools and Vanpools |
| **Transit** |
| Reduced/Subsidized Transit Fares |
| Universal Transit Pass |
| Shuttle Services |
| **Walking/Bicycling** |
| Walking and Biking Incentives |
| Bicycle Parking and Showers |
| On-site Bicycle Maintenance |
| Bikesharing |
| **Other** |
| On Campus Amenities |
| On Campus Housing |
| Guaranteed Ride Home Program (for Employees) |
| Carpool and Vanpool Incentives |
| Marketing and Educational Campaigns |
| Carsharing |
| Pre-tax Commuter Benefits (for Employees) |
| Ridematching Program |

# 2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

# 3. Agency Coordination and Guidance

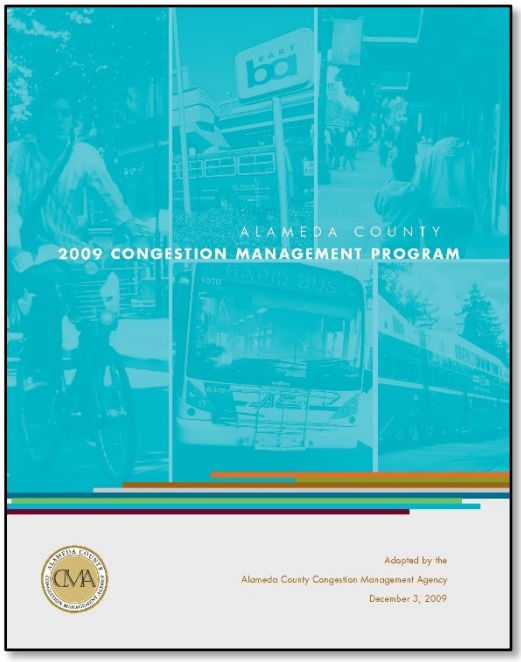
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

## 3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:




- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

## 3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

*improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."*

# 3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO ) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

# 3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

# 3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

# 3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

# Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

# Appendix B – RTP Assumptions

**Model Inputs and VMT Estimates for Campuses**

***Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.***

| Campus | Potential Travel Demand Forecasting Models to Estimate VMT | Base Year | Base Year - Employment | Base Year - Students | Future Year | Future Year - Employment | Future Year - Students | Other Dedicated VMT Estimators Available | Information on Existing Campus VMT Estimates | Link to Reports with VMT Estimates | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Northern** | | | | | | | | | | | |
| Cal Maritime | • Solano/Napa Activity Based Model (Solano/Napa)<br>• The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model | • **Solano/Napa:** 2015<br>• **TMO:** 2010 | • **Solano/Napa:** 329<br>• **TMO:** 645 | • **Solano/Napa:** 291<br>• **TMO:** 573 | • **Solano/Napa:** 2040<br>• **TMO:** 2040 | • **Solano/Napa:** 414<br>• **TMO:** 727 | • **Solano/Napa:** 364<br>• **TMO:** 640 | N/A | • The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated.<br>• The increase in VMT was not broken down by user type.<br>• Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines. | California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0 | There are no trip-based travel demand forecasting models (TDMs) for this area. |
| Chico | Butte County Association of Governments (BCAG) Model | 2014 | N/A (see "Notes" column) | 16,500 | 2036 | N/A (see "Notes" column) | 23,504 | N/A | N/A | N/A | • The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM.<br>• There is no land use category represented in the BCAG model. |
| East Bay | • **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model<br>• **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model | 2010 for both models | • **CCTA:** 107<br>• **ACTC:** 1,774 | • **CCTA:** 900<br>• **ACTC:** 13,061 | 2040 for both models | • **CCTA:** 210<br>• **ACTC:** 2,161 | • **CCTA**: 0<br>• **ACTC:** 13,061 | This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b | N/A | N/A | |
| Humboldt | Humboldt County Travel Demand Forecasting model | See "Notes" column | See "Notes" column | See "Notes" column | See "Notes" column | See "Notes" column | See "Notes" column | See "Notes" column | N/A | N/A | We reached out to Caltrans about information on this TDM multiple times and did not hear back. |
| Sacramento | • Sacramento Metropolitan Travel Demand Model (SACMET)<br>• Sacramento Activity-Based Travel Simulation Model (SACSIM) | • **SACMET:** 2012<br>• **SACSIM:** 2012 | • **SACMET:** 3,388<br>• **SACSIM:** 3,239 | • **SACMET:** 28,016<br>• **SACSIM:** 28,016 | • **SACMET:** 2036<br>• **SACSIM:** 2036 | • **SACMET:** 4,262<br>• **SACSIM:** 3,890 | • **SACMET:** 36,419<br>• **SACSIM:** 36,419 | N/A | • Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated.<br>• Reductions in VMT for other user types, like faculty or staff, weren't estimated.<br>• Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines | CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf | |
| San Francisco | • SF-Champ, San Francisco's TDM<br>• The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model | • **SF-Champ:** 2012<br>• **TMO:** 2015 | • **SF-Champ:** 881<br>• **TMO:** 9,410 | • **SF-Champ:** 18,651<br>• **TMO:** 24,550 | 2040 for both models | • **SF-Champ:** 1,545<br>• **TMO:** 11,656 | • **SF-Champ:** 18,651<br>• **TMO:** 31,298 | N/A | • Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan.<br>• Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed. | San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf | |
| San José | • Valley Transportation Authority (VTA) TDM<br>• City of San Jose (San Jose) TDM | • **VTA:** 2013<br>• **San Jose:** 2008 | • **VTA:** 2,869<br>• **San Jose:** 3,712 | • **VTA:** 34,100<br>• **San Jose:** 34,100 | • **VTA:** 2040<br>• **San Jose:** 2030 | • **VTA:** 3,164<br>• **San Jose:** ? | • **VTA:** 34,100<br>• **San Jose:** ? | A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt | N/A | N/A | We do not have access to Future Year Employment and College Population inputs for the City of San  José's TDM. |

| Campus | Potential Travel Demand Forecasting Models to Estimate VMT | Base Year | Base Year - Employment | Base Year - Students | Future Year | Future Year - Employment | Future Year - Students | Other Dedicated VMT Estimators Available | Information on Existing Campus VMT Estimates | Link to Reports with VMT Estimates | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Sonoma | Sonoma County Transportation Authority (SCTA) 4 Step Model | 2005 | 6,404 | 8,384 | 2030 | 471,404 | 24,498 | N/A | N/A | N/A | |
| **Central** | | | | | | | | | | | |
| Bakersfield | Kern Council of Governments (Kern COG) TDM | 2017 | 1,392 | 9,368 | 2042 | 1,589 | 14,751 | The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool. | • VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated.<br>• The CalEEMod tool was used to estimate VMT.<br>• VMT was not broken down by user type.<br>• Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines. | CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf | The post-processor VMT tool is not meant for universities, it's just a general tool. |
| Fresno | Fresno Council of Governments (Fresno COG) Model | 2014 | 12,661 | 16,256 | Both 2035 and 2042 are Future Years | • **2035:** 14,190<br>• **2042:** 13,904 | • **2035:** 19,259<br>• **2042:** 20,013 | Envision Tomorrow: https://frego.com/envision-tomorrow/ | N/A | N/A | |
| Monterey Bay | Association of Monterey Bay Area Governments (AMBAG) TDM | 2010 | 485 | 4,596 | 2035 | 454 | 5,170 | N/A | Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease. | Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf | |
| San Luis Obispo | San Luis Obispo Council of Governments (SLOCOG) TDM | **SLOCOG:** 2010 | **SLOCOG:** 2,843 | **SLOCOG:** 19,325 | **SLOCOG:** 2020 | **SLOCOG:** 2,945 | **SLOCOG:** 24,000 | N/A | • VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan<br>• VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students<br>• Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines | Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf | The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City. |
| Stanislaus | Stanislaus Council of Governments (StanCOG) TDM | 2008 | 96 | 8,601 | Not Available | Not Available | Not Available | N/A | N/A | N/A | We do not have access to Future Year inputs for the StanCOG TDM. |
| **Southern** | | | | | | | | | | | |
| Channel Islands | Ventura County Transportation Commission (VCTC) TDM | 2012 | 835 | 4,617 | 2040 | 835 | 4,824 | N/A | •Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated.<br>• Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles.<br>• Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines. | CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf | |
| Dominguez Hills | Southern California Association of Governments (SCAG) TDM | 2012 | 2,061 | 12,933 | 2040 | 2,568 | 13,017 | N/A | N/A | N/A | |
| Fullerton | • Orange County Transportation Authority Model (OCTAM) TDM<br>• SCAG TDM | 2012 for both models | • **OCTAM:** 1,526<br>• **SCAG:** 6,242 | • **OCTAM:** 31,635<br>• **SCAG:** 31,847 | 2040 for both models | • **OCTAM:** 2,266<br>• **SCAG:** 9,088 | • **OCTAM:** 34,747<br>• **SCAG:** 32,210 | N/A | N/A | N/A | |
| Long Beach | SCAG TDM | 2012 | 7,128 | 38,131 | 2040 | 7,854 | 38,379 | N/A | N/A | N/A | |
| Los Angeles | • City of Los Angeles' (LA) TDM<br>• SCAG TDM | 2012 for both models | • **LA:** 2,335<br>• **SCAG:** 508 | • **LA:** 26,472<br>• **SCAG:** 26,472 | 2040 for both models | • **LA:** 3,244<br>• **SCAG:** 1,284 | • **LA:** 26,644<br>• **SCAG:** 26,644 | N/A | • Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report.<br>• Decreases in VMT for other user types, like faculty, were not discussed.<br>• Full accounting was used, which is consistent with SB 743 guidelines. | Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf | |

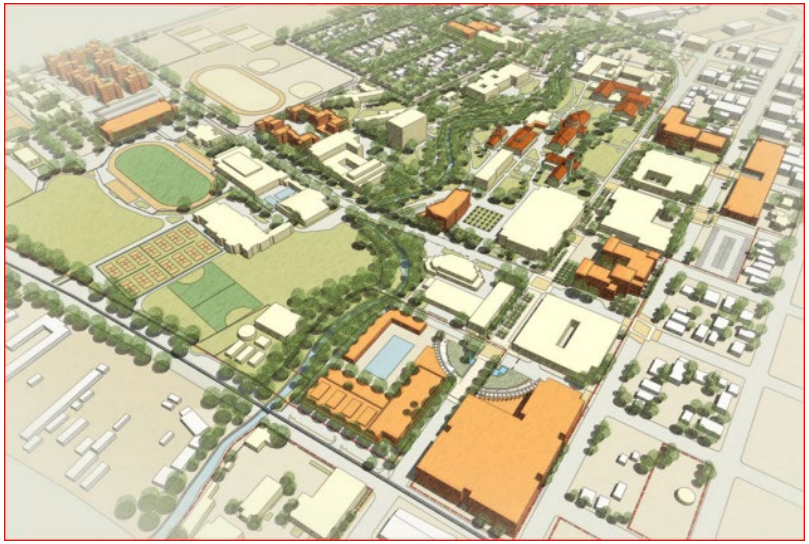
| Campus | Potential Travel Demand Forecasting Models to Estimate VMT | Base Year | Base Year - Employment | Base Year - Students | Future Year | Future Year - Employment | Future Year - Students | Other Dedicated VMT Estimators Available | Information on Existing Campus VMT Estimates | Link to Reports with VMT Estimates | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Northridge | • City of Los Angeles' (LA) TDM<br>• SCAG TDM | 2012 for both models | • **LA:** 11,826<br>• **SCAG:** 6,321 | • **LA:** 36,438<br>• **SCAG:** 36,438 | 2040 for both models | • **LA:** 12,540<br>• **SCAG:** 6,507 | • **LA:** 36,674<br>• **SCAG:** 36,674 | N/A | Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum. | This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html | |
| Pomona | • SCAG TDM<br>• Pomona Traffic Analysis Model (PTAM) | • **SCAG:** 2012<br>• **PTAM:** 2008 | • **SCAG:** 3,842<br>• **PTAM:** 224 | • **SCAG:** 28,907<br>• **PTAM:** 27,737 | • **SCAG:** 2040<br>• **PTAM:** 2035 | • **SCAG:** 4,746<br>• **PTAM:** 241 | • **SCAG:** 29,095<br>• **PTAM:** 29,737 | N/A | • Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty.<br>• Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines.<br>• Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates. | • Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf<br>• CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf | |
| San Bernardino | • For main campus: San Bernardino Traffic Analysis Model (SBTAM)<br>• For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM) | • **SBTAM:** 2012<br>• **RIVTAM:** 2008 | • **SBTAM:** 0<br>• **RIVTAM:** 826 | • **SBTAM:** 17,800<br>• **RIVTAM:** 0 | • **SBTAM:** 2040<br>• **RIVTAM:** 2035 | • **SBTAM:** 612<br>• **RIVTAM:** 2,016 | • **SBTAM:** 25,100<br>• **RIVTAM:** 0 | N/A | • On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees".<br>• Full accounting was used to estimate VMT, which is consistent with SB 743.<br>• VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96.<br>• VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students.<br>• Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743 | • Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf<br>• Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf | |
| San Diego | San Diego Association of Governments (SANDAG) TDM | 2012 | 11,979 | 10,892 | 2050 | 39,157 | 15,961 | N/A | • On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743.<br>• Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated | • Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845<br>• GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf | |
| San Marcos | SanDAG TDM | 2012 | 2,536 | 7,405 | 2050 | 12,260 | 10,854 | N/A | N/A | N/A | |

# Appendix C – Test Case: CSUSB Master Plan

# SB 743 Implementation

## Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



# Test Case – CSUSB MP

## Project Generated VMT Assessment

- Draft Threshold:  CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

# Test Case – CSUSB MP

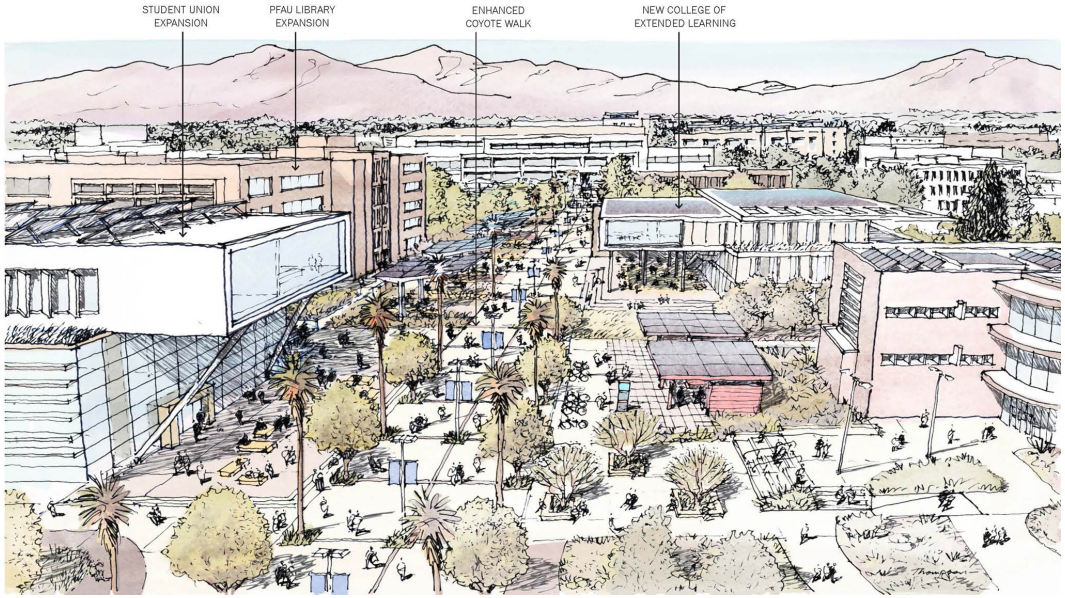
## Master Plan Generated VMT Assessment

| Table 2: Project Impact Assessment | | |
|---|---|---|
| **VMT Per Service Population (Includes Students as Noted Above)** | **Existing VMT** | **15% Below Existing Threshold (Project Impact)** |
| Project Generated VMT | ***16.0*** | |
| Citywide (City of San Bernardino) VMT | 22.4 | ***19.0*** |
| Regional VMT | 23.6 | ***20.1*** |
| **Does Project Exceed Applicable Project Threshold?** | | ***No*** |

# SB 743 Implementation

## Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



# Test Case – CSUSB MP

## Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

# Test Case – CSUSB MP

## Effect on Regional or City VMT (Cumulative Assessment)

| Table 3: Cumulative Impact Assessment | | | |
|---|---|---|---|
| **VMT Per Service Population (Includes Students as Noted Above)** | **2040 RTP/SCS** | **2040 With Project** | **Difference** |
| City of San Bernardino | 25.5 | 25.3 | -0.2 |
| Valley Region of San Bernardino | 28.0 | 27.9 | -0.1 |
| **Does Project Exceed Cumulative Threshold?** | | | **No** |

# Test Case – CSUSB MP

## Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

# APPENDIX B

## MTS BUS ROUTE TIMETABLES AND ROUTE INFORMATION

# Downtown San Diego

**Fare Information**
*Información de tarifas*
sdmts.com/fares

PRONTO®

**Easy transit fare. Get a card or download the app.**

*¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.*

**RidePRONTO.com • 619-595-5636**

## All timetables are available online

*Todos los horarios están disponibles en línea.*

**sdmts.com/timetables**

## Real Time Arrivals

Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*

**sdmts.com/oba**

MTS sdmts.com

| | |
|---|---|
| **MTS Security**<br>*MTS Seguridad* | **619-595-4960** |
| **MTS Information & Trip Planning**<br>*MTS Información y planeo de viaje* | **619-233-3004** |
| **Customer Service / Suggestions**<br>*Servicio al cliente / Sugerencias* | **619-557-4555** |
| **Lost and Found**<br>*Objetos extraviados* | **619-233-3004** |
| **Transit Store**<br>12th & Imperial Transit Center<br>M–F / *L-V* 8am–5pm | **619-234-1060** |
| **TTY/TDD**<br>(teletype for hearing impaired)<br>*Teletipo para sordos* | **619-234-5005**<br>**888-722-4889** |

Buses on all MTS routes are accessible via lift or ramp.
*Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.*

Alternative formats available upon request. Call: (619) 557-4555.
*Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.*

Effective June 30, 2023

# 7

Bus Route

## Downtown San Diego ↔ University Avenue & College Avenue

via University Avenue

**Destinations**
- Balboa Park
- San Diego Zoo
- City College
- City Heights Retail Village
- City Heights Transit Plaza

**Trolley Connections**
- City College

Subject to change without notice
*Sujeto a cambios sin previo aviso*

MTS

# 7 Monday through Friday • *lunes a viernes*

### Downtown San Diego → University Avenue & College Avenue

| A | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|
| Front St. & B St. **DEPART** | Broadway & 3rd Av. | City College Transit Center (11th Av.) | Park Bl. & University Av. | University Av. & 30th St. | City Heights Transit Plaza & 15 Fwy. | University Av. & Fairmount Av. | University Av. & College Av. **ARRIVE** |
| — | — | 4:25a | 4:34a | 4:39a | 4:45a | 4:48a | 4:57a |
| — | — | 4:45 | 4:54 | 4:59 | 5:05 | 5:08 | 5:17 |
| 4:57a | 5:00a | 5:05 | 5:14 | 5:19 | 5:25 | 5:28 | 5:37 |
| 5:17 | 5:20 | 5:25 | 5:34 | 5:39 | 5:45 | 5:48 | 5:57 |
| 5:34 | 5:37 | 5:42 | 5:51 | 5:56 | 6:03 | 6:06 | 6:16 |
| 5:51 | 5:54 | 5:59 | 6:08 | 6:13 | 6:20 | 6:23 | 6:33 |
| 6:07 | 6:11 | 6:16 | 6:26 | 6:31 | 6:38 | 6:41 | 6:51 |
| 6:19 | 6:23 | 6:28 | 6:38 | 6:43 | 6:50 | 6:53 | 7:03 |
| 6:31 | 6:35 | 6:40 | 6:51 | 6:57 | 7:04 | 7:07 | 7:18 |
| 6:43 | 6:47 | 6:52 | 7:03 | 7:09 | 7:16 | 7:19 | 7:30 |
| 6:55 | 6:59 | 7:04 | 7:15 | 7:21 | 7:28 | 7:31 | 7:42 |
| 7:07 | 7:11 | 7:16 | 7:27 | 7:33 | 7:41 | 7:45 | 7:57 |
| 7:19 | 7:23 | 7:28 | 7:39 | 7:45 | 7:53 | 7:57 | 8:09 |
| 7:31 | 7:35 | 7:40 | 7:51 | 7:57 | 8:05 | 8:09 | 8:21 |
| 7:43 | 7:47 | 7:52 | 8:03 | 8:09 | 8:17 | 8:21 | 8:33 |
| 7:55 | 7:59 | 8:04 | 8:15 | 8:21 | 8:29 | 8:33 | 8:45 |
| 8:07 | 8:11 | 8:16 | 8:27 | 8:33 | 8:41 | 8:45 | 8:57 |
| 8:19 | 8:23 | 8:28 | 8:39 | 8:45 | 8:53 | 8:57 | 9:09 |
| 8:31 | 8:35 | 8:40 | 8:51 | 8:57 | 9:05 | 9:09 | 9:21 |
| 8:43 | 8:47 | 8:52 | 9:03 | 9:09 | 9:17 | 9:21 | 9:33 |
| 8:55 | 8:59 | 9:04 | 9:15 | 9:21 | 9:29 | 9:33 | 9:45 |
| 9:07 | 9:11 | 9:16 | 9:27 | 9:33 | 9:41 | 9:45 | 9:57 |
| 9:19 | 9:23 | 9:28 | 9:39 | 9:45 | 9:53 | 9:57 | 10:09 |
| 9:31 | 9:35 | 9:40 | 9:51 | 9:57 | 10:06 | 10:10 | 10:23 |
| 9:43 | 9:47 | 9:52 | 10:03 | 10:09 | 10:18 | 10:22 | 10:35 |
| 9:55 | 9:59 | 10:04 | 10:15 | 10:21 | 10:30 | 10:34 | 10:47 |
| 10:05 | 10:09 | 10:14 | 10:25 | 10:32 | 10:41 | 10:45 | 10:59 |
| 10:17 | 10:21 | 10:26 | 10:37 | 10:44 | 10:53 | 10:57 | 11:11 |
| 10:29 | 10:33 | 10:38 | 10:49 | 10:56 | 11:05 | 11:09 | 11:23 |
| 10:41 | 10:45 | 10:50 | 11:01 | 11:08 | 11:17 | 11:21 | 11:35 |
| 10:54 | 10:58 | 11:03 | 11:14 | 11:21 | 11:30 | 11:34 | 11:48 |
| 11:07 | 11:11 | 11:16 | 11:27 | 11:34 | 11:43 | 11:47 | **12:01p** |
| 11:19 | 11:23 | 11:28 | 11:39 | 11:46 | 11:55 | 11:59 | **12:13** |
| 11:31 | 11:35 | 11:40 | 11:51 | 11:58 | **12:07p** | **12:11p** | **12:25** |
| 11:43 | 11:47 | 11:52 | **12:03p** | **12:10p** | **12:19** | **12:23** | **12:37** |
| 11:55 | 11:59 | **12:04p** | **12:15** | **12:22** | **12:31** | **12:35** | **12:49** |
| **12:05p** | **12:09p** | **12:15** | **12:26** | **12:33** | **12:42** | **12:46** | **1:00** |
| **12:17** | **12:21** | **12:27** | **12:38** | **12:45** | **12:54** | **12:58** | **1:12** |
| **12:29** | **12:33** | **12:39** | **12:50** | **12:57** | **1:06** | **1:10** | **1:24** |
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| **2:55** | **3:00** | **3:06** | **3:18** | **3:25** | **3:35** | **3:40** | **3:55** |
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| **6:19** | **6:24** | **6:30** | **6:40** | **6:47** | **6:56** | **7:00** | **7:13** |
| **6:31** | **6:35** | **6:40** | **6:50** | **6:57** | **7:06** | **7:10** | **7:23** |
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| **10:19** | **10:23** | **10:28** | **10:37** | **10:43** | **10:50** | **10:53** | **11:03** |
| **10:34** | **10:38** | **10:43** | **10:52** | **10:58** | **11:05** | **11:08** | **11:18** |
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| **11:07** | **11:11** | **11:16** | **11:24** | **11:29** | **11:35** | **11:38** | **11:48** |
| **11:36** | **11:40** | **11:45** | **11:53** | **11:58** | 12:04a | 12:07a | 12:17a |
| 12:05a | 12:09a | 12:14a | 12:22a | 12:27a | 12:33 | 12:36 | 12:46 |
| 12:35 | 12:39 | 12:44 | 12:52 | 12:57 | 1:03 | 1:06 | 1:16 |
| 1:05 | 1:09 | 1:14 | 1:22 | 1:27 | 1:33 | 1:36 | 1:46 |
| 1:35 | 1:39 | 1:44 | 1:52 | 1:57 | 2:03 | 2:06 | 2:16 |

### University Avenue & College Avenue → Downtown San Diego

| I | H | G | F | E | D | C | B |
|---|---|---|---|---|---|---|---|
| University Av. & College Av. **DEPART** | University Av. & Fairmount Av. | City Heights Transit Plaza & 15 Fwy. | University Av. & 30th St. | Park Bl. & University Av. | City College Transit Center (Park Bl.) | Broadway & 5th Av. | Broadway & 1st. Av. **ARRIVE** |
| — | — | 4:23a | 4:29a | 4:34a | 4:44a | 4:48a | 4:51a |
| 4:25a | 4:35a | 4:39 | 4:45 | 4:50 | 5:00 | 5:04 | 5:07 |
| 4:41 | 4:51 | 4:55 | 5:01 | 5:06 | 5:16 | 5:20 | 5:23 |
| 4:59 | 5:09 | 5:13 | 5:19 | 5:24 | 5:34 | 5:38 | 5:41 |
| 5:15 | 5:25 | 5:29 | 5:35 | 5:40 | 5:50 | 5:54 | 5:57 |
| 5:30 | 5:41 | 5:45 | 5:52 | 5:57 | 6:07 | 6:11 | 6:14 |
| 5:42 | 5:53 | 5:57 | 6:04 | 6:09 | 6:19 | 6:23 | 6:26 |
| 5:54 | 6:05 | 6:09 | 6:17 | 6:22 | 6:33 | 6:37 | 6:40 |
| 6:06 | 6:17 | 6:21 | 6:29 | 6:35 | 6:47 | 6:51 | 6:54 |
| 6:18 | 6:30 | 6:34 | 6:42 | 6:48 | 7:01 | 7:05 | 7:09 |
| 6:30 | 6:43 | 6:47 | 6:56 | 7:02 | 7:15 | 7:19 | 7:23 |
| 6:42 | 6:55 | 6:59 | 7:08 | 7:14 | 7:28 | 7:32 | 7:37 |
| 6:54 | 7:08 | 7:13 | 7:22 | 7:28 | 7:42 | 7:46 | 7:51 |
| 7:06 | 7:22 | 7:28 | 7:37 | 7:44 | 7:58 | 8:02 | 8:07 |
| 7:18 | 7:34 | 7:40 | 7:49 | 7:56 | 8:10 | 8:14 | 8:19 |
| 7:30 | 7:46 | 7:52 | 8:01 | 8:08 | 8:22 | 8:26 | 8:31 |
| 7:42 | 7:58 | 8:04 | 8:13 | 8:20 | 8:34 | 8:38 | 8:43 |
| 7:56 | 8:10 | 8:15 | 8:24 | 8:31 | 8:45 | 8:49 | 8:54 |
| 8:07 | 8:21 | 8:26 | 8:35 | 8:42 | 8:56 | 9:00 | 9:05 |
| 8:19 | 8:33 | 8:38 | 8:47 | 8:54 | 9:08 | 9:12 | 9:17 |
| 8:31 | 8:45 | 8:50 | 8:59 | 9:06 | 9:20 | 9:24 | 9:29 |
| 8:43 | 8:57 | 9:02 | 9:11 | 9:18 | 9:32 | 9:36 | 9:41 |
| 8:55 | 9:09 | 9:14 | 9:23 | 9:30 | 9:44 | 9:48 | 9:53 |
| 9:07 | 9:21 | 9:26 | 9:35 | 9:42 | 9:56 | 10:00 | 10:05 |
| 9:19 | 9:33 | 9:38 | 9:47 | 9:54 | 10:08 | 10:12 | 10:17 |
| 9:31 | 9:45 | 9:50 | 9:59 | 10:06 | 10:20 | 10:24 | 10:29 |
| 9:43 | 9:57 | 10:02 | 10:11 | 10:18 | 10:32 | 10:36 | 10:41 |
| 9:55 | 10:09 | 10:14 | 10:23 | 10:30 | 10:44 | 10:48 | 10:53 |
| 10:07 | 10:21 | 10:26 | 10:35 | 10:42 | 10:56 | 11:00 | 11:05 |
| 10:19 | 10:33 | 10:38 | 10:47 | 10:54 | 11:08 | 11:12 | 11:17 |
| 10:33 | 10:47 | 10:52 | 11:01 | 11:08 | 11:22 | 11:26 | 11:31 |
| 10:45 | 10:59 | 11:04 | 11:13 | 11:20 | 11:34 | 11:38 | 11:43 |
| 10:57 | 11:11 | 11:16 | 11:25 | 11:32 | 11:46 | 11:50 | 11:55 |
| 11:09 | 11:23 | 11:28 | 11:37 | 11:44 | 11:58 | **12:02p** | **12:07p** |
| 11:21 | 11:35 | 11:40 | 11:49 | 11:56 | **12:10p** | **12:14** | **12:19** |
| 11:33 | 11:47 | 11:52 | **12:01p** | **12:08p** | **12:22** | **12:26** | **12:31** |
| 11:45 | 11:59 | **12:04p** | **12:13** | **12:20** | **12:34** | **12:38** | **12:43** |
| 11:58 | **12:12p** | **12:17** | **12:26** | **12:33** | **12:47** | **12:51** | **12:56** |
| **12:11p** | **12:25** | **12:30** | **12:39** | **12:46** | **1:00** | **1:04** | **1:09** |
| **12:23** | **12:37** | **12:42** | **12:51** | **12:58** | **1:12** | **1:16** | **1:21** |
| **12:35** | **12:49** | **12:54** | **1:03** | **1:10** | **1:24** | **1:28** | **1:33** |
| **12:47** | **1:01** | **1:06** | **1:15** | **1:22** | **1:36** | **1:40** | **1:45** |
| **12:59** | **1:13** | **1:18** | **1:27** | **1:34** | **1:48** | **1:52** | **1:57** |
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| **1:22** | **1:36** | **1:41** | **1:50** | **1:57** | **2:11** | **2:15** | **2:20** |
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| **1:58** | **2:12** | **2:17** | **2:26** | **2:33** | **2:47** | **2:51** | **2:56** |
| **2:09** | **2:23** | **2:28** | **2:37** | **2:44** | **2:58** | **3:02** | **3:07** |
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| **2:31** | **2:46** | **2:51** | **3:00** | **3:07** | **3:22** | **3:26** | **3:31** |
| **2:42** | **2:57** | **3:02** | **3:11** | **3:18** | **3:33** | **3:37** | **3:42** |
| **2:54** | **3:09** | **3:14** | **3:23** | **3:30** | **3:45** | **3:49** | **3:54** |
| **3:06** | **3:21** | **3:26** | **3:35** | **3:42** | **3:57** | **4:01** | **4:06** |
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| **3:42** | **3:57** | **4:02** | **4:11** | **4:18** | **4:33** | **4:37** | **4:42** |
| **3:54** | **4:09** | **4:14** | **4:23** | **4:30** | **4:45** | **4:49** | **4:54** |
| **4:06** | **4:21** | **4:26** | **4:35** | **4:42** | **4:57** | **5:01** | **5:06** |
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| **4:30** | **4:45** | **4:50** | **4:59** | **5:06** | **5:21** | **5:25** | **5:30** |
| **4:42** | **4:57** | **5:02** | **5:11** | **5:18** | **5:33** | **5:37** | **5:42** |
| **4:54** | **5:09** | **5:14** | **5:23** | **5:30** | **5:45** | **5:49** | **5:54** |
| **5:06** | **5:21** | **5:26** | **5:35** | **5:42** | **5:57** | **6:01** | **6:06** |
| **5:18** | **5:32** | **5:37** | **5:46** | **5:53** | **6:07** | **6:11** | **6:16** |
| **5:30** | **5:44** | **5:49** | **5:58** | **6:05** | **6:19** | **6:23** | **6:28** |
| **5:42** | **5:56** | **6:01** | **6:10** | **6:17** | **6:31** | **6:35** | **6:40** |
| **5:57** | **6:11** | **6:16** | **6:24** | **6:31** | **6:44** | **6:48** | **6:53** |
| **6:13** | **6:27** | **6:32** | **6:40** | **6:47** | **7:00** | **7:04** | **7:09** |
| **6:30** | **6:43** | **6:48** | **6:56** | **7:02** | **7:14** | **7:18** | **7:23** |
| **6:46** | **6:59** | **7:03** | **7:11** | **7:18** | **7:30** | **7:34** | **7:39** |
| **7:01** | **7:14** | **7:18** | **7:26** | **7:32** | **7:43** | **7:47** | **7:51** |
| **7:17** | **7:30** | **7:34** | **7:42** | **7:48** | **7:59** | **8:03** | **8:07** |
| **7:33** | **7:46** | **7:50** | **7:58** | **8:04** | **8:15** | **8:19** | **8:23** |
| **7:48** | **8:01** | **8:05** | **8:13** | **8:19** | **8:30** | **8:34** | **8:38** |
| **8:04** | **8:16** | **8:20** | **8:27** | **8:33** | **8:44** | **8:48** | **8:52** |
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| **8:35** | **8:46** | **8:50** | **8:57** | **9:03** | **9:13** | **9:17** | **9:21** |
| **8:50** | **9:01** | **9:05** | **9:12** | **9:18** | **9:28** | **9:32** | **9:36** |
| **9:05** | **9:16** | **9:20** | **9:27** | **9:33** | **9:43** | **9:47** | **9:51** |
| **9:23** | **9:34** | **9:38** | **9:45** | **9:51** | **10:01** | **10:05** | **10:09** |
| **9:43** | **9:54** | **9:58** | **10:05** | **10:11** | **10:21** | **10:25** | **10:29** |
| **10:13** | **10:23** | **10:27** | **10:33** | **10:38** | **10:48** | **10:52** | **10:56** |
| **10:43** | **10:53** | **10:57** | **11:03** | **11:08** | **11:18** | **11:22** | **11:26** |
| **11:13** | **11:23** | **11:26** | **11:32** | **11:37** | **11:47** | **11:51** | **11:54** |
| **11:43** | **11:53** | **11:56** | 12:02a | 12:07a | 12:17a | 12:21a | 12:24a |
| 12:10a | 12:20a | 12:23a | 12:29 | 12:34 | 12:44 | 12:48 | 12:51 |
| 12:40 | 12:50 | 12:53 | 12:59 | 1:04 | 1:14 | 1:18 | 1:21 |

**B** = Trip ends 9 minutes later at University Av. & 54th St. / *Viaje termina 9 minutos después en University Av. y 54th St.*

**R** = Trip does not operate during June, July and August school break. / *Viaje no opera durante las vacaciones de escuela en Junio, Julio y Agosto.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
**New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas**

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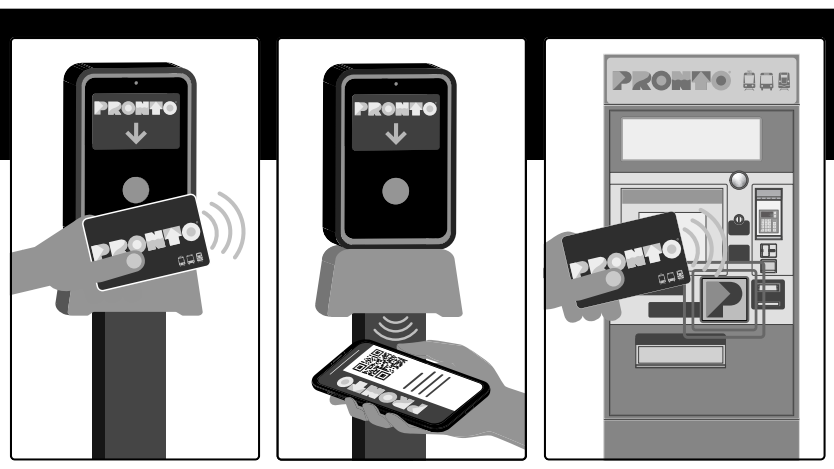
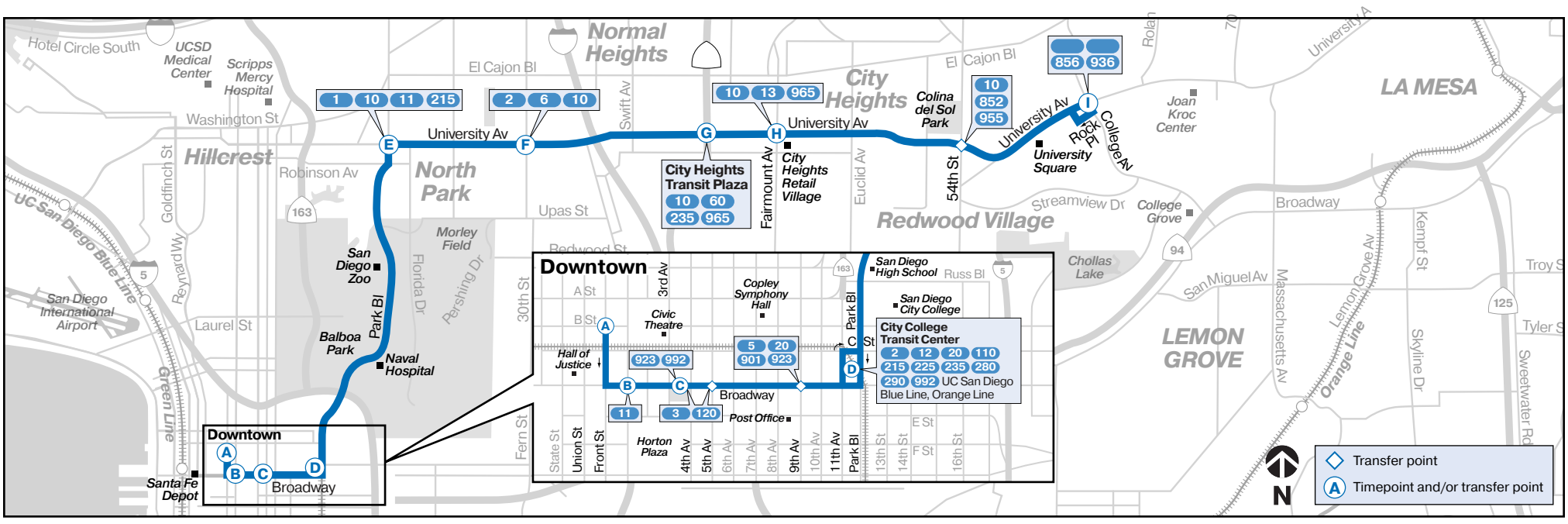
# TAP or SCAN - Required Before Boarding

## *TOCA o ESCANEA - Se requiere antes de abordar*






# 7 Saturday • *sábado*

## Downtown San Diego → University Avenue & College Avenue

| A | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|
| Front St. & B St. **DEPART** | Broadway & 3rd Av. | City College Transit Center (11th Av.) | Park Bl. & University Av. | University Av.& 30th St. | City Heights Transit Plaza & 15 Fwy. | University Av. & Fairmount Av. | University Av. & College Av. **ARRIVE** |
| 5:37a | 5:39a | 5:44a | 5:53a | 5:58a | 6:04a | 6:07a | 6:16a |
| 6:06 | 6:09 | 6:14 | 6:24 | 6:29 | 6:35 | 6:38 | 6:47 |
| 6:30 | 6:33 | 6:38 | 6:48 | 6:53 | 7:00 | 7:03 | 7:13 |
| 6:45 | 6:48 | 6:53 | 7:03 | 7:08 | 7:15 | 7:18 | 7:28 |
| 7:00 | 7:03 | 7:08 | 7:19 | 7:25 | 7:32 | 7:35 | 7:46 |
| 7:14 | 7:17 | 7:22 | 7:33 | 7:39 | 7:46 | 7:50 | 8:01 |
| 7:29 | 7:32 | 7:37 | 7:48 | 7:54 | 8:01 | 8:05 | 8:16 |
| 7:44 | 7:47 | 7:52 | 8:03 | 8:09 | 8:16 | 8:20 | 8:31 |
| 7:59 | 8:02 | 8:07 | 8:18 | 8:24 | 8:32 | 8:36 | 8:48 |
| 8:14 | 8:17 | 8:22 | 8:33 | 8:39 | 8:47 | 8:51 | 9:03 |
| 8:29 | 8:32 | 8:37 | 8:48 | 8:54 | 9:02 | 9:06 | 9:18 |
| 8:44 | 8:47 | 8:52 | 9:03 | 9:09 | 9:17 | 9:21 | 9:33 |
| 8:59 | 9:02 | 9:07 | 9:18 | 9:24 | 9:32 | 9:36 | 9:48 |
| 9:14 | 9:17 | 9:22 | 9:33 | 9:39 | 9:47 | 9:51 | 10:03 |
| 9:29 | 9:32 | 9:37 | 9:48 | 9:54 | 10:02 | 10:06 | 10:18 |
| 9:44 | 9:47 | 9:52 | 10:03 | 10:09 | 10:17 | 10:21 | 10:33 |
| 9:59 | 10:02 | 10:07 | 10:18 | 10:24 | 10:32 | 10:36 | 10:48 |
| 10:14 | 10:17 | 10:22 | 10:33 | 10:40 | 10:49 | 10:53 | 11:06 |
| 10:29 | 10:32 | 10:37 | 10:48 | 10:55 | 11:04 | 11:08 | 11:21 |
| 10:44 | 10:47 | 10:52 | 11:03 | 11:10 | 11:19 | 11:23 | 11:36 |
| 10:59 | 11:02 | 11:07 | 11:18 | 11:25 | 11:34 | 11:38 | 11:51 |
| 11:14 | 11:17 | 11:22 | 11:33 | 11:40 | 11:49 | 11:53 | **12:06p** |
| 11:29 | 11:32 | 11:37 | 11:48 | 11:55 | **12:04p** | **12:08p** | **12:21** |
| 11:44 | 11:47 | 11:52 | **12:03p** | **12:10p** | **12:19** | **12:23** | **12:36** |
| 11:59 | **12:02p** | **12:07p** | **12:18** | **12:25** | **12:34** | **12:38** | **12:51** |
| **12:13p** | **12:16** | **12:22** | **12:33** | **12:40** | **12:49** | **12:53** | **1:07** |
| **12:28** | **12:31** | **12:37** | **12:48** | **12:55** | **1:04** | **1:08** | **1:22** |
| **12:43** | **12:46** | **12:52** | **1:03** | **1:10** | **1:19** | **1:23** | **1:37** |
| **12:59** | **1:02** | **1:08** | **1:19** | **1:26** | **1:35** | **1:39** | **1:53** |
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| **4:43** | **4:47** | **4:53** | **5:05** | **5:12** | **5:22** | **5:27** | **5:42** |
| **4:58** | **5:02** | **5:08** | **5:20** | **5:27** | **5:37** | **5:42** | **5:57** |
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| **6:28** | **6:32** | **6:38** | **6:48** | **6:55** | **7:04** | **7:08** | **7:21** |
| **6:44** | **6:47** | **6:52** | **7:02** | **7:09** | **7:18** | **7:22** | **7:35** |
| **7:00** | **7:03** | **7:08** | **7:18** | **7:24** | **7:32** | **7:36** | **7:48** |
| **7:15** | **7:18** | **7:23** | **7:32** | **7:38** | **7:46** | **7:50** | **8:01** |
| **7:30** | **7:33** | **7:38** | **7:47** | **7:53** | **8:01** | **8:05** | **8:16** |
| **7:45** | **7:48** | **7:53** | **8:02** | **8:08** | **8:16** | **8:20** | **8:31** |
| **8:01** | **8:04** | **8:09** | **8:18** | **8:24** | **8:32** | **8:36** | **8:47** |
| **8:16** | **8:19** | **8:24** | **8:33** | **8:39** | **8:47** | **8:51** | **9:02** |
| **8:33** | **8:36** | **8:41** | **8:50** | **8:56** | **9:03** | **9:07** | **9:17** |
| **8:48** | **8:51** | **8:56** | **9:05** | **9:11** | **9:18** | **9:22** | **9:32** |
| **9:03** | **9:06** | **9:11** | **9:20** | **9:26** | **9:33** | **9:37** | **9:47** |
| **9:32** | **9:35** | **9:40** | **9:49** | **9:55** | **10:02** | **10:05** | **10:15** |
| **10:02** | **10:05** | **10:10** | **10:19** | **10:25** | **10:32** | **10:35** | **10:45** |
| **10:32** | **10:35** | **10:40** | **10:49** | **10:55** | **11:02** | **11:05** | **11:15** |
| **10:59** | **11:02** | **11:07** | **11:16** | **11:22** | **11:29** | **11:32** | **11:42** |
| **11:29** | **11:32** | **11:37** | **11:45** | **11:50** | **11:56** | **11:59** | 12:08a |
| **11:59** | 12:02a | 12:07a | 12:15a | 12:20a | 12:26a | 12:29a | 12:38 |
| 12:29a | 12:32 | 12:37 | 12:45 | 12:50 | 12:56 | 12:59 | 1:08 |
| 12:59 | 1:02 | 1:07 | 1:15 | 1:20 | 1:26 | 1:29 | 1:38 |

## University Avenue & College Avenue → Downtown San Diego

| I | H | G | F | E | D | C | B |
|---|---|---|---|---|---|---|---|
| University Av. & College Av. **DEPART** | University Av. & Fairmount Av. | City Heights Transit Plaza & 15 Fwy. | University Av. & 30th St. | Park Bl. & University Av. | City College Transit Center (Park Bl.) | Broadway & 5th Av. | Broadway & 1st. Av. **ARRIVE** |
| 5:05a | 5:15a | 5:18a | 5:24a | 5:29a | 5:38a | 5:42a | 5:46a |
| 5:32 | 5:43 | 5:47 | 5:53 | 5:58 | 6:08 | 6:12 | 6:16 |
| 5:47 | 5:58 | 6:02 | 6:08 | 6:13 | 6:23 | 6:27 | 6:31 |
| 6:02 | 6:13 | 6:17 | 6:23 | 6:28 | 6:38 | 6:42 | 6:46 |
| 6:14 | 6:26 | 6:30 | 6:37 | 6:42 | 6:53 | 6:57 | 7:01 |
| 6:29 | 6:41 | 6:45 | 6:52 | 6:57 | 7:08 | 7:12 | 7:16 |
| 6:44 | 6:56 | 7:00 | 7:07 | 7:12 | 7:23 | 7:27 | 7:31 |
| 6:59 | 7:11 | 7:15 | 7:22 | 7:27 | 7:38 | 7:42 | 7:46 |
| 7:13 | 7:26 | 7:31 | 7:38 | 7:43 | 7:55 | 7:59 | 8:03 |
| 7:28 | 7:41 | 7:46 | 7:53 | 7:58 | 8:10 | 8:14 | 8:18 |
| 7:42 | 7:55 | 8:00 | 8:07 | 8:13 | 8:25 | 8:29 | 8:34 |
| 7:57 | 8:10 | 8:15 | 8:22 | 8:28 | 8:40 | 8:44 | 8:49 |
| 8:12 | 8:25 | 8:30 | 8:37 | 8:43 | 8:55 | 8:59 | 9:04 |
| 8:25 | 8:38 | 8:43 | 8:50 | 8:56 | 9:08 | 9:12 | 9:17 |
| 8:37 | 8:51 | 8:56 | 9:04 | 9:10 | 9:23 | 9:27 | 9:32 |
| 8:52 | 9:06 | 9:11 | 9:19 | 9:25 | 9:38 | 9:42 | 9:47 |
| 9:05 | 9:19 | 9:24 | 9:33 | 9:40 | 9:53 | 9:57 | 10:02 |
| 9:20 | 9:34 | 9:39 | 9:48 | 9:55 | 10:08 | 10:12 | 10:17 |
| 9:35 | 9:49 | 9:54 | 10:03 | 10:10 | 10:23 | 10:27 | 10:32 |
| 9:50 | 10:04 | 10:09 | 10:18 | 10:25 | 10:38 | 10:42 | 10:47 |
| 10:05 | 10:19 | 10:24 | 10:33 | 10:40 | 10:53 | 10:57 | 11:02 |
| 10:20 | 10:34 | 10:39 | 10:48 | 10:55 | 11:08 | 11:12 | 11:17 |
| 10:35 | 10:49 | 10:54 | 11:03 | 11:10 | 11:23 | 11:27 | 11:32 |
| 10:50 | 11:04 | 11:09 | 11:18 | 11:25 | 11:38 | 11:42 | 11:47 |
| 11:05 | 11:19 | 11:24 | 11:33 | 11:40 | 11:53 | 11:57 | **12:02p** |
| 11:20 | 11:34 | 11:39 | 11:48 | 11:55 | **12:08p** | **12:12p** | **12:17** |
| 11:35 | 11:49 | 11:54 | **12:03p** | **12:10p** | **12:23** | **12:27** | **12:32** |
| 11:50 | **12:04p** | **12:09p** | **12:18** | **12:25** | **12:39** | **12:43** | **12:49** |
| **12:04p** | **12:18** | **12:23** | **12:32** | **12:39** | **12:53** | **12:57** | **1:03** |
| **12:19** | **12:33** | **12:38** | **12:47** | **12:54** | **1:08** | **1:12** | **1:18** |
| **12:34** | **12:48** | **12:53** | **1:02** | **1:09** | **1:23** | **1:27** | **1:33** |
| **12:49** | **1:03** | **1:08** | **1:17** | **1:24** | **1:38** | **1:42** | **1:48** |
| **1:04** | **1:18** | **1:23** | **1:32** | **1:39** | **1:53** | **1:57** | **2:03** |
| **1:19** | **1:33** | **1:38** | **1:47** | **1:54** | **2:08** | **2:12** | **2:18** |
| **1:34** | **1:48** | **1:53** | **2:02** | **2:09** | **2:23** | **2:27** | **2:33** |
| **1:49** | **2:03** | **2:08** | **2:17** | **2:24** | **2:38** | **2:42** | **2:48** |
| **2:04** | **2:18** | **2:23** | **2:32** | **2:39** | **2:53** | **2:57** | **3:03** |
| **2:19** | **2:33** | **2:38** | **2:47** | **2:54** | **3:08** | **3:12** | **3:18** |
| **2:32** | **2:47** | **2:52** | **3:01** | **3:08** | **3:23** | **3:27** | **3:33** |
| **2:47** | **3:02** | **3:07** | **3:16** | **3:23** | **3:38** | **3:42** | **3:48** |
| **3:02** | **3:17** | **3:22** | **3:31** | **3:38** | **3:53** | **3:57** | **4:03** |
| **3:17** | **3:32** | **3:37** | **3:46** | **3:53** | **4:08** | **4:12** | **4:18** |
| **3:32** | **3:47** | **3:52** | **4:01** | **4:08** | **4:23** | **4:27** | **4:33** |
| **3:47** | **4:02** | **4:07** | **4:16** | **4:23** | **4:38** | **4:42** | **4:48** |
| **4:02** | **4:17** | **4:22** | **4:31** | **4:38** | **4:53** | **4:57** | **5:03** |
| **4:17** | **4:32** | **4:37** | **4:46** | **4:53** | **5:08** | **5:12** | **5:18** |
| **4:32** | **4:47** | **4:52** | **5:01** | **5:08** | **5:23** | **5:27** | **5:33** |
| **4:47** | **5:02** | **5:07** | **5:16** | **5:23** | **5:38** | **5:42** | **5:48** |
| **5:02** | **5:17** | **5:22** | **5:31** | **5:38** | **5:53** | **5:57** | **6:03** |
| **5:19** | **5:33** | **5:38** | **5:47** | **5:54** | **6:08** | **6:12** | **6:18** |
| **5:34** | **5:48** | **5:53** | **6:02** | **6:09** | **6:23** | **6:27** | **6:33** |
| **5:52** | **6:06** | **6:11** | **6:19** | **6:25** | **6:38** | **6:42** | **6:48** |
| **6:07** | **6:21** | **6:26** | **6:34** | **6:40** | **6:53** | **6:57** | **7:03** |
| **6:22** | **6:36** | **6:41** | **6:49** | **6:55** | **7:08** | **7:12** | **7:18** |
| **6:39** | **6:52** | **6:57** | **7:05** | **7:11** | **7:23** | **7:27** | **7:33** |
| **6:56** | **7:09** | **7:13** | **7:21** | **7:27** | **7:38** | **7:42** | **7:47** |
| **7:13** | **7:26** | **7:30** | **7:38** | **7:44** | **7:55** | **7:59** | **8:04** |
| **7:28** | **7:41** | **7:45** | **7:53** | **7:59** | **8:10** | **8:14** | **8:19** |
| **7:43** | **7:56** | **8:00** | **8:08** | **8:14** | **8:25** | **8:29** | **8:34** |
| **7:58** | **8:11** | **8:15** | **8:23** | **8:29** | **8:40** | **8:44** | **8:49** |
| **8:14** | **8:26** | **8:30** | **8:37** | **8:42** | **8:53** | **8:57** | **9:02** |
| **8:31** | **8:42** | **8:46** | **8:53** | **8:58** | **9:08** | **9:12** | **9:17** |
| **8:46** | **8:57** | **9:01** | **9:08** | **9:13** | **9:23** | **9:27** | **9:32** |
| **9:02** | **9:13** | **9:17** | **9:24** | **9:29** | **9:38** | **9:42** | **9:47** |
| **9:32** | **9:43** | **9:47** | **9:54** | **9:59** | **10:08** | **10:12** | **10:17** |
| **10:04** | **10:14** | **10:18** | **10:24** | **10:29** | **10:38** | **10:42** | **10:47** |
| **10:34** | **10:44** | **10:48** | **10:54** | **10:59** | **11:08** | **11:12** | **11:17** |
| **11:05** | **11:15** | **11:18** | **11:24** | **11:29** | **11:38** | **11:42** | **11:46** |
| **11:35** | **11:45** | **11:48** | **11:54** | **11:59** | 12:08a | 12:12a | 12:16a |
| 12:05a | 12:15a | 12:18a | 12:24a | 12:29a | 12:38 | 12:42 | 12:46 |

# 7 Sunday • *domingo*

## Downtown San Diego → University Avenue & College Avenue

| A | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|
| Front St. & B St. **DEPART** | Broadway & 3rd Av. | City College Transit Center (11th Av.) | Park Bl. & University Av. | University Av. & 30th St. | City Heights Transit Plaza & 15 Fwy. | University Av. & Fairmount Av. | University Av. & College Av. **ARRIVE** |
| 6:06a | 6:09a | 6:14a | 6:24a | 6:29a | 6:35a | 6:38a | 6:47a |
| 6:30 | 6:33 | 6:38 | 6:48 | 6:53 | 7:00 | 7:03 | 7:13 |
| 7:00 | 7:03 | 7:08 | 7:19 | 7:25 | 7:32 | 7:35 | 7:46 |
| 7:29 | 7:32 | 7:37 | 7:48 | 7:54 | 8:01 | 8:05 | 8:16 |
| 7:59 | 8:02 | 8:07 | 8:18 | 8:24 | 8:32 | 8:36 | 8:48 |
| 8:29 | 8:32 | 8:37 | 8:48 | 8:54 | 9:02 | 9:06 | 9:18 |
| 8:44 | 8:47 | 8:52 | 9:03 | 9:09 | 9:17 | 9:21 | 9:33 |
| 8:59 | 9:02 | 9:07 | 9:18 | 9:24 | 9:32 | 9:36 | 9:48 |
| 9:14 | 9:17 | 9:22 | 9:33 | 9:39 | 9:47 | 9:51 | 10:03 |
| 9:29 | 9:32 | 9:37 | 9:48 | 9:54 | 10:02 | 10:06 | 10:18 |
| 9:44 | 9:47 | 9:52 | 10:03 | 10:09 | 10:17 | 10:21 | 10:33 |
| 9:59 | 10:02 | 10:07 | 10:18 | 10:24 | 10:32 | 10:36 | 10:48 |
| 10:14 | 10:17 | 10:22 | 10:33 | 10:40 | 10:49 | 10:53 | 11:06 |
| 10:29 | 10:32 | 10:37 | 10:48 | 10:55 | 11:04 | 11:08 | 11:21 |
| 10:44 | 10:47 | 10:52 | 11:03 | 11:10 | 11:19 | 11:23 | 11:36 |
| 10:59 | 11:02 | 11:07 | 11:18 | 11:25 | 11:34 | 11:38 | 11:51 |
| 11:14 | 11:17 | 11:22 | 11:33 | 11:40 | 11:49 | 11:53 | **12:06p** |
| 11:29 | 11:32 | 11:37 | 11:48 | 11:55 | **12:04p** | **12:08p** | **12:21** |
| 11:44 | 11:47 | 11:52 | **12:03p** | **12:10p** | **12:19** | **12:23** | **12:36** |
| 11:59 | **12:02p** | **12:07p** | **12:18** | **12:25** | **12:34** | **12:38** | **12:51** |
| **12:13p** | **12:16** | **12:22** | **12:33** | **12:40** | **12:49** | **12:53** | **1:07** |
| **12:28** | **12:31** | **12:37** | **12:48** | **12:55** | **1:04** | **1:08** | **1:22** |
| **12:43** | **12:46** | **12:52** | **1:03** | **1:10** | **1:19** | **1:23** | **1:37** |
| **12:59** | **1:02** | **1:08** | **1:19** | **1:26** | **1:35** | **1:39** | **1:53** |
| **1:13** | **1:17** | **1:23** | **1:34** | **1:41** | **1:51** | **1:56** | **2:10** |
| **1:28** | **1:32** | **1:38** | **1:49** | **1:56** | **2:06** | **2:11** | **2:25** |
| **1:43** | **1:47** | **1:53** | **2:04** | **2:11** | **2:21** | **2:26** | **2:40** |
| **1:58** | **2:02** | **2:08** | **2:19** | **2:26** | **2:36** | **2:41** | **2:55** |
| **2:13** | **2:17** | **2:23** | **2:35** | **2:42** | **2:52** | **2:57** | **3:12** |
| **2:28** | **2:32** | **2:38** | **2:50** | **2:57** | **3:07** | **3:12** | **3:27** |
| **2:43** | **2:47** | **2:53** | **3:05** | **3:12** | **3:22** | **3:27** | **3:42** |
| **2:58** | **3:02** | **3:08** | **3:20** | **3:27** | **3:37** | **3:42** | **3:57** |
| **3:13** | **3:17** | **3:23** | **3:35** | **3:42** | **3:52** | **3:57** | **4:12** |
| **3:28** | **3:32** | **3:38** | **3:50** | **3:57** | **4:07** | **4:12** | **4:27** |
| **3:43** | **3:47** | **3:53** | **4:05** | **4:12** | **4:22** | **4:27** | **4:42** |
| **3:58** | **4:02** | **4:08** | **4:20** | **4:27** | **4:37** | **4:42** | **4:57** |
| **4:13** | **4:17** | **4:23** | **4:35** | **4:42** | **4:52** | **4:57** | **5:12** |
| **4:28** | **4:32** | **4:38** | **4:50** | **4:57** | **5:07** | **5:12** | **5:27** |
| **4:43** | **4:47** | **4:53** | **5:05** | **5:12** | **5:22** | **5:27** | **5:42** |
| **4:58** | **5:02** | **5:08** | **5:20** | **5:27** | **5:37** | **5:42** | **5:57** |
| **5:13** | **5:17** | **5:23** | **5:35** | **5:42** | **5:52** | **5:57** | **6:12** |
| **5:28** | **5:32** | **5:38** | **5:50** | **5:57** | **6:07** | **6:12** | **6:27** |
| **5:43** | **5:47** | **5:53** | **6:05** | **6:12** | **6:22** | **6:27** | **6:42** |
| **5:58** | **6:02** | **6:08** | **6:19** | **6:26** | **6:35** | **6:39** | **6:53** |
| **6:13** | **6:17** | **6:23** | **6:33** | **6:40** | **6:49** | **6:53** | **7:06** |
| **6:28** | **6:32** | **6:38** | **6:48** | **6:55** | **7:04** | **7:08** | **7:21** |
| **6:44** | **6:47** | **6:52** | **7:02** | **7:09** | **7:18** | **7:22** | **7:35** |
| **7:00** | **7:03** | **7:08** | **7:18** | **7:24** | **7:32** | **7:36** | **7:48** |
| **7:15** | **7:18** | **7:23** | **7:32** | **7:38** | **7:46** | **7:50** | **8:01** |
| **7:30** | **7:33** | **7:38** | **7:47** | **7:53** | **8:01** | **8:05** | **8:16** |
| **8:01** | **8:04** | **8:09** | **8:18** | **8:24** | **8:32** | **8:36** | **8:47** |
| **8:33** | **8:36** | **8:41** | **8:50** | **8:56** | **9:03** | **9:07** | **9:17** |
| **9:03** | **9:06** | **9:11** | **9:20** | **9:26** | **9:33** | **9:37** | **9:47** |
| **9:32** | **9:35** | **9:40** | **9:49** | **9:55** | **10:02** | **10:05** | **10:15** |
| **10:02** | **10:05** | **10:10** | **10:19** | **10:25** | **10:32** | **10:35** | **10:45** |
| **10:32** | **10:35** | **10:40** | **10:49** | **10:55** | **11:02** | **11:05** | **11:15** |
| **10:59** | **11:02** | **11:07** | **11:16** | **11:22** | **11:29** | **11:32** | **11:42** |

## University Avenue & College Avenue → Downtown San Diego

| I | H | G | F | E | D | C | B |
|---|---|---|---|---|---|---|---|
| University Av. & College Av. **DEPART** | University Av. & Fairmount Av. | City Heights Transit Plaza & 15 Fwy. | University Av. & 30th St. | Park Bl. & University Av. | City College Transit Center (Park Bl.) | Broadway & 5th Av. | Broadway & 1st. Av. **ARRIVE** |
| 5:32a | 5:43a | 5:47a | 5:53a | 5:58a | 6:08a | 6:12a | 6:16a |
| 6:02 | 6:13 | 6:17 | 6:23 | 6:28 | 6:38 | 6:42 | 6:46 |
| 6:29 | 6:41 | 6:45 | 6:52 | 6:57 | 7:08 | 7:12 | 7:16 |
| 6:59 | 7:11 | 7:15 | 7:22 | 7:27 | 7:38 | 7:42 | 7:46 |
| 7:13 | 7:26 | 7:31 | 7:38 | 7:43 | 7:55 | 7:59 | 8:03 |
| 7:28 | 7:41 | 7:46 | 7:53 | 7:58 | 8:10 | 8:14 | 8:18 |
| 7:42 | 7:55 | 8:00 | 8:07 | 8:13 | 8:25 | 8:29 | 8:34 |
| 7:57 | 8:10 | 8:15 | 8:22 | 8:28 | 8:40 | 8:44 | 8:49 |
| 8:12 | 8:25 | 8:30 | 8:37 | 8:43 | 8:55 | 8:59 | 9:04 |
| 8:25 | 8:38 | 8:43 | 8:50 | 8:56 | 9:08 | 9:12 | 9:17 |
| 8:37 | 8:51 | 8:56 | 9:04 | 9:10 | 9:23 | 9:27 | 9:32 |
| 8:52 | 9:06 | 9:11 | 9:19 | 9:25 | 9:38 | 9:42 | 9:47 |
| 9:05 | 9:19 | 9:24 | 9:33 | 9:40 | 9:53 | 9:57 | 10:02 |
| 9:20 | 9:34 | 9:39 | 9:48 | 9:55 | 10:08 | 10:12 | 10:17 |
| 9:35 | 9:49 | 9:54 | 10:03 | 10:10 | 10:23 | 10:27 | 10:32 |
| 9:50 | 10:04 | 10:09 | 10:18 | 10:25 | 10:38 | 10:42 | 10:47 |
| 10:05 | 10:19 | 10:24 | 10:33 | 10:40 | 10:53 | 10:57 | 11:02 |
| 10:20 | 10:34 | 10:39 | 10:48 | 10:55 | 11:08 | 11:12 | 11:17 |
| 10:35 | 10:49 | 10:54 | 11:03 | 11:10 | 11:23 | 11:27 | 11:32 |
| 10:50 | 11:04 | 11:09 | 11:18 | 11:25 | 11:38 | 11:42 | 11:47 |
| 11:05 | 11:19 | 11:24 | 11:33 | 11:40 | 11:53 | 11:57 | **12:02p** |
| 11:20 | 11:34 | 11:39 | 11:48 | 11:55 | **12:08p** | **12:12p** | **12:17** |
| 11:35 | 11:49 | 11:54 | **12:03p** | **12:10p** | **12:23** | **12:27** | **12:32** |
| 11:50 | **12:04p** | **12:09p** | **12:18** | **12:25** | **12:39** | **12:43** | **12:49** |
| **12:04p** | **12:18** | **12:23** | **12:32** | **12:39** | **12:53** | **12:57** | **1:03** |
| **12:19** | **12:33** | **12:38** | **12:47** | **12:54** | **1:08** | **1:12** | **1:18** |
| **12:34** | **12:48** | **12:53** | **1:02** | **1:09** | **1:23** | **1:27** | **1:33** |
| **12:49** | **1:03** | **1:08** | **1:17** | **1:24** | **1:38** | **1:42** | **1:48** |
| **1:04** | **1:18** | **1:23** | **1:32** | **1:39** | **1:53** | **1:57** | **2:03** |
| **1:19** | **1:33** | **1:38** | **1:47** | **1:54** | **2:08** | **2:12** | **2:18** |
| **1:34** | **1:48** | **1:53** | **2:02** | **2:09** | **2:23** | **2:27** | **2:33** |
| **1:49** | **2:03** | **2:08** | **2:17** | **2:24** | **2:38** | **2:42** | **2:48** |
| **2:04** | **2:18** | **2:23** | **2:32** | **2:39** | **2:53** | **2:57** | **3:03** |
| **2:19** | **2:33** | **2:38** | **2:47** | **2:54** | **3:08** | **3:12** | **3:18** |
| **2:32** | **2:47** | **2:52** | **3:01** | **3:08** | **3:23** | **3:27** | **3:33** |
| **2:47** | **3:02** | **3:07** | **3:16** | **3:23** | **3:38** | **3:42** | **3:48** |
| **3:02** | **3:17** | **3:22** | **3:31** | **3:38** | **3:53** | **3:57** | **4:03** |
| **3:17** | **3:32** | **3:37** | **3:46** | **3:53** | **4:08** | **4:12** | **4:18** |
| **3:32** | **3:47** | **3:52** | **4:01** | **4:08** | **4:23** | **4:27** | **4:33** |
| **3:47** | **4:02** | **4:07** | **4:16** | **4:23** | **4:38** | **4:42** | **4:48** |
| **4:02** | **4:17** | **4:22** | **4:31** | **4:38** | **4:53** | **4:57** | **5:03** |
| **4:17** | **4:32** | **4:37** | **4:46** | **4:53** | **5:08** | **5:12** | **5:18** |
| **4:32** | **4:47** | **4:52** | **5:01** | **5:08** | **5:23** | **5:27** | **5:33** |
| **4:47** | **5:02** | **5:07** | **5:16** | **5:23** | **5:38** | **5:42** | **5:48** |
| **5:02** | **5:17** | **5:22** | **5:31** | **5:38** | **5:53** | **5:57** | **6:03** |
| **5:19** | **5:33** | **5:38** | **5:47** | **5:54** | **6:08** | **6:12** | **6:18** |
| **5:34** | **5:48** | **5:53** | **6:02** | **6:09** | **6:23** | **6:27** | **6:33** |
| **5:52** | **6:06** | **6:11** | **6:19** | **6:25** | **6:38** | **6:42** | **6:48** |
| **6:07** | **6:21** | **6:26** | **6:34** | **6:40** | **6:53** | **6:57** | **7:03** |
| **6:22** | **6:36** | **6:41** | **6:49** | **6:55** | **7:08** | **7:12** | **7:18** |
| **6:39** | **6:52** | **6:57** | **7:05** | **7:11** | **7:23** | **7:27** | **7:33** |
| **6:56** | **7:09** | **7:13** | **7:21** | **7:27** | **7:38** | **7:42** | **7:47** |
| **7:13** | **7:26** | **7:30** | **7:38** | **7:44** | **7:55** | **7:59** | **8:04** |
| **7:28** | **7:41** | **7:45** | **7:53** | **7:59** | **8:10** | **8:14** | **8:19** |
| **7:58** | **8:11** | **8:15** | **8:23** | **8:29** | **8:40** | **8:44** | **8:49** |
| **8:31** | **8:42** | **8:46** | **8:53** | **8:58** | **9:08** | **9:12** | **9:17** |
| **9:02** | **9:13** | **9:17** | **9:24** | **9:29** | **9:38** | **9:42** | **9:47** |
| **9:32** | **9:43** | **9:47** | **9:54** | **9:59** | **10:08** | **10:12** | **10:17** |
| **10:04** | **10:14** | **10:18** | **10:24** | **10:29** | **10:38** | **10:42** | **10:47** |

**Fare Information**
*Información de tarifas*
sdmts.com/fares

PRONTO

**Easy transit fare. Get a card or download the app.**

*¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.*

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## All timetables are available online

*Todos los horarios están disponibles en línea.*

**sdmts.com/timetables**

## Real Time Arrivals

Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*

**sdmts.com/oba**

MTS sdmts.com

| | |
|---|---|
| **MTS Security**<br>*MTS Seguridad* | **619-595-4960** |
| **MTS Information & Trip Planning**<br>*MTS Información y planeo de viaje* | **619-233-3004** |
| **Customer Service / Suggestions**<br>*Servicio al cliente / Sugerencias* | **619-557-4555** |
| **Lost and Found**<br>*Objetos extraviados* | **619-233-3004** |
| **Transit Store**<br>12th & Imperial Transit Center<br>M–F / *L-V* 8am–5pm | **619-234-1060** |
| **TTY/TDD**<br>(teletype for hearing impaired)<br>*Teletipo para sordos* | **619-234-5005**<br>**888-722-4889** |

Buses on all MTS routes are accessible via lift or ramp.
*Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.*

Alternative formats available upon request. Call: (619) 557-4555.
*Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.*

Effective January 28, 2024

# Rapid 215

Bus Route

## SDSU Transit Center ↔ Downtown San Diego

via El Cajon Boulevard

**Destinations**
- Balboa Park
- City College
- Copley-Price Family YMCA
- Hoover High School
- San Diego State University
- San Diego Zoo
- The Boulevard Transit Plaza

**Trolley Connections**
- SDSU
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
*Sujeto a cambios sin previo aviso*

MTS

# 215 Monday through Friday • *lunes a viernes*

## SDSU Transit Center → Downtown San Diego

| A<br>SDSU Transit Center **DEPART** | B<br>El Cajon Bl. & College Av. | C<br>El Cajon Bl. & I-15 | D<br>El Cajon Bl. & 30th St. | E<br>Park Bl. & University Av. | F<br>City College Transit Center (Park Bl.) | G<br>America Plaza Trolley Station **ARRIVE** |
|---|---|---|---|---|---|---|
| — | — | 4:26a | 4:30a | 4:35a | 4:46a | 4:53a |
| 4:33a | 4:36a | 4:44 | 4:48 | 4:53 | 5:04 | 5:11 |
| 4:48 | 4:51 | 4:59 | 5:03 | 5:08 | 5:19 | 5:26 |
| 5:04 | 5:07 | 5:15 | 5:19 | 5:24 | 5:35 | 5:42 |
| 5:19 | 5:22 | 5:30 | 5:34 | 5:39 | 5:50 | 5:57 |
| 5:34 | 5:37 | 5:46 | 5:50 | 5:56 | 6:07 | 6:14 |
| 5:49 | 5:52 | 6:01 | 6:05 | 6:11 | 6:22 | 6:29 |
| 6:06 | 6:09 | 6:18 | 6:22 | 6:28 | 6:39 | 6:46 |
| 6:18 | 6:21 | 6:30 | 6:35 | 6:42 | 6:53 | 7:00 |
| 6:30 | 6:33 | 6:43 | 6:48 | 6:55 | 7:06 | 7:14 |
| 6:42 | 6:45 | 6:55 | 7:00 | 7:07 | 7:18 | 7:26 |
| 6:54 | 6:58 | 7:09 | 7:14 | 7:21 | 7:33 | 7:42 |
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| 7:17 | 7:21 | 7:34 | 7:39 | 7:46 | 7:59 | 8:08 |
| 7:28 | 7:32 | 7:45 | 7:50 | 7:57 | 8:10 | 8:19 |
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| 8:40 | 8:44 | 8:56 | 9:01 | 9:08 | 9:21 | 9:30 |
| 8:52 | 8:56 | 9:08 | 9:13 | 9:20 | 9:33 | 9:42 |
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| 10:16 | 10:20 | 10:31 | 10:36 | 10:43 | 10:56 | 11:05 |
| 10:28 | 10:32 | 10:43 | 10:48 | 10:55 | 11:08 | 11:17 |
| 10:40 | 10:44 | 10:55 | 11:00 | 11:07 | 11:20 | 11:29 |
| 10:52 | 10:56 | 11:07 | 11:12 | 11:19 | 11:32 | 11:41 |
| 11:04 | 11:08 | 11:19 | 11:24 | 11:31 | 11:44 | 11:53 |
| 11:16 | 11:20 | 11:31 | 11:36 | 11:43 | 11:56 | **12:05p** |
| 11:28 | 11:32 | 11:43 | 11:48 | 11:55 | **12:08p** | **12:17** |
| 11:40 | 11:44 | 11:55 | **12:00p** | **12:07p** | **12:20** | **12:29** |
| 11:52 | 11:56 | **12:07p** | **12:12** | **12:19** | **12:32** | **12:41** |
| **12:04p** | **12:08p** | **12:19** | **12:24** | **12:31** | **12:44** | **12:53** |
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| **1:28** | **1:32** | **1:43** | **1:48** | **1:55** | **2:08** | **2:17** |
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| **1:53** | **1:57** | **2:08** | **2:13** | **2:20** | **2:33** | **2:42** |
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| **2:16** | **2:20** | **2:32** | **2:38** | **2:45** | **2:59** | **3:08** |
| **2:28** | **2:32** | **2:44** | **2:50** | **2:57** | **3:11** | **3:20** |
| **2:40** | **2:44** | **2:56** | **3:02** | **3:09** | **3:23** | **3:32** |
| **2:52** | **2:56** | **3:08** | **3:14** | **3:21** | **3:35** | **3:44** |
| **3:04** | **3:08** | **3:20** | **3:26** | **3:33** | **3:47** | **3:56** |
| **3:16** | **3:21** | **3:33** | **3:39** | **3:47** | **4:01** | **4:10** |
| **3:28** | **3:33** | **3:45** | **3:51** | **3:59** | **4:13** | **4:22** |
| **3:40** | **3:45** | **3:57** | **4:03** | **4:11** | **4:25** | **4:34** |
| **3:52** | **3:57** | **4:09** | **4:15** | **4:23** | **4:37** | **4:46** |
| **4:04** | **4:09** | **4:21** | **4:27** | **4:35** | **4:49** | **4:58** |
| **4:16** | **4:21** | **4:33** | **4:39** | **4:47** | **5:01** | **5:10** |
| **4:28** | **4:33** | **4:45** | **4:51** | **4:59** | **5:13** | **5:22** |
| **4:42** | **4:47** | **4:59** | **5:05** | **5:13** | **5:27** | **5:36** |
| **4:54** | **4:59** | **5:11** | **5:17** | **5:25** | **5:39** | **5:48** |
| **5:06** | **5:11** | **5:23** | **5:29** | **5:37** | **5:51** | **6:00** |
| **5:17** | **5:22** | **5:33** | **5:39** | **5:47** | **6:01** | **6:10** |
| **5:29** | **5:34** | **5:45** | **5:51** | **5:59** | **6:13** | **6:22** |
| **5:41** | **5:46** | **5:57** | **6:03** | **6:11** | **6:25** | **6:33** |
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| **6:18** | **6:22** | **6:33** | **6:39** | **6:46** | **6:59** | **7:07** |
| **6:29** | **6:33** | **6:44** | **6:50** | **6:57** | **7:10** | **7:18** |
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| **6:51** | **6:55** | **7:06** | **7:11** | **7:18** | **7:31** | **7:39** |
| **7:06** | **7:10** | **7:20** | **7:25** | **7:32** | **7:44** | **7:52** |
| **7:21** | **7:25** | **7:35** | **7:40** | **7:47** | **7:59** | **8:07** |
| **7:38** | **7:42** | **7:52** | **7:57** | **8:04** | **8:16** | **8:24** |
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| **9:19** | **9:23** | **9:33** | **9:38** | **9:45** | **9:57** | **10:04** |
| **9:50** | **9:54** | **10:03** | **10:08** | **10:15** | **10:27** | **10:34** |
| **10:20** | **10:23** | **10:32** | **10:37** | **10:42** | **10:54** | **11:01** |
| **10:50** | **10:53** | **11:02** | **11:07** | **11:12** | **11:24** | **11:31** |
| **11:20** | **11:23** | **11:32** | **11:37** | **11:42** | **11:54** | 12:01a |
| **11:50** | **11:53** | 12:02a | 12:07a | 12:12a | 12:24a | 12:31 |
| 12:20a | 12:23a | 12:32 | 12:37 | 12:42 | 12:54 | 1:01 |
| 12:45 | 12:48 | 12:57 | 1:02 | 1:07 | 1:19 | 1:26 |

## Downtown San Diego → SDSU Transit Center

| G<br>Santa Fe Depot Transit Center **DEPART** | F<br>City College Transit Center (11th Av.) | E<br>Park Bl. & University Av. | D<br>El Cajon Bl. & 30th St. | C<br>El Cajon Bl. & I-15 | B<br>El Cajon Bl. & College Av. | A<br>SDSU Transit Center **ARRIVE** |
|---|---|---|---|---|---|---|
| 4:32a | 4:39a | 4:47a | 4:53a | 4:57a | 5:06a | 5:11a |
| 5:03 | 5:10 | 5:18 | 5:24 | 5:28 | 5:37 | 5:42 |
| 5:18 | 5:25 | 5:33 | 5:39 | 5:43 | 5:52 | 5:57 |
| 5:32 | 5:39 | 5:47 | 5:53 | 5:57 | 6:06 | 6:11 |
| 5:47 | 5:54 | 6:02 | 6:08 | 6:12 | 6:21 | 6:26 |
| 6:00 | 6:07 | 6:16 | 6:22 | 6:27 | 6:37 | 6:42 |
| 6:13 | 6:20 | 6:29 | 6:36 | 6:41 | 6:51 | 6:56 |
| 6:25 | 6:32 | 6:41 | 6:48 | 6:53 | 7:03 | 7:08 |
| 6:36 | 6:44 | 6:53 | 7:00 | 7:05 | 7:16 | 7:22 |
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| 9:13 | 9:21 | 9:31 | 9:38 | 9:44 | 9:57 | 10:03 |
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| 10:00 | 10:08 | 10:18 | 10:25 | 10:31 | 10:44 | 10:50 |
| 10:12 | 10:20 | 10:30 | 10:37 | 10:43 | 10:56 | 11:02 |
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| 10:36 | 10:44 | 10:54 | 11:01 | 11:07 | 11:20 | 11:26 |
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| 11:12 | 11:20 | 11:30 | 11:37 | 11:43 | 11:56 | **12:02p** |
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| **9:18** | **9:25** | **9:34** | **9:41** | **9:46** | **9:57** | **10:03** |
| **9:40** | **9:47** | **9:56** | **10:03** | **10:08** | **10:19** | **10:25** |
| **10:10** | **10:17** | **10:26** | **10:33** | **10:38** | **10:49** | **10:54** |
| **10:43** | **10:50** | **10:58** | **11:05** | **11:09** | **11:19** | **11:24** |
| **11:13** | **11:20** | **11:28** | **11:35** | **11:39** | **11:49** | **11:54** |
| **11:43** | **11:50** | **11:58** | 12:05a | 12:09a | 12:19a | 12:24a |
| 12:13a | 12:20a | 12:28a | 12:35 | 12:39 | 12:49 | 12:54 |
| 12:43 | 12:50 | 12:58 | 1:05 | 1:09 | 1:19 | 1:24 |
| 1:13 | 1:20 | 1:28 | 1:35 | 1:39 | 1:49 | 1:54 |


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# 215 Saturday and Sunday • *sábado y domingo*

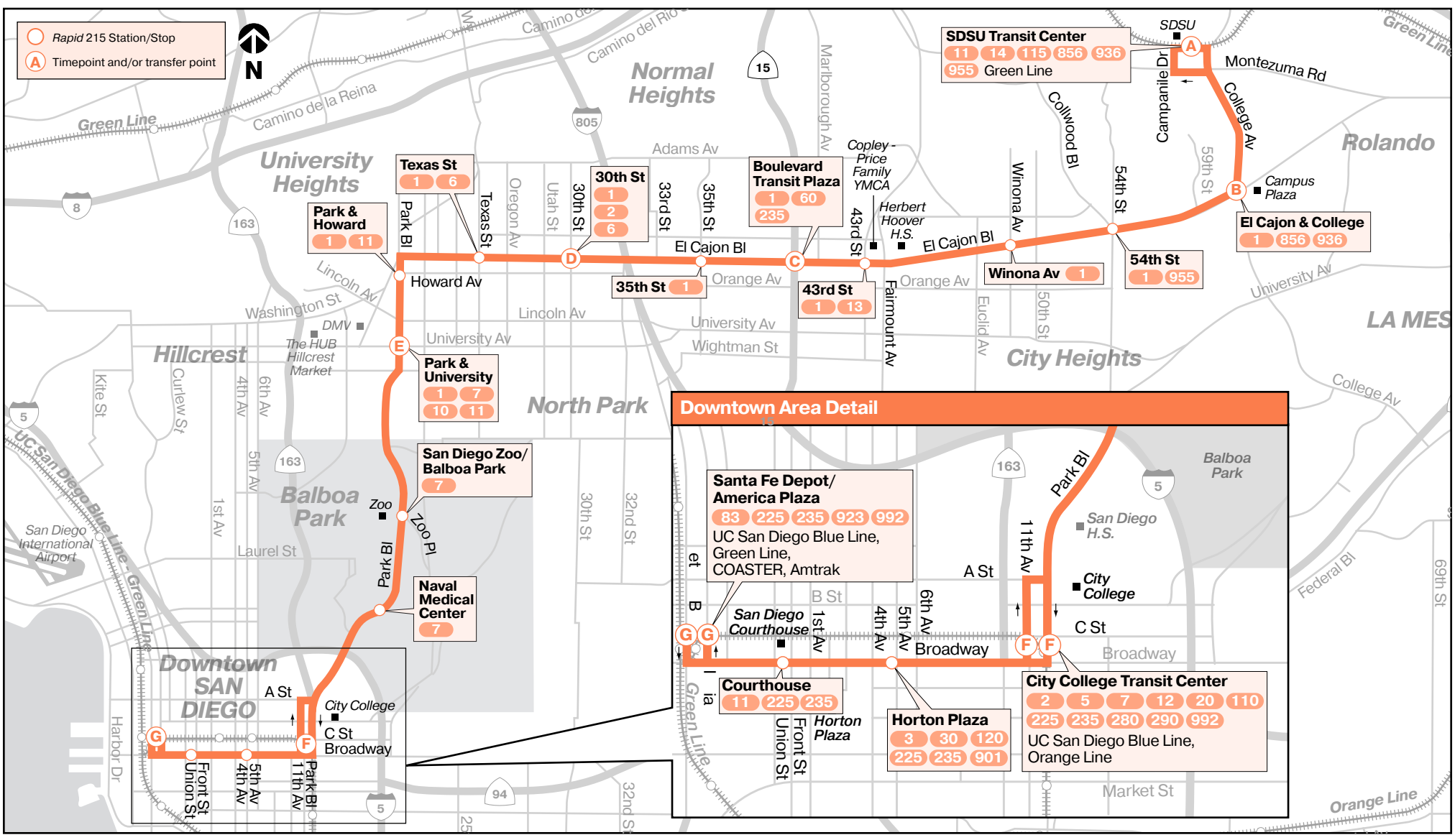
## SDSU Transit Center → Downtown San Diego

| A SDSU Transit Center **DEPART** | B El Cajon Bl. & College Av. | C El Cajon Bl. & I-15 | D El Cajon Bl. & 30th St. | E Park Bl. & University Av. | F City College Transit Center (Park Bl.) | G America Plaza Trolley Station **ARRIVE** |
|---|---|---|---|---|---|---|
| 4:48a | 4:51a | 4:59a | 5:03a | 5:08a | 5:19a | 5:26a |
| 5:22 | 5:25 | 5:33 | 5:37 | 5:42 | 5:53 | 6:00 |
| 5:52 | 5:55 | 6:04 | 6:08 | 6:14 | 6:25 | 6:32 |
| 6:06 | 6:09 | 6:18 | 6:22 | 6:28 | 6:39 | 6:46 |
| 6:21 | 6:24 | 6:34 | 6:39 | 6:45 | 6:56 | 7:03 |
| 6:35 | 6:38 | 6:48 | 6:53 | 6:59 | 7:10 | 7:18 |
| 6:50 | 6:53 | 7:03 | 7:08 | 7:14 | 7:26 | 7:34 |
| 7:05 | 7:08 | 7:18 | 7:23 | 7:30 | 7:43 | 7:51 |
| 7:20 | 7:23 | 7:33 | 7:38 | 7:45 | 7:58 | 8:06 |
| 7:34 | 7:37 | 7:48 | 7:53 | 8:00 | 8:13 | 8:21 |
| 7:49 | 7:52 | 8:03 | 8:08 | 8:15 | 8:28 | 8:36 |
| 8:04 | 8:07 | 8:18 | 8:23 | 8:30 | 8:43 | 8:51 |
| 8:19 | 8:22 | 8:33 | 8:38 | 8:45 | 8:58 | 9:06 |
| 8:34 | 8:37 | 8:48 | 8:53 | 9:00 | 9:13 | 9:21 |
| 8:49 | 8:52 | 9:03 | 9:08 | 9:15 | 9:28 | 9:36 |
| 9:04 | 9:08 | 9:19 | 9:24 | 9:31 | 9:44 | 9:52 |
| 9:19 | 9:23 | 9:34 | 9:39 | 9:46 | 9:59 | 10:07 |
| 9:34 | 9:38 | 9:49 | 9:54 | 10:01 | 10:14 | 10:22 |
| 9:49 | 9:53 | 10:04 | 10:09 | 10:16 | 10:29 | 10:37 |
| 10:04 | 10:08 | 10:19 | 10:24 | 10:31 | 10:44 | 10:52 |
| 10:19 | 10:23 | 10:34 | 10:39 | 10:46 | 10:59 | 11:07 |
| 10:34 | 10:38 | 10:49 | 10:54 | 11:01 | 11:14 | 11:22 |
| 10:49 | 10:53 | 11:04 | 11:09 | 11:16 | 11:29 | 11:37 |
| 11:04 | 11:08 | 11:19 | 11:24 | 11:31 | 11:44 | 11:52 |
| 11:19 | 11:23 | 11:34 | 11:39 | 11:46 | 11:59 | **12:07p** |
| 11:34 | 11:38 | 11:49 | 11:54 | **12:01p** | **12:14p** | **12:22** |
| 11:49 | 11:53 | **12:04p** | **12:09p** | **12:16** | **12:29** | **12:37** |
| **12:04p** | **12:08p** | **12:19** | **12:24** | **12:31** | **12:44** | **12:52** |
| **12:19** | **12:23** | **12:34** | **12:39** | **12:46** | **12:59** | **1:07** |
| **12:34** | **12:38** | **12:49** | **12:54** | **1:01** | **1:14** | **1:22** |
| **12:49** | **12:53** | **1:04** | **1:09** | **1:16** | **1:29** | **1:37** |
| **1:04** | **1:08** | **1:19** | **1:24** | **1:31** | **1:44** | **1:52** |
| **1:19** | **1:23** | **1:34** | **1:39** | **1:46** | **1:59** | **2:07** |
| **1:34** | **1:38** | **1:49** | **1:54** | **2:01** | **2:14** | **2:22** |
| **1:49** | **1:53** | **2:04** | **2:09** | **2:16** | **2:29** | **2:37** |
| **2:04** | **2:08** | **2:19** | **2:24** | **2:31** | **2:44** | **2:52** |
| **2:21** | **2:25** | **2:36** | **2:42** | **2:49** | **3:03** | **3:11** |
| **2:37** | **2:41** | **2:52** | **2:58** | **3:05** | **3:19** | **3:27** |
| **2:52** | **2:56** | **3:07** | **3:13** | **3:20** | **3:34** | **3:42** |
| **3:07** | **3:11** | **3:22** | **3:28** | **3:35** | **3:49** | **3:57** |
| **3:21** | **3:25** | **3:36** | **3:42** | **3:50** | **4:04** | **4:12** |
| **3:36** | **3:40** | **3:51** | **3:57** | **4:05** | **4:19** | **4:27** |
| **3:51** | **3:55** | **4:06** | **4:12** | **4:20** | **4:34** | **4:42** |
| **4:06** | **4:10** | **4:21** | **4:27** | **4:35** | **4:49** | **4:57** |
| **4:21** | **4:25** | **4:36** | **4:42** | **4:50** | **5:04** | **5:12** |
| **4:36** | **4:40** | **4:51** | **4:57** | **5:05** | **5:19** | **5:27** |
| **4:51** | **4:55** | **5:06** | **5:12** | **5:20** | **5:34** | **5:42** |
| **5:06** | **5:10** | **5:21** | **5:27** | **5:35** | **5:49** | **5:57** |
| **5:21** | **5:25** | **5:36** | **5:42** | **5:50** | **6:04** | **6:12** |
| **5:36** | **5:40** | **5:51** | **5:57** | **6:05** | **6:19** | **6:27** |
| **5:50** | **5:54** | **6:05** | **6:11** | **6:19** | **6:33** | **6:41** |
| **6:04** | **6:08** | **6:18** | **6:24** | **6:31** | **6:44** | **6:52** |
| **6:19** | **6:23** | **6:33** | **6:39** | **6:46** | **6:59** | **7:07** |
| **6:34** | **6:38** | **6:48** | **6:53** | **7:00** | **7:13** | **7:21** |
| **6:49** | **6:53** | **7:03** | **7:08** | **7:15** | **7:28** | **7:36** |
| **7:04** | **7:08** | **7:18** | **7:23** | **7:30** | **7:42** | **7:50** |
| **7:19** | **7:23** | **7:33** | **7:38** | **7:45** | **7:57** | **8:05** |
| **7:34** | **7:38** | **7:48** | **7:53** | **8:00** | **8:12** | **8:20** |
| **7:49** | **7:53** | **8:03** | **8:08** | **8:15** | **8:27** | **8:35** |
| **8:19** | **8:23** | **8:33** | **8:38** | **8:45** | **8:57** | **9:05** |
| **8:49** | **8:53** | **9:03** | **9:08** | **9:15** | **9:27** | **9:34** |
| **9:19** | **9:23** | **9:33** | **9:38** | **9:45** | **9:57** | **10:04** |
| **9:50** | **9:54** | **10:03** | **10:08** | **10:15** | **10:27** | **10:34** |
| **10:20** | **10:23** | **10:32** | **10:37** | **10:42** | **10:54** | **11:01** |
| **10:50** | **10:53** | **11:02** | **11:07** | **11:12** | **11:24** | **11:31** |
| **11:20** | **11:23** | **11:32** | **11:37** | **11:42** | **11:54** | 12:01a |
| **11:50** | **11:53** | 12:02a | 12:07a | 12:12a | 12:24a | 12:31 |
| 12:20a | 12:23a | 12:32 | 12:37 | 12:42 | 12:54 | 1:01 |

## Downtown San Diego → SDSU Transit Center

| G Santa Fe Depot Transit Center **DEPART** | F City College Transit Center (11th Av.) | E Park Bl. & University Av. | D El Cajon Bl. & 30th St. | C El Cajon Bl. & I-15 | B El Cajon Bl. & College Av. | A SDSU Transit Center **ARRIVE** |
|---|---|---|---|---|---|---|
| 4:55a | 5:02a | 5:10a | 5:16a | 5:20a | 5:29a | 5:34a |
| 5:25 | 5:32 | 5:40 | 5:46 | 5:50 | 5:59 | 6:04 |
| 5:54 | 6:01 | 6:09 | 6:15 | 6:19 | 6:29 | 6:34 |
| 6:24 | 6:31 | 6:39 | 6:45 | 6:49 | 6:59 | 7:04 |
| 6:39 | 6:46 | 6:54 | 7:00 | 7:04 | 7:14 | 7:19 |
| 6:53 | 7:01 | 7:09 | 7:15 | 7:19 | 7:30 | 7:35 |
| 7:08 | 7:16 | 7:25 | 7:31 | 7:35 | 7:46 | 7:51 |
| 7:23 | 7:31 | 7:40 | 7:46 | 7:50 | 8:01 | 8:06 |
| 7:38 | 7:46 | 7:55 | 8:01 | 8:05 | 8:16 | 8:21 |
| 7:53 | 8:01 | 8:10 | 8:16 | 8:20 | 8:31 | 8:36 |
| 8:08 | 8:16 | 8:25 | 8:32 | 8:37 | 8:49 | 8:55 |
| 8:22 | 8:30 | 8:39 | 8:46 | 8:51 | 9:03 | 9:09 |
| 8:37 | 8:45 | 8:54 | 9:01 | 9:06 | 9:18 | 9:24 |
| 8:52 | 9:00 | 9:09 | 9:16 | 9:21 | 9:33 | 9:39 |
| 9:08 | 9:16 | 9:26 | 9:33 | 9:38 | 9:50 | 9:56 |
| 9:23 | 9:31 | 9:41 | 9:48 | 9:53 | 10:05 | 10:11 |
| 9:40 | 9:48 | 9:58 | 10:05 | 10:10 | 10:22 | 10:28 |
| 9:57 | 10:05 | 10:15 | 10:22 | 10:27 | 10:39 | 10:45 |
| 10:14 | 10:22 | 10:32 | 10:39 | 10:44 | 10:56 | 11:02 |
| 10:31 | 10:39 | 10:49 | 10:56 | 11:01 | 11:13 | 11:19 |
| 10:48 | 10:56 | 11:06 | 11:13 | 11:19 | 11:31 | 11:37 |
| 11:03 | 11:11 | 11:21 | 11:28 | 11:34 | 11:46 | 11:52 |
| 11:18 | 11:26 | 11:36 | 11:43 | 11:49 | **12:01p** | **12:07p** |
| 11:33 | 11:41 | 11:51 | 11:58 | **12:04p** | **12:16** | **12:22** |
| 11:48 | 11:56 | **12:06p** | **12:13p** | **12:19** | **12:31** | **12:37** |
| **12:03p** | **12:11p** | **12:21** | **12:29** | **12:35** | **12:47** | **12:53** |
| **12:17** | **12:25** | **12:35** | **12:43** | **12:49** | **1:01** | **1:07** |
| **12:32** | **12:40** | **12:50** | **12:58** | **1:04** | **1:16** | **1:22** |
| **12:47** | **12:55** | **1:05** | **1:13** | **1:19** | **1:31** | **1:37** |
| **1:02** | **1:10** | **1:20** | **1:28** | **1:34** | **1:46** | **1:52** |
| **1:17** | **1:25** | **1:35** | **1:43** | **1:49** | **2:01** | **2:07** |
| **1:32** | **1:40** | **1:50** | **1:58** | **2:04** | **2:16** | **2:22** |
| **1:47** | **1:55** | **2:05** | **2:13** | **2:19** | **2:31** | **2:37** |
| **2:02** | **2:10** | **2:20** | **2:28** | **2:34** | **2:46** | **2:52** |
| **2:17** | **2:25** | **2:35** | **2:43** | **2:49** | **3:01** | **3:07** |
| **2:32** | **2:40** | **2:50** | **2:58** | **3:04** | **3:16** | **3:22** |
| **2:47** | **2:55** | **3:05** | **3:13** | **3:19** | **3:31** | **3:37** |
| **3:02** | **3:11** | **3:21** | **3:29** | **3:35** | **3:47** | **3:53** |
| **3:17** | **3:26** | **3:36** | **3:44** | **3:50** | **4:02** | **4:08** |
| **3:32** | **3:41** | **3:51** | **3:59** | **4:05** | **4:17** | **4:23** |
| **3:47** | **3:56** | **4:06** | **4:14** | **4:20** | **4:32** | **4:38** |
| **4:02** | **4:11** | **4:21** | **4:29** | **4:35** | **4:47** | **4:53** |
| **4:17** | **4:26** | **4:36** | **4:44** | **4:50** | **5:02** | **5:08** |
| **4:32** | **4:41** | **4:51** | **4:59** | **5:05** | **5:17** | **5:23** |
| **4:47** | **4:56** | **5:06** | **5:14** | **5:20** | **5:32** | **5:38** |
| **5:02** | **5:11** | **5:21** | **5:29** | **5:35** | **5:47** | **5:53** |
| **5:17** | **5:26** | **5:36** | **5:44** | **5:50** | **6:02** | **6:08** |
| **5:32** | **5:41** | **5:51** | **5:59** | **6:05** | **6:17** | **6:23** |
| **5:47** | **5:56** | **6:06** | **6:14** | **6:20** | **6:32** | **6:38** |
| **6:08** | **6:16** | **6:25** | **6:32** | **6:37** | **6:49** | **6:55** |
| **6:23** | **6:31** | **6:40** | **6:47** | **6:52** | **7:04** | **7:10** |
| **6:38** | **6:46** | **6:55** | **7:02** | **7:07** | **7:19** | **7:25** |
| **6:53** | **7:01** | **7:10** | **7:17** | **7:22** | **7:34** | **7:40** |
| **7:08** | **7:16** | **7:25** | **7:32** | **7:37** | **7:49** | **7:55** |
| **7:23** | **7:31** | **7:40** | **7:47** | **7:52** | **8:04** | **8:10** |
| **7:38** | **7:46** | **7:55** | **8:02** | **8:07** | **8:19** | **8:25** |
| **7:53** | **8:01** | **8:10** | **8:17** | **8:22** | **8:34** | **8:40** |
| **8:08** | **8:16** | **8:25** | **8:32** | **8:37** | **8:49** | **8:55** |
| **8:39** | **8:46** | **8:55** | **9:02** | **9:07** | **9:19** | **9:25** |
| **9:09** | **9:16** | **9:25** | **9:32** | **9:37** | **9:48** | **9:54** |
| **9:40** | **9:47** | **9:56** | **10:03** | **10:08** | **10:19** | **10:25** |
| **10:10** | **10:17** | **10:26** | **10:33** | **10:38** | **10:49** | **10:54** |
| **10:43** | **10:50** | **10:58** | **11:05** | **11:09** | **11:19** | **11:24** |
| **11:13** | **11:20** | **11:28** | **11:35** | **11:39** | **11:49** | **11:54** |
| **11:43** | **11:50** | **11:58** | 12:05a | 12:09a | 12:19a | 12:24a |
| 12:13a | 12:20a | 12:28a | 12:35 | 12:39 | 12:49 | 12:54 |
| 1:13 | 1:20 | 1:28 | 1:35 | 1:39 | 1:49 | 1:54 |

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
**New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas**



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*Todos los horarios están disponibles en línea.*

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MTS

**sdmts.com**

| | |
|---|---|
| **MTS Security**<br>*MTS Seguridad* | **619-595-4960** |
| **MTS Information & Trip Planning**<br>*MTS Información y planeo de viaje* | **619-233-3004** |
| **Customer Service / Suggestions**<br>*Servicio al cliente / Sugerencias* | **619-557-4555** |
| **Lost and Found**<br>*Objetos extraviados* | **619-233-3004** |
| **Transit Store**<br>12th & Imperial Transit Center<br>M–F / *L-V* 8am–5pm | **619-234-1060** |
| **TTY/TDD**<br>(teletype for hearing impaired)<br>*Teletipo para sordos* | **619-234-5005**<br>**888-722-4889** |

Buses on all MTS routes are accessible via lift or ramp.
*Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.*

Alternative formats available upon request. Call: (619) 557-4555.
*Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.*

Effective June 11, 2023

# Rapid 225

Bus Route

## Otay Mesa Transit Center ↔ Downtown San Diego

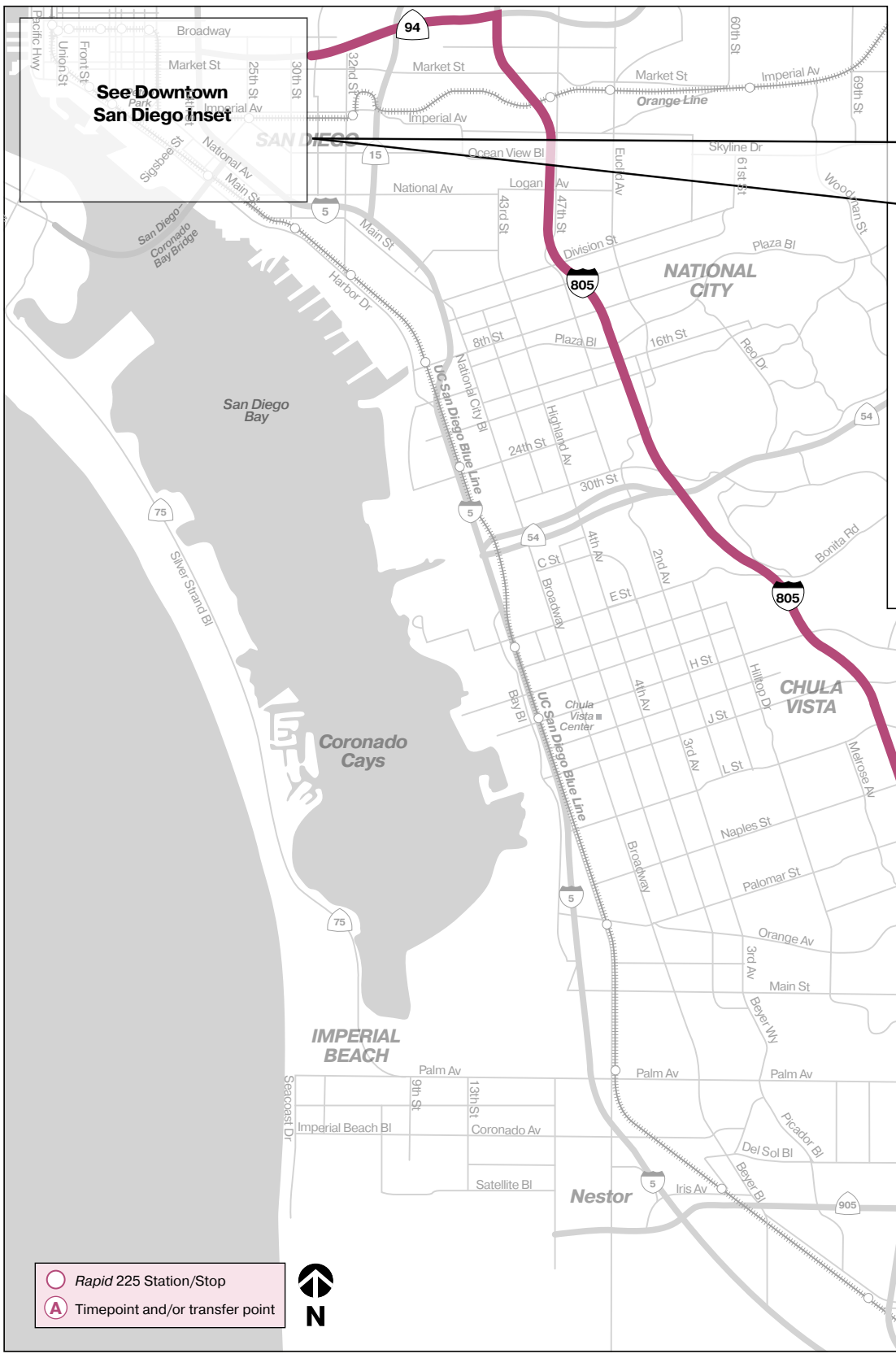
via Chula Vista, I-805

**Destinations**
- East Palomar Transit Station
- City College Transit Center
- Otay Mesa Port of Entry
- Otay Ranch Town Center
- Santa Fe Depot

**Trolley Connections**
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
*Sujeto a cambios sin previo aviso*

MTS

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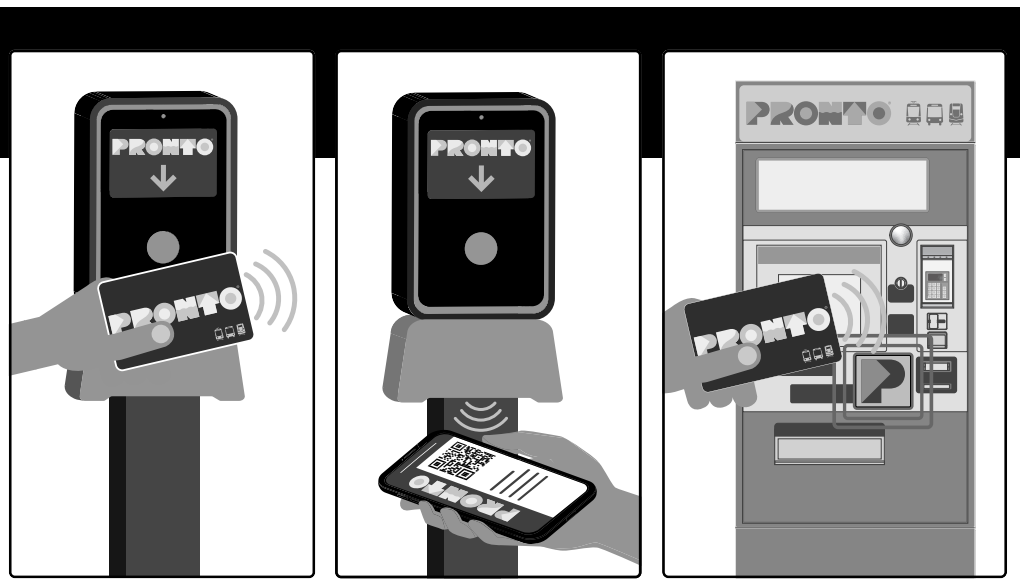
RidePRONTO.com

# TAP or SCAN - Required Before Boarding

*TOCA o ESCANEA - Se requiere antes de abordar*



# 225 Monday through Friday • *lunes a viernes*

## Otay Mesa Transit Center → Downtown San Diego

| A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|
| Otay Mesa Transit Center **DEPART** | Millenia Station | Otay Ranch Station | Santa Venetia Station | Lomas Verdes Station | Heritage Station | East Palomar Station | City College Transit Station | America Plaza Trolley Station **ARRIVE** |
| 4:23a | 4:34a | 4:37a | 4:41a | 4:44a | 4:49a | 4:56a | 5:14a | 5:21a |
| 4:43 | 4:54 | 4:57 | 5:01 | 5:04 | 5:09 | 5:16 | 5:34 | 5:41 |
| 5:06 | 5:17 | 5:20 | 5:24 | 5:27 | 5:32 | 5:39 | 6:00 | 6:07 |
| 5:26 | 5:37 | 5:40 | 5:44 | 5:47 | 5:52 | 5:59 | 6:21 | 6:28 |
| 5:45 | 5:57 | 6:00 | 6:04 | 6:07 | 6:12 | 6:19 | 6:43 | 6:50 |
| 6:06 | 6:18 | 6:21 | 6:25 | 6:28 | 6:33 | 6:40 | 7:05 | 7:13 |
| 6:26 | 6:38 | 6:41 | 6:45 | 6:48 | 6:53 | 7:00 | 7:27 | 7:35 |
| 6:46 | 6:58 | 7:01 | 7:05 | 7:08 | 7:13 | 7:20 | 7:50 | 7:59 |
| 7:06 | 7:18 | 7:21 | 7:25 | 7:28 | 7:33 | 7:40 | 8:10 | 8:19 |
| 7:27 | 7:39 | 7:42 | 7:46 | 7:49 | 7:54 | 8:01 | 8:31 | 8:40 |
| 7:49 | 8:01 | 8:04 | 8:08 | 8:11 | 8:16 | 8:23 | 8:50 | 8:59 |
| 8:09 | 8:21 | 8:24 | 8:28 | 8:31 | 8:36 | 8:43 | 9:07 | 9:16 |
| 8:29 | 8:41 | 8:44 | 8:48 | 8:51 | 8:56 | 9:03 | 9:24 | 9:33 |
| 8:49 | 9:01 | 9:04 | 9:08 | 9:11 | 9:16 | 9:23 | 9:42 | 9:51 |
| 9:17 | 9:29 | 9:32 | 9:36 | 9:39 | 9:44 | 9:51 | 10:08 | 10:17 |
| 9:47 | 9:59 | 10:02 | 10:06 | 10:09 | 10:14 | 10:21 | 10:38 | 10:47 |
| 10:18 | 10:30 | 10:33 | 10:37 | 10:40 | 10:45 | 10:52 | 11:09 | 11:18 |
| 10:50 | 11:02 | 11:05 | 11:09 | 11:12 | 11:17 | 11:24 | 11:41 | 11:50 |
| 11:20 | 11:32 | 11:35 | 11:39 | 11:42 | 11:47 | 11:54 | **12:11p** | **12:20p** |
| 11:50 | **12:02p** | **12:05p** | **12:09p** | **12:12p** | **12:17p** | **12:24p** | **12:41** | **12:50** |
| **12:20p** | **12:32** | **12:35** | **12:39** | **12:42** | **12:47** | **12:54** | **1:11** | **1:20** |
| **12:50** | **1:02** | **1:05** | **1:09** | **1:12** | **1:17** | **1:24** | **1:41** | **1:50** |
| **1:20** | **1:32** | **1:35** | **1:39** | **1:42** | **1:47** | **1:54** | **2:11** | **2:20** |
| **1:50** | **2:02** | **2:05** | **2:09** | **2:12** | **2:17** | **2:24** | **2:41** | **2:50** |
| **2:19** | **2:31** | **2:34** | **2:38** | **2:41** | **2:46** | **2:53** | **3:11** | **3:20** |
| **2:38** | **2:50** | **2:53** | **2:57** | **3:00** | **3:05** | **3:12** | **3:30** | **3:39** |
| **2:58** | **3:10** | **3:13** | **3:17** | **3:20** | **3:25** | **3:32** | **3:50** | **3:59** |
| **3:18** | **3:30** | **3:33** | **3:37** | **3:40** | **3:45** | **3:52** | **4:10** | **4:19** |
| **3:38** | **3:50** | **3:53** | **3:57** | **4:00** | **4:05** | **4:12** | **4:30** | **4:39** |
| **3:58** | **4:10** | **4:13** | **4:17** | **4:20** | **4:25** | **4:32** | **4:50** | **4:59** |
| **4:19** | **4:31** | **4:34** | **4:38** | **4:41** | **4:46** | **4:53** | **5:11** | **5:20** |
| **4:39** | **4:51** | **4:54** | **4:58** | **5:01** | **5:06** | **5:13** | **5:31** | **5:40** |
| **5:01** | **5:13** | **5:16** | **5:20** | **5:23** | **5:28** | **5:35** | **5:53** | **6:02** |
| **5:21** | **5:33** | **5:36** | **5:40** | **5:43** | **5:48** | **5:55** | **6:13** | **6:21** |
| **5:41** | **5:53** | **5:56** | **6:00** | **6:03** | **6:08** | **6:15** | **6:33** | **6:41** |
| **6:01** | **6:13** | **6:16** | **6:20** | **6:23** | **6:28** | **6:35** | **6:53** | **7:01** |
| **6:19** | **6:31** | **6:34** | **6:38** | **6:41** | **6:46** | **6:53** | **7:11** | **7:19** |
| **6:49** | **7:01** | **7:04** | **7:08** | **7:11** | **7:16** | **7:23** | **7:41** | **7:49** |
| **7:18** | **7:30** | **7:33** | **7:37** | **7:40** | **7:45** | **7:52** | **8:09** | **8:17** |
| **7:48** | **8:00** | **8:03** | **8:07** | **8:10** | **8:15** | **8:22** | **8:39** | **8:47** |
| **8:18** | **8:30** | **8:33** | **8:37** | **8:40** | **8:45** | **8:52** | **9:09** | **9:17** |
| **8:49** | **9:00** | **9:03** | **9:07** | **9:10** | **9:15** | **9:22** | **9:39** | **9:46** |
| **9:19** | **9:30** | **9:33** | **9:37** | **9:40** | **9:45** | **9:52** | **10:09** | **10:16** |
| **9:49** | **10:00** | **10:03** | **10:07** | **10:10** | **10:15** | **10:22** | **10:39** | **10:46** |

## Downtown San Diego → Otay Mesa Transit Center

| I | H | G | F | E | D | C | B | A |
|---|---|---|---|---|---|---|---|---|
| Santa Fe Depot Transit Center **DEPART** | City College Transit Station | East Palomar Station | Heritage Station | Lomas Verdes Station | Santa Venetia Station | Otay Ranch Station | Millenia Station | Otay Mesa Transit Center **ARRIVE** |
| 5:34a | 5:41a | 5:58a | 6:05a | 6:10a | 6:13a | 6:17a | 6:20a | 6:33a |
| 5:54 | 6:01 | 6:18 | 6:25 | 6:30 | 6:33 | 6:37 | 6:40 | 6:53 |
| 6:16 | 6:23 | 6:40 | 6:47 | 6:52 | 6:55 | 6:59 | 7:02 | 7:15 |
| 6:37 | 6:45 | 7:02 | 7:09 | 7:14 | 7:17 | 7:21 | 7:24 | 7:37 |
| 6:57 | 7:05 | 7:22 | 7:29 | 7:34 | 7:37 | 7:41 | 7:44 | 7:57 |
| 7:17 | 7:25 | 7:42 | 7:49 | 7:54 | 7:57 | 8:01 | 8:04 | 8:17 |
| 7:37 | 7:45 | 8:02 | 8:09 | 8:14 | 8:17 | 8:21 | 8:24 | 8:37 |
| 8:00 | 8:08 | 8:25 | 8:32 | 8:37 | 8:40 | 8:44 | 8:47 | 9:00 |
| 8:22 | 8:30 | 8:47 | 8:54 | 8:59 | 9:02 | 9:06 | 9:09 | 9:22 |
| 8:42 | 8:50 | 9:07 | 9:14 | 9:19 | 9:22 | 9:26 | 9:29 | 9:42 |
| 9:00 | 9:08 | 9:25 | 9:32 | 9:37 | 9:40 | 9:44 | 9:47 | 10:00 |
| 9:20 | 9:28 | 9:45 | 9:52 | 9:57 | 10:00 | 10:04 | 10:07 | 10:20 |
| 9:38 | 9:46 | 10:03 | 10:10 | 10:15 | 10:18 | 10:22 | 10:25 | 10:38 |
| 10:08 | 10:16 | 10:33 | 10:40 | 10:45 | 10:48 | 10:52 | 10:55 | 11:08 |
| 10:38 | 10:46 | 11:03 | 11:10 | 11:15 | 11:18 | 11:22 | 11:25 | 11:38 |
| 11:08 | 11:16 | 11:33 | 11:40 | 11:45 | 11:48 | 11:52 | 11:55 | **12:08p** |
| 11:38 | 11:46 | **12:03p** | **12:10p** | **12:15p** | **12:18p** | **12:22p** | **12:25p** | **12:38** |
| **12:07p** | **12:16p** | **12:33** | **12:40** | **12:45** | **12:48** | **12:52** | **12:55** | **1:08** |
| **12:37** | **12:46** | **1:03** | **1:10** | **1:15** | **1:18** | **1:22** | **1:25** | **1:38** |
| **1:07** | **1:16** | **1:33** | **1:40** | **1:45** | **1:48** | **1:52** | **1:55** | **2:08** |
| **1:37** | **1:46** | **2:03** | **2:10** | **2:15** | **2:18** | **2:22** | **2:25** | **2:39** |
| **2:07** | **2:16** | **2:35** | **2:42** | **2:47** | **2:50** | **2:54** | **2:57** | **3:11** |
| **2:37** | **2:46** | **3:05** | **3:13** | **3:18** | **3:21** | **3:25** | **3:28** | **3:42** |
| **2:56** | **3:05** | **3:25** | **3:33** | **3:38** | **3:41** | **3:45** | **3:48** | **4:03** |
| **3:16** | **3:25** | **3:45** | **3:53** | **3:58** | **4:01** | **4:05** | **4:08** | **4:23** |
| **3:37** | **3:47** | **4:07** | **4:15** | **4:20** | **4:23** | **4:27** | **4:30** | **4:45** |
| **3:57** | **4:07** | **4:27** | **4:35** | **4:40** | **4:43** | **4:47** | **4:50** | **5:05** |
| **4:17** | **4:27** | **4:47** | **4:55** | **5:00** | **5:03** | **5:07** | **5:10** | **5:25** |
| **4:37** | **4:47** | **5:07** | **5:15** | **5:20** | **5:23** | **5:27** | **5:30** | **5:45** |
| **4:57** | **5:07** | **5:27** | **5:35** | **5:40** | **5:43** | **5:47** | **5:50** | **6:05** |
| **5:17** | **5:27** | **5:47** | **5:55** | **6:00** | **6:03** | **6:07** | **6:10** | **6:25** |
| **5:38** | **5:47** | **6:06** | **6:14** | **6:19** | **6:22** | **6:26** | **6:29** | **6:43** |
| **5:58** | **6:07** | **6:25** | **6:33** | **6:38** | **6:41** | **6:45** | **6:48** | **7:02** |
| **6:19** | **6:27** | **6:45** | **6:53** | **6:58** | **7:01** | **7:05** | **7:08** | **7:22** |
| **6:40** | **6:48** | **7:06** | **7:14** | **7:19** | **7:22** | **7:26** | **7:29** | **7:43** |
| **7:10** | **7:18** | **7:35** | **7:42** | **7:47** | **7:50** | **7:54** | **7:57** | **8:11** |
| **7:39** | **7:47** | **8:04** | **8:11** | **8:16** | **8:19** | **8:23** | **8:26** | **8:40** |
| **8:09** | **8:17** | **8:34** | **8:41** | **8:46** | **8:49** | **8:53** | **8:56** | **9:10** |
| **8:40** | **8:47** | **9:04** | **9:11** | **9:16** | **9:19** | **9:23** | **9:26** | **9:39** |
| **9:10** | **9:17** | **9:34** | **9:41** | **9:46** | **9:49** | **9:53** | **9:56** | **10:09** |
| **9:40** | **9:47** | **10:04** | **10:11** | **10:16** | **10:19** | **10:23** | **10:26** | **10:39** |
| **10:10** | **10:17** | **10:34** | **10:41** | **10:46** | **10:49** | **10:53** | **10:56** | **11:09** |
| **10:40** | **10:47** | **11:04** | **11:11** | **11:16** | **11:19** | **11:23** | **11:26** | **11:39** |
| **11:10** | **11:17** | **11:34** | **11:41** | **11:46** | **11:49** | **11:53** | **11:56** | 12:09a |

# 225 Saturday and Sunday • *sábado y domingo*

## Otay Mesa Transit Center → Downtown San Diego

| A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|
| Otay Mesa Transit Center **DEPART** | Millenia Station | Otay Ranch Station | Santa Venetia Station | Lomas Verdes Station | Heritage Station | East Palomar Station | City College Transit Station | America Plaza Trolley Station **ARRIVE** |
| 4:46a | 4:57a | 5:00a | 5:04a | 5:07a | 5:12a | 5:19a | 5:36a | 5:43a |
| 5:15 | 5:26 | 5:29 | 5:33 | 5:36 | 5:41 | 5:48 | 6:05 | 6:12 |
| 5:45 | 5:56 | 5:59 | 6:03 | 6:06 | 6:11 | 6:18 | 6:35 | 6:42 |
| 6:17 | 6:28 | 6:31 | 6:35 | 6:38 | 6:43 | 6:50 | 7:07 | 7:15 |
| 6:47 | 6:58 | 7:01 | 7:05 | 7:08 | 7:13 | 7:20 | 7:37 | 7:45 |
| 7:17 | 7:28 | 7:31 | 7:35 | 7:38 | 7:43 | 7:50 | 8:07 | 8:15 |
| 7:47 | 7:58 | 8:01 | 8:05 | 8:08 | 8:13 | 8:20 | 8:37 | 8:45 |
| 8:15 | 8:26 | 8:29 | 8:33 | 8:36 | 8:41 | 8:48 | 9:05 | 9:13 |
| 8:50 | 9:02 | 9:05 | 9:09 | 9:12 | 9:17 | 9:24 | 9:41 | 9:49 |
| 9:20 | 9:32 | 9:35 | 9:39 | 9:42 | 9:47 | 9:54 | 10:11 | 10:19 |
| 9:50 | 10:02 | 10:05 | 10:09 | 10:12 | 10:17 | 10:24 | 10:41 | 10:49 |
| 10:20 | 10:32 | 10:35 | 10:39 | 10:42 | 10:47 | 10:54 | 11:11 | 11:19 |
| 10:50 | 11:02 | 11:05 | 11:09 | 11:12 | 11:17 | 11:24 | 11:41 | 11:49 |
| 11:20 | 11:32 | 11:35 | 11:39 | 11:42 | 11:47 | 11:54 | **12:11p** | **12:19p** |
| 11:50 | **12:02p** | **12:05p** | **12:09p** | **12:12p** | **12:17p** | **12:24p** | **12:41** | **12:49** |
| **12:20p** | **12:32** | **12:35** | **12:39** | **12:42** | **12:47** | **12:54** | **1:11** | **1:19** |
| **12:50** | **1:02** | **1:05** | **1:09** | **1:12** | **1:17** | **1:24** | **1:41** | **1:49** |
| **1:20** | **1:32** | **1:35** | **1:39** | **1:42** | **1:47** | **1:54** | **2:11** | **2:19** |
| **1:50** | **2:02** | **2:05** | **2:09** | **2:12** | **2:17** | **2:24** | **2:41** | **2:49** |
| **2:20** | **2:32** | **2:35** | **2:39** | **2:42** | **2:47** | **2:54** | **3:11** | **3:19** |
| **2:50** | **3:02** | **3:05** | **3:09** | **3:12** | **3:17** | **3:24** | **3:41** | **3:49** |
| **3:20** | **3:32** | **3:35** | **3:39** | **3:42** | **3:47** | **3:54** | **4:11** | **4:19** |
| **3:50** | **4:02** | **4:05** | **4:09** | **4:12** | **4:17** | **4:24** | **4:41** | **4:49** |
| **4:20** | **4:32** | **4:35** | **4:39** | **4:42** | **4:47** | **4:54** | **5:11** | **5:19** |
| **4:50** | **5:02** | **5:05** | **5:09** | **5:12** | **5:17** | **5:24** | **5:41** | **5:49** |
| **5:20** | **5:32** | **5:35** | **5:39** | **5:42** | **5:47** | **5:54** | **6:11** | **6:19** |
| **5:50** | **6:02** | **6:05** | **6:09** | **6:12** | **6:17** | **6:24** | **6:41** | **6:49** |
| **6:20** | **6:32** | **6:35** | **6:39** | **6:42** | **6:47** | **6:54** | **7:11** | **7:19** |
| **7:19** | **7:31** | **7:34** | **7:38** | **7:41** | **7:46** | **7:53** | **8:10** | **8:18** |
| **8:19** | **8:31** | **8:34** | **8:38** | **8:41** | **8:46** | **8:53** | **9:10** | **9:18** |
| **9:16** | **9:27** | **9:30** | **9:34** | **9:37** | **9:42** | **9:49** | **10:06** | **10:13** |

## Downtown San Diego → Otay Mesa Transit Center

| I | H | G | F | E | D | C | B | A |
|---|---|---|---|---|---|---|---|---|
| Santa Fe Depot Transit Center **DEPART** | City College Transit Station | East Palomar Station | Heritage Station | Lomas Verdes Station | Santa Venetia Station | Otay Ranch Station | Millenia Station | Otay Mesa Transit Center **ARRIVE** |
| 6:08a | 6:15a | 6:32a | 6:38a | 6:43a | 6:46a | 6:50a | 6:53a | 7:05a |
| 6:38 | 6:45 | 7:02 | 7:08 | 7:13 | 7:16 | 7:20 | 7:23 | 7:35 |
| 7:06 | 7:14 | 7:31 | 7:37 | 7:42 | 7:45 | 7:49 | 7:52 | 8:04 |
| 7:36 | 7:44 | 8:01 | 8:07 | 8:12 | 8:15 | 8:19 | 8:22 | 8:34 |
| 8:06 | 8:14 | 8:31 | 8:37 | 8:42 | 8:45 | 8:49 | 8:52 | 9:04 |
| 8:36 | 8:44 | 9:01 | 9:07 | 9:12 | 9:15 | 9:19 | 9:22 | 9:34 |
| 9:06 | 9:14 | 9:31 | 9:37 | 9:42 | 9:45 | 9:49 | 9:52 | 10:04 |
| 9:36 | 9:44 | 10:01 | 10:07 | 10:12 | 10:15 | 10:19 | 10:22 | 10:34 |
| 10:08 | 10:16 | 10:33 | 10:39 | 10:44 | 10:47 | 10:51 | 10:54 | 11:06 |
| 10:38 | 10:46 | 11:03 | 11:09 | 11:14 | 11:17 | 11:21 | 11:24 | 11:36 |
| 11:08 | 11:16 | 11:33 | 11:39 | 11:44 | 11:47 | 11:51 | 11:54 | **12:06p** |
| 11:38 | 11:46 | **12:03p** | **12:09p** | **12:14p** | **12:17p** | **12:21p** | **12:24p** | **12:36** |
| **12:07p** | **12:15p** | **12:32** | **12:38** | **12:43** | **12:46** | **12:50** | **12:53** | **1:05** |
| **12:37** | **12:45** | **1:02** | **1:08** | **1:13** | **1:16** | **1:20** | **1:23** | **1:35** |
| **1:07** | **1:15** | **1:32** | **1:38** | **1:43** | **1:46** | **1:50** | **1:53** | **2:05** |
| **1:37** | **1:45** | **2:02** | **2:08** | **2:13** | **2:16** | **2:20** | **2:23** | **2:35** |
| **2:07** | **2:15** | **2:32** | **2:38** | **2:43** | **2:46** | **2:50** | **2:53** | **3:05** |
| **2:37** | **2:45** | **3:02** | **3:08** | **3:13** | **3:16** | **3:20** | **3:23** | **3:35** |
| **3:06** | **3:15** | **3:32** | **3:38** | **3:43** | **3:46** | **3:50** | **3:53** | **4:05** |
| **3:36** | **3:45** | **4:02** | **4:08** | **4:13** | **4:16** | **4:20** | **4:23** | **4:35** |
| **4:06** | **4:15** | **4:32** | **4:38** | **4:43** | **4:46** | **4:50** | **4:53** | **5:05** |
| **4:37** | **4:46** | **5:03** | **5:09** | **5:14** | **5:17** | **5:21** | **5:24** | **5:36** |
| **5:07** | **5:16** | **5:33** | **5:39** | **5:44** | **5:47** | **5:51** | **5:54** | **6:06** |
| **5:37** | **5:46** | **6:03** | **6:09** | **6:14** | **6:17** | **6:21** | **6:24** | **6:36** |
| **6:08** | **6:16** | **6:33** | **6:39** | **6:44** | **6:47** | **6:51** | **6:54** | **7:06** |
| **6:37** | **6:45** | **7:02** | **7:08** | **7:13** | **7:16** | **7:20** | **7:23** | **7:35** |
| **7:37** | **7:45** | **8:02** | **8:08** | **8:13** | **8:16** | **8:20** | **8:23** | **8:35** |
| **8:41** | **8:48** | **9:05** | **9:11** | **9:16** | **9:19** | **9:23** | **9:26** | **9:38** |
| **9:41** | **9:48** | **10:05** | **10:11** | **10:16** | **10:19** | **10:23** | **10:26** | **10:38** |
| **10:41** | **10:48** | **11:05** | **11:11** | **11:16** | **11:19** | **11:23** | **11:26** | **11:38** |

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
**New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas**

**Fare Information**
*Información de tarifas*
sdmts.com/fares

## PRONTO

**Easy transit fare. Get a card or download the app.**

*¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.*

**RidePRONTO.com • 619-595-5636**

**All timetables are available online**
*Todos los horarios están disponibles en línea.*
**sdmts.com/timetables**

**Real Time Arrivals**
Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*
**sdmts.com/oba**

**MTS** sdmts.com

| | |
|---|---|
| **MTS Security**<br>*MTS Seguridad* | **619-595-4960** |
| **MTS Information & Trip Planning**<br>*MTS Información y planeo de viaje* | **619-233-3004** |
| **Customer Service / Suggestions**<br>*Servicio al cliente / Sugerencias* | **619-557-4555** |
| **Lost and Found**<br>*Objetos extraviados* | **619-233-3004** |
| **Transit Store**<br>12th & Imperial Transit Center<br>M–F / *L-V* 8am–5pm | **619-234-1060** |
| **TTY/TDD**<br>(teletype for hearing impaired)<br>*Teletipo para sordos* | **619-234-5005**<br>**888-722-4889** |

Buses on all MTS routes are accessible via lift or ramp.
*Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.*

Alternative formats available upon request. Call: (619) 557-4555.
*Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.*

Effective September 3, 2023

# Rapid 235

**Bus Route**

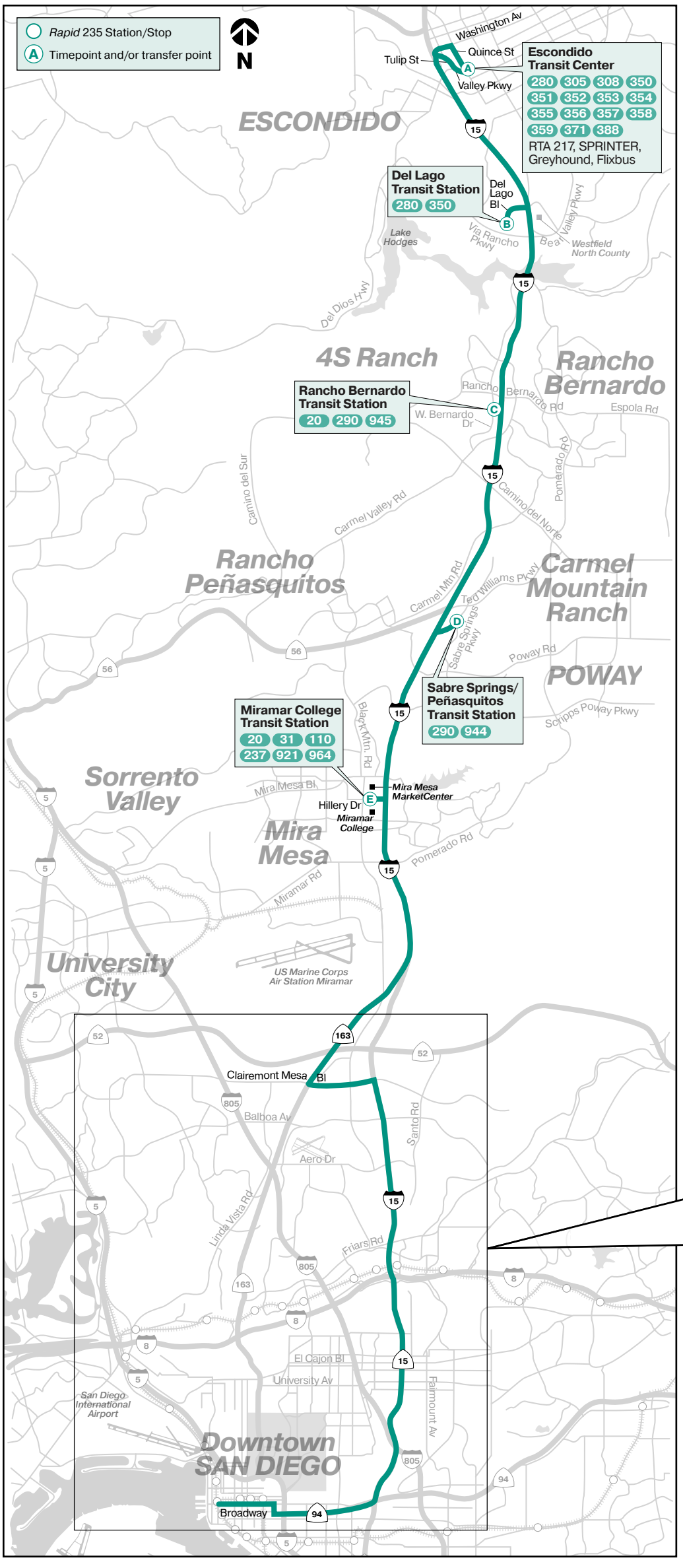
## Escondido Transit Center ↔ Downtown San Diego
via I-15

**Destinations**
- Boulevard Transit Plaza
- City Heights Transit Plaza
- Del Lago Transit Station
- Kearny Mesa Transit Center
- Miramar College Transit Station
- Rancho Bernardo Transit Station
- Sabre Springs/Peñasquitos Transit Station

**Trolley Connections**
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
*Sujeto a cambios sin previo aviso*

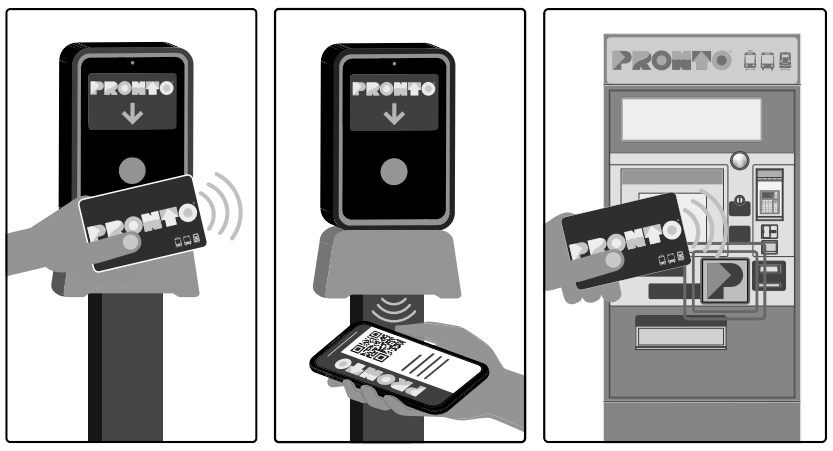
MTS




## PRONTO

# TAP or SCAN -
## Required Before Boarding

## *TOCA o ESCANEA -*
### *Se requiere antes de abordar*




**619-595-5636**
**RidePRONTO.com**

## Southern Area Detail

### Downtown Boarding Locations

***Towards Escondido:***
Kettner Bl. at Santa Fe Depot
Broadway at 1st Av. (Courthouses)
Broadway at 5th Av. (Horton Plaza)
Broadway at Park Bl. (City College T.C.)

***Towards Santa Fe Depot:***
Broadway at Park Bl. (City College T.C.)
Broadway at 4th Av. (Horton Plaza)
Broadway at Union St. (Courthouses)

# 235 Monday through Friday • *lunes a viernes*

## Escondido Transit Center → Downtown San Diego

| A Escondido Transit Center **DEPART** | B Del Lago Transit Station | C Rancho Bernardo Transit Station | D Sabre Springs/ Peñasquitos T.S. | E Miramar College Transit Station | F Kearny Mesa Transit Center | G Boulevard Transit Plaza (El Cajon Bl.) | H City Heights Transit Plaza (Univ. Av.) | I City College Transit Center (Broadway) | J America Plaza Trolley Station **ARRIVE** |
|---|---|---|---|---|---|---|---|---|---|
| — | — | — | — | — | 4:58a | 5:08a | 5:10a | 5:19a | 5:26a |
| — | — | — | — | — | 5:13 | 5:23 | 5:25 | 5:34 | 5:41 |
| — | — | — | — | 5:18a | 5:28 | 5:38 | 5:40 | 5:49 | 5:56 |
| 5:00a | 5:09a | 5:17a | 5:24a | 5:33 | 5:43 | 5:53 | 5:55 | 6:04 | 6:11 |
| — | — | — | — | 5:48 | 5:59 | 6:09 | 6:11 | 6:21 | 6:28 |
| 5:33 | 5:42 | 5:50 | 5:57 | 6:06 | 6:17 | 6:27 | 6:29 | 6:40 | 6:47 |
| — | — | — | — | 6:21 | 6:32 | 6:43 | 6:45 | 6:57 | 7:05 |
| 6:03 | 6:12 | 6:20 | 6:27 | 6:36 | 6:47 | 6:58 | 7:00 | 7:12 | 7:20 |
| 6:18 | 6:27 | 6:35 | 6:42 | 6:51 | 7:02 | 7:13 | 7:15 | 7:27 | 7:35 |
| 6:30 | 6:40 | 6:48 | 6:55 | 7:04 | 7:15 | 7:26 | 7:28 | 7:41 | 7:50 |
| 6:46 | 6:56 | 7:04 | 7:11 | 7:20 | 7:31 | 7:42 | 7:44 | 7:57 | 8:06 |
| 7:01 | 7:11 | 7:19 | 7:26 | 7:35 | 7:46 | 7:57 | 7:59 | 8:12 | 8:21 |
| 7:16 | 7:26 | 7:34 | 7:41 | 7:50 | 8:01 | 8:12 | 8:14 | 8:27 | 8:36 |
| 7:31 | 7:41 | 7:49 | 7:56 | 8:05 | 8:16 | 8:27 | 8:29 | 8:42 | 8:51 |
| 7:46 | 7:56 | 8:04 | 8:11 | 8:20 | 8:31 | 8:42 | 8:44 | 8:57 | 9:06 |
| 8:01 | 8:11 | 8:19 | 8:26 | 8:35 | 8:46 | 8:57 | 8:59 | 9:11 | 9:20 |
| 8:17 | 8:26 | 8:34 | 8:41 | 8:50 | 9:01 | 9:12 | 9:14 | 9:26 | 9:35 |
| 8:33 | 8:42 | 8:50 | 8:57 | 9:06 | 9:17 | 9:28 | 9:30 | 9:41 | 9:50 |
| 8:48 | 8:57 | 9:05 | 9:12 | 9:21 | 9:32 | 9:43 | 9:45 | 9:56 | 10:05 |
| 9:03 | 9:12 | 9:20 | 9:27 | 9:36 | 9:47 | 9:58 | 10:00 | 10:11 | 10:20 |
| 9:18 | 9:27 | 9:35 | 9:42 | 9:51 | 10:02 | 10:13 | 10:15 | 10:26 | 10:35 |
| 9:33 | 9:42 | 9:50 | 9:57 | 10:06 | 10:17 | 10:28 | 10:30 | 10:41 | 10:50 |
| 9:48 | 9:57 | 10:05 | 10:12 | 10:21 | 10:32 | 10:43 | 10:45 | 10:56 | 11:05 |
| 10:03 | 10:12 | 10:20 | 10:27 | 10:36 | 10:47 | 10:58 | 11:00 | 11:11 | 11:20 |
| 10:18 | 10:27 | 10:35 | 10:42 | 10:51 | 11:02 | 11:13 | 11:15 | 11:26 | 11:35 |
| 10:32 | 10:41 | 10:49 | 10:56 | 11:05 | 11:16 | 11:28 | 11:30 | 11:41 | 11:50 |
| 10:47 | 10:56 | 11:04 | 11:11 | 11:20 | 11:31 | 11:43 | 11:45 | 11:56 | **12:05p** |
| 11:02 | 11:11 | 11:19 | 11:26 | 11:35 | 11:46 | 11:58 | **12:00p** | **12:11p** | **12:20** |
| 11:17 | 11:26 | 11:34 | 11:41 | 11:50 | **12:01p** | **12:13p** | **12:15** | **12:26** | **12:35** |
| 11:32 | 11:41 | 11:49 | 11:56 | **12:05p** | **12:16** | **12:28** | **12:30** | **12:41** | **12:50** |
| 11:47 | 11:56 | **12:04p** | **12:11p** | **12:20** | **12:31** | **12:43** | **12:45** | **12:56** | **1:05** |
| **12:02p** | **12:11p** | **12:19** | **12:26** | **12:35** | **12:46** | **12:58** | **1:00** | **1:11** | **1:20** |
| **12:17** | **12:26** | **12:34** | **12:41** | **12:50** | **1:01** | **1:13** | **1:15** | **1:26** | **1:35** |
| **12:32** | **12:41** | **12:49** | **12:56** | **1:05** | **1:16** | **1:28** | **1:30** | **1:41** | **1:50** |
| **12:47** | **12:56** | **1:04** | **1:11** | **1:20** | **1:31** | **1:43** | **1:45** | **1:56** | **2:05** |
| **1:02** | **1:11** | **1:19** | **1:26** | **1:35** | **1:46** | **1:58** | **2:00** | **2:11** | **2:20** |
| **1:17** | **1:26** | **1:34** | **1:41** | **1:50** | **2:01** | **2:13** | **2:15** | **2:26** | **2:35** |
| **1:32** | **1:41** | **1:49** | **1:56** | **2:05** | **2:16** | **2:28** | **2:30** | **2:41** | **2:50** |
| **1:47** | **1:56** | **2:04** | **2:11** | **2:20** | **2:31** | **2:43** | **2:45** | **2:56** | **3:05** |
| **2:02** | **2:11** | **2:19** | **2:26** | **2:35** | **2:46** | **2:58** | **3:00** | **3:11** | **3:20** |
| **2:16** | **2:25** | **2:33** | **2:40** | **2:49** | **3:00** | **3:12** | **3:14** | **3:25** | **3:34** |
| **2:29** | **2:38** | **2:46** | **2:53** | **3:02** | **3:13** | **3:26** | **3:28** | **3:40** | **3:49** |
| **2:42** | **2:52** | **3:00** | **3:07** | **3:16** | **3:28** | **3:42** | **3:44** | **3:57** | **4:06** |
| **2:55** | **3:05** | **3:13** | **3:20** | **3:29** | **3:41** | **3:56** | **3:58** | **4:12** | **4:21** |
| **3:10** | **3:20** | **3:28** | **3:35** | **3:44** | **3:56** | **4:11** | **4:13** | **4:27** | **4:36** |
| **3:23** | **3:33** | **3:41** | **3:48** | **3:57** | **4:10** | **4:26** | **4:28** | **4:43** | **4:52** |
| **3:39** | **3:49** | **3:57** | **4:04** | **4:13** | **4:26** | **4:42** | **4:44** | **4:59** | **5:08** |
| **3:54** | **4:04** | **4:12** | **4:19** | **4:28** | **4:41** | **4:58** | **5:00** | **5:15** | **5:24** |
| **4:09** | **4:19** | **4:27** | **4:34** | **4:43** | **4:56** | **5:13** | **5:15** | **5:30** | **5:39** |
| **4:24** | **4:34** | **4:42** | **4:49** | **4:58** | **5:11** | **5:28** | **5:30** | **5:45** | **5:54** |
| **4:39** | **4:49** | **4:57** | **5:04** | **5:13** | **5:26** | **5:43** | **5:45** | **6:00** | **6:09** |
| **4:54** | **5:04** | **5:12** | **5:19** | **5:28** | **5:41** | **5:58** | **6:00** | **6:15** | **6:23** |
| **5:10** | **5:20** | **5:28** | **5:35** | **5:44** | **5:57** | **6:12** | **6:14** | **6:29** | **6:37** |
| **5:27** | **5:37** | **5:45** | **5:52** | **6:01** | **6:13** | **6:27** | **6:29** | **6:43** | **6:51** |
| **5:46** | **5:55** | **6:03** | **6:10** | **6:19** | **6:30** | **6:43** | **6:45** | **6:58** | **7:06** |
| **6:02** | **6:11** | **6:19** | **6:26** | **6:35** | **6:46** | **6:58** | **7:00** | **7:11** | **7:19** |
| **6:17** | **6:26** | **6:34** | **6:41** | **6:50** | **7:01** | **7:13** | **7:15** | **7:26** | **7:34** |
| **6:32** | **6:41** | **6:49** | **6:56** | **7:05** | **7:16** | **7:28** | **7:30** | **7:41** | **7:49** |
| **6:47** | **6:56** | **7:04** | **7:11** | **7:20** | **7:31** | **7:43** | **7:45** | **7:56** | **8:04** |
| **7:06** | **7:15** | **7:23** | **7:30** | **7:39** | **7:49** | **8:00** | **8:02** | **8:12** | **8:20** |
| **7:36** | **7:45** | **7:53** | **8:00** | **8:09** | **8:19** | **8:30** | **8:32** | **8:42** | **8:50** |
| **8:05** | **8:14** | **8:22** | **8:29** | **8:38** | **8:48** | **8:59** | **9:01** | **9:11** | **9:19** |
| **8:35** | **8:44** | **8:52** | **8:59** | **9:08** | **9:18** | **9:29** | **9:31** | **9:40** | **9:47** |
| **9:05** | **9:14** | **9:22** | **9:29** | **9:38** | **9:48** | **9:59** | **10:01** | **10:10** | **10:17** |
| **9:35** | **9:44** | **9:52** | **9:59** | **10:08** | **10:18** | **10:29** | **10:31** | **10:40** | **10:47** |
| **10:05** | **10:14** | **10:22** | **10:29** | **10:38** | **10:48** | **10:58** | **11:00** | **11:09** | **11:16** |
| **10:35** | **10:44** | **10:52** | **10:59** | **11:08** | **11:18** | **11:28** | **11:30** | **11:39** | **11:46** |

## Downtown San Diego → Escondido Transit Center

| J Santa Fe Depot Transit Center **DEPART** | I City College Transit Center (Broadway) | H City Heights Transit Plaza (Univ. Av.) | G Boulevard Transit Plaza (El Cajon Bl.) | F Kearny Mesa Transit Center | E Miramar College Transit Station | D Sabre Springs/ Peñasquitos T.S. | C Rancho Bernardo Transit Station | B Del Lago Transit Station | A Escondido Transit Center **ARRIVE** |
|---|---|---|---|---|---|---|---|---|---|
| 4:43a | 4:50a | 5:00a | 5:02a | 5:13a | 5:24a | 5:31a | 5:39a | 5:46a | 5:57a |
| 5:03 | 5:10 | 5:20 | 5:22 | 5:33 | 5:44 | 5:51 | 5:59 | 6:06 | 6:17 |
| 5:18 | 5:25 | 5:35 | 5:37 | 5:49 | 6:00 | 6:07 | 6:15 | 6:22 | 6:34 |
| 5:33 | 5:40 | 5:50 | 5:52 | 6:04 | 6:15 | 6:22 | 6:30 | 6:37 | 6:49 |
| 5:46 | 5:53 | 6:03 | 6:05 | 6:17 | 6:28 | 6:35 | 6:43 | 6:50 | 7:02 |
| 5:59 | 6:06 | 6:16 | 6:18 | 6:30 | 6:41 | 6:48 | 6:56 | 7:03 | 7:15 |
| 6:12 | 6:19 | 6:29 | 6:31 | 6:44 | 6:55 | 7:02 | 7:10 | 7:17 | 7:29 |
| 6:26 | 6:34 | 6:44 | 6:46 | 7:00 | 7:12 | 7:19 | 7:27 | 7:34 | 7:46 |
| 6:41 | 6:49 | 6:59 | 7:01 | 7:15 | 7:27 | 7:34 | 7:42 | 7:49 | 8:01 |
| 6:55 | 7:03 | 7:14 | 7:16 | 7:32 | 7:44 | 7:51 | 7:59 | 8:06 | 8:18 |
| 7:10 | 7:18 | 7:29 | 7:31 | 7:47 | 7:59 | 8:06 | 8:14 | 8:21 | 8:33 |
| 7:25 | 7:33 | 7:44 | 7:46 | 8:02 | 8:14 | 8:21 | 8:29 | 8:36 | 8:48 |
| 7:40 | 7:48 | 7:59 | 8:01 | 8:17 | 8:29 | 8:36 | 8:44 | 8:51 | 9:03 |
| 7:55 | 8:03 | 8:14 | 8:16 | 8:32 | 8:44 | 8:51 | 8:59 | 9:06 | 9:18 |
| 8:10 | 8:18 | 8:29 | 8:31 | 8:47 | 8:59 | 9:06 | 9:14 | 9:21 | 9:33 |
| 8:25 | 8:33 | 8:43 | 8:45 | 9:00 | 9:12 | 9:19 | 9:27 | 9:34 | 9:46 |
| 8:40 | 8:48 | 8:58 | 9:00 | 9:14 | 9:26 | 9:33 | 9:41 | 9:48 | 10:00 |
| 8:55 | 9:03 | 9:13 | 9:15 | 9:28 | 9:39 | 9:46 | 9:54 | 10:01 | 10:13 |
| 9:10 | 9:18 | 9:28 | 9:30 | 9:43 | 9:54 | 10:01 | 10:09 | 10:16 | 10:28 |
| 9:23 | 9:31 | 9:41 | 9:43 | 9:56 | 10:07 | 10:14 | 10:22 | 10:29 | 10:41 |
| 9:38 | 9:46 | 9:56 | 9:58 | 10:11 | 10:22 | 10:29 | 10:37 | 10:44 | 10:56 |
| 9:53 | 10:01 | 10:11 | 10:13 | 10:26 | 10:37 | 10:44 | 10:52 | 10:59 | 11:11 |
| 10:08 | 10:16 | 10:26 | 10:28 | 10:41 | 10:52 | 10:59 | 11:07 | 11:14 | 11:26 |
| 10:23 | 10:31 | 10:41 | 10:43 | 10:56 | 11:07 | 11:14 | 11:22 | 11:29 | 11:41 |
| 10:38 | 10:46 | 10:56 | 10:58 | 11:11 | 11:22 | 11:29 | 11:37 | 11:44 | 11:56 |
| 10:53 | 11:01 | 11:11 | 11:13 | 11:26 | 11:37 | 11:44 | 11:52 | 11:59 | **12:11p** |
| 11:08 | 11:16 | 11:26 | 11:28 | 11:41 | 11:52 | 11:59 | **12:07p** | **12:14p** | **12:26** |
| 11:23 | 11:31 | 11:41 | 11:43 | 11:56 | **12:07p** | **12:14p** | **12:22** | **12:29** | **12:41** |
| 11:38 | 11:46 | 11:56 | 11:58 | **12:11p** | **12:22** | **12:29** | **12:37** | **12:44** | **12:56** |
| 11:52 | **12:01p** | **12:11p** | **12:13p** | **12:26** | **12:37** | **12:44** | **12:52** | **12:59** | **1:11** |
| **12:07p** | **12:16** | **12:26** | **12:28** | **12:41** | **12:52** | **12:59** | **1:07** | **1:14** | **1:26** |
| **12:22** | **12:31** | **12:41** | **12:43** | **12:56** | **1:07** | **1:14** | **1:22** | **1:29** | **1:41** |
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| **12:52** | **1:01** | **1:11** | **1:13** | **1:26** | **1:37** | **1:44** | **1:52** | **1:59** | **2:11** |
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| **1:37** | **1:46** | **1:56** | **1:58** | **2:11** | **2:22** | **2:29** | **2:37** | **2:44** | **2:56** |
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| **2:07** | **2:16** | **2:26** | **2:28** | **2:41** | **2:53** | **3:00** | **3:08** | **3:15** | **3:28** |
| **2:24** | **2:33** | **2:43** | **2:45** | **2:58** | **3:10** | **3:17** | **3:25** | **3:32** | **3:45** |
| **2:41** | **2:50** | **3:00** | **3:02** | **3:15** | **3:27** | **3:34** | **3:42** | **3:49** | **4:02** |
| **2:56** | **3:05** | **3:16** | **3:18** | **3:31** | **3:43** | **3:50** | **3:58** | **4:05** | **4:18** |
| **3:10** | **3:19** | **3:31** | **3:33** | **3:46** | **3:59** | **4:06** | **4:14** | **4:21** | **4:34** |
| **3:24** | **3:34** | **3:47** | **3:49** | **4:02** | **4:15** | **4:22** | **4:30** | **4:37** | **4:50** |
| **3:39** | **3:49** | **4:02** | **4:04** | **4:17** | **4:30** | **4:37** | **4:45** | **4:52** | **5:05** |
| **3:54** | **4:04** | **4:17** | **4:19** | **4:32** | **4:45** | **4:52** | **5:00** | **5:07** | **5:20** |
| **4:09** | **4:19** | **4:32** | **4:34** | **4:47** | **5:00** | **5:07** | **5:15** | **5:22** | **5:35** |
| **4:25** | **4:35** | **4:48** | **4:50** | **5:03** | **5:16** | **5:23** | **5:31** | **5:38** | **5:51** |
| **4:40** | **4:50** | **5:03** | **5:05** | **5:17** | **5:30** | **5:37** | **5:45** | **5:52** | **6:05** |
| **4:55** | **5:05** | **5:18** | **5:20** | **5:32** | **5:45** | **5:52** | **6:00** | **6:07** | **6:20** |
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| **5:41** | **5:50** | **6:02** | **6:04** | **6:16** | **6:28** | **6:35** | **6:43** | **6:50** | **7:02** |
| **5:57** | **6:05** | **6:16** | **6:18** | **6:30** | **6:42** | **6:49** | **6:57** | **7:04** | **7:15** |
| **6:12** | **6:20** | **6:31** | **6:33** | **6:45** | **6:57** | **7:04** | **7:12** | **7:19** | **7:30** |
| **6:27** | **6:35** | **6:46** | **6:48** | **7:00** | **7:12** | **7:19** | **7:27** | **7:34** | **7:45** |
| **6:42** | **6:50** | **7:01** | **7:03** | **7:15** | **7:27** | **7:34** | **7:42** | **7:49** | **8:00** |
| **7:08** | **7:16** | **7:26** | **7:28** | **7:39** | **7:50** | **7:57** | **8:05** | **8:12** | **8:23** |
| **7:38** | **7:46** | **7:56** | **7:58** | **8:09** | **8:20** | **8:27** | **8:35** | **8:42** | **8:53** |
| **8:07** | **8:15** | **8:25** | **8:27** | **8:38** | **8:49** | **8:56** | **9:04** | **9:11** | **9:22** |
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| **9:38** | **9:45** | **9:55** | **9:57** | **10:08** | **10:19** | **10:26** | **10:34** | **10:41** | **10:51** |
| **10:08** | **10:15** | **10:25** | **10:27** | **10:38** | **10:49** | **10:56** | **11:04** | **11:11** | **11:21** |
| **10:38** | **10:45** | **10:55** | **10:57** | **11:08** | **11:19** | **11:26** | **11:34** | **11:41** | **11:51** |

# 235 Saturday and Sunday • *sábado y domingo*

## Escondido Transit Center → Downtown San Diego

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|---|---|---|---|---|---|---|---|---|---|
| — | — | — | — | — | 5:14a | 5:23a | 5:25a | 5:34a | 5:41a |
| 5:01a | 5:10a | 5:18a | 5:25a | 5:34a | 5:44 | 5:53 | 5:55 | 6:04 | 6:11 |
| 5:30 | 5:39 | 5:47 | 5:54 | 6:03 | 6:13 | 6:22 | 6:24 | 6:34 | 6:41 |
| 6:00 | 6:09 | 6:17 | 6:24 | 6:33 | 6:43 | 6:52 | 6:54 | 7:04 | 7:11 |
| 6:30 | 6:39 | 6:47 | 6:54 | 7:03 | 7:14 | 7:24 | 7:26 | 7:36 | 7:44 |
| 7:00 | 7:09 | 7:17 | 7:24 | 7:33 | 7:44 | 7:54 | 7:56 | 8:06 | 8:14 |
| 7:30 | 7:39 | 7:47 | 7:54 | 8:03 | 8:14 | 8:24 | 8:26 | 8:36 | 8:44 |
| 8:00 | 8:09 | 8:17 | 8:24 | 8:33 | 8:44 | 8:54 | 8:56 | 9:06 | 9:14 |
| 8:30 | 8:39 | 8:47 | 8:54 | 9:03 | 9:14 | 9:24 | 9:26 | 9:36 | 9:44 |
| 9:04 | 9:13 | 9:21 | 9:28 | 9:37 | 9:48 | 9:58 | 10:00 | 10:11 | 10:19 |
| 9:34 | 9:43 | 9:51 | 9:58 | 10:07 | 10:18 | 10:28 | 10:30 | 10:41 | 10:49 |
| 10:04 | 10:13 | 10:21 | 10:28 | 10:37 | 10:48 | 10:58 | 11:00 | 11:11 | 11:19 |
| 10:33 | 10:42 | 10:50 | 10:57 | 11:06 | 11:17 | 11:28 | 11:30 | 11:41 | 11:49 |
| 11:03 | 11:12 | 11:20 | 11:27 | 11:36 | 11:47 | 11:58 | **12:00p** | **12:11p** | **12:19p** |
| 11:33 | 11:42 | 11:50 | 11:57 | **12:06p** | **12:17p** | **12:28p** | **12:30** | **12:41** | **12:49** |
| **12:03p** | **12:12p** | **12:20p** | **12:27p** | **12:36** | **12:47** | **12:58** | **1:00** | **1:11** | **1:19** |
| **12:33** | **12:42** | **12:50** | **12:57** | **1:06** | **1:17** | **1:28** | **1:30** | **1:41** | **1:49** |
| **1:03** | **1:12** | **1:20** | **1:27** | **1:36** | **1:47** | **1:58** | **2:00** | **2:11** | **2:19** |
| **1:33** | **1:42** | **1:50** | **1:57** | **2:06** | **2:17** | **2:28** | **2:30** | **2:41** | **2:49** |
| **2:03** | **2:12** | **2:20** | **2:27** | **2:36** | **2:47** | **2:58** | **3:00** | **3:11** | **3:19** |
| **2:33** | **2:42** | **2:50** | **2:57** | **3:06** | **3:17** | **3:28** | **3:30** | **3:41** | **3:49** |
| **3:03** | **3:12** | **3:20** | **3:27** | **3:36** | **3:47** | **3:58** | **4:00** | **4:11** | **4:19** |
| **3:33** | **3:42** | **3:50** | **3:57** | **4:06** | **4:17** | **4:28** | **4:30** | **4:41** | **4:49** |
| **4:03** | **4:12** | **4:20** | **4:27** | **4:36** | **4:47** | **4:58** | **5:00** | **5:11** | **5:19** |
| **4:33** | **4:42** | **4:50** | **4:57** | **5:06** | **5:17** | **5:28** | **5:30** | **5:41** | **5:49** |
| **5:03** | **5:12** | **5:20** | **5:27** | **5:36** | **5:47** | **5:58** | **6:00** | **6:11** | **6:19** |
| **5:31** | **5:40** | **5:48** | **5:55** | **6:04** | **6:15** | **6:25** | **6:27** | **6:37** | **6:45** |
| **6:01** | **6:10** | **6:18** | **6:25** | **6:34** | **6:45** | **6:55** | **6:57** | **7:07** | **7:15** |
| **6:31** | **6:40** | **6:48** | **6:55** | **7:04** | **7:15** | **7:25** | **7:27** | **7:37** | **7:45** |
| **7:01** | **7:10** | **7:18** | **7:25** | **7:34** | **7:44** | **7:54** | **7:56** | **8:06** | **8:14** |
| **7:34** | **7:43** | **7:51** | **7:58** | **8:07** | **8:17** | **8:27** | **8:29** | **8:39** | **8:47** |
| **8:05** | **8:14** | **8:22** | **8:29** | **8:38** | **8:48** | **8:58** | **9:00** | **9:10** | **9:18** |
| **8:35** | **8:44** | **8:52** | **8:59** | **9:08** | **9:18** | **9:28** | **9:30** | **9:40** | **9:47** |
| **9:05** | **9:14** | **9:22** | **9:29** | **9:38** | **9:48** | **9:57** | **9:59** | **10:09** | **10:16** |
| **9:35** | **9:44** | **9:52** | **9:59** | **10:08** | **10:18** | **10:27** | **10:29** | **10:39** | **10:46** |
| **10:05** | **10:14** | **10:22** | **10:29** | **10:38** | **10:48** | **10:57** | **10:59** | **11:09** | **11:16** |

## Downtown San Diego → Escondido Transit Center

| J Santa Fe Depot Transit Center **DEPART** | I City College Transit Center (Broadway) | H City Heights Transit Plaza (Univ. Av.) | G Boulevard Transit Plaza (El Cajon Bl.) | F Kearny Mesa Transit Center | E Miramar College Transit Station | D Sabre Springs/ Peñasquitos T.S. | C Rancho Bernardo Transit Station | B Del Lago Transit Station | A Escondido Transit Center **ARRIVE** |
|---|---|---|---|---|---|---|---|---|---|
| 4:43a | 4:50a | 5:00a | 5:02a | 5:13a | 5:24a | 5:31a | 5:39a | 5:46a | 5:56a |
| 5:10 | 5:17 | 5:27 | 5:29 | 5:40 | 5:51 | 5:58 | 6:06 | 6:13 | 6:23 |
| 5:40 | 5:47 | 5:57 | 5:59 | 6:10 | 6:21 | 6:28 | 6:36 | 6:43 | 6:53 |
| 6:10 | 6:17 | 6:27 | 6:29 | 6:40 | 6:51 | 6:58 | 7:06 | 7:13 | 7:23 |
| 6:40 | 6:47 | 6:57 | 6:59 | 7:10 | 7:21 | 7:28 | 7:36 | 7:43 | 7:53 |
| 7:10 | 7:18 | 7:28 | 7:30 | 7:41 | 7:52 | 7:59 | 8:07 | 8:14 | 8:24 |
| 7:40 | 7:48 | 7:58 | 8:00 | 8:11 | 8:22 | 8:29 | 8:37 | 8:44 | 8:54 |
| 8:09 | 8:17 | 8:27 | 8:29 | 8:40 | 8:51 | 8:58 | 9:06 | 9:13 | 9:23 |
| 8:39 | 8:47 | 8:57 | 8:59 | 9:11 | 9:22 | 9:29 | 9:37 | 9:44 | 9:55 |
| 9:10 | 9:18 | 9:28 | 9:30 | 9:42 | 9:53 | 10:00 | 10:08 | 10:15 | 10:26 |
| 9:40 | 9:48 | 9:58 | 10:00 | 10:12 | 10:23 | 10:30 | 10:38 | 10:45 | 10:56 |
| 10:11 | 10:19 | 10:29 | 10:31 | 10:43 | 10:54 | 11:01 | 11:09 | 11:16 | 11:27 |
| 10:41 | 10:49 | 10:59 | 11:01 | 11:13 | 11:24 | 11:31 | 11:39 | 11:46 | 11:57 |
| 11:11 | 11:19 | 11:29 | 11:31 | 11:43 | 11:54 | **12:01p** | **12:09p** | **12:16p** | **12:27p** |
| 11:41 | 11:49 | 11:59 | **12:01p** | **12:13p** | **12:24p** | **12:31** | **12:39** | **12:46** | **12:57** |
| **12:11p** | **12:19p** | **12:29p** | **12:31** | **12:43** | **12:54** | **1:01** | **1:09** | **1:16** | **1:27** |
| **12:41** | **12:49** | **12:59** | **1:01** | **1:13** | **1:24** | **1:31** | **1:39** | **1:46** | **1:57** |
| **1:11** | **1:19** | **1:29** | **1:31** | **1:43** | **1:54** | **2:01** | **2:09** | **2:16** | **2:27** |
| **1:41** | **1:49** | **1:59** | **2:01** | **2:13** | **2:24** | **2:31** | **2:39** | **2:46** | **2:57** |
| **2:11** | **2:19** | **2:29** | **2:31** | **2:43** | **2:54** | **3:01** | **3:09** | **3:16** | **3:28** |
| **2:41** | **2:49** | **2:59** | **3:01** | **3:13** | **3:24** | **3:31** | **3:39** | **3:46** | **3:58** |
| **3:09** | **3:18** | **3:29** | **3:31** | **3:43** | **3:54** | **4:01** | **4:09** | **4:16** | **4:28** |
| **3:39** | **3:48** | **3:59** | **4:01** | **4:13** | **4:24** | **4:31** | **4:39** | **4:46** | **4:58** |
| **4:09** | **4:18** | **4:29** | **4:31** | **4:43** | **4:54** | **5:01** | **5:09** | **5:16** | **5:28** |
| **4:40** | **4:49** | **5:00** | **5:02** | **5:13** | **5:24** | **5:31** | **5:39** | **5:46** | **5:58** |
| **5:10** | **5:19** | **5:30** | **5:32** | **5:43** | **5:54** | **6:01** | **6:09** | **6:16** | **6:28** |
| **5:39** | **5:48** | **5:59** | **6:01** | **6:12** | **6:23** | **6:30** | **6:38** | **6:45** | **6:57** |
| **6:10** | **6:18** | **6:29** | **6:31** | **6:42** | **6:53** | **7:00** | **7:08** | **7:15** | **7:27** |
| **6:41** | **6:49** | **6:59** | **7:01** | **7:12** | **7:23** | **7:30** | **7:38** | **7:45** | **7:56** |
| **7:09** | **7:17** | **7:27** | **7:29** | **7:40** | **7:51** | **7:58** | **8:06** | **8:13** | **8:24** |
| **7:39** | **7:47** | **7:57** | **7:59** | **8:10** | **8:21** | **8:28** | **8:36** | **8:43** | **8:54** |
| **8:07** | **8:15** | **8:25** | **8:27** | **8:38** | **8:49** | **8:56** | **9:04** | **9:11** | **9:22** |
| **8:38** | **8:45** | **8:55** | **8:57** | **9:08** | **9:19** | **9:26** | **9:34** | **9:41** | **9:52** |
| **9:08** | **9:15** | **9:25** | **9:27** | **9:38** | **9:49** | **9:56** | **10:04** | **10:11** | **10:21** |
| **9:38** | **9:45** | **9:55** | **9:57** | **10:08** | **10:19** | **10:26** | **10:34** | **10:41** | **10:51** |
| **10:08** | **10:15** | **10:25** | **10:27** | **10:38** | **10:49** | **10:56** | **11:04** | **11:11** | **11:21** |

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
**New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas**

# END OF APPENDICES