Program Environmental Impact Report

San Diego College of Continuing Education Facilities Master Plan

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Acronyms and Abbreviations

°C	.degrees Celsius
°F	degree Fahrenheit
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily traffic
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
APSA	Aboveground Petroleum Storage Act
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
ASTM	American Society for Testing and Materials
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESA	California Endangered Species Act
CGP	construction general permit
CGS	California Geological Survey
CHP	Chemical Hygiene Plan
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County	San Diego County
CPA	community planning area
CRHR	California Register of Historical Resources
CSU	California State University
CUPA	Certified Unified Program Agency
CWA	Clean Water Act

DEHQ	San Diego Department of Environmental Health and Quality
District	San Diego Community College District
DPM	diesel particulate matter
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
ECC	Educational Cultural Complex
EIR	Environmental Impact Report
EO	Executive Order
ESL	English as a Second Language
EV	electric vehicle
FAA	Federal Aviation Administration
FESA	federal Endangered Species Act
FHSZ	fire hazard severity zone
FMP, SDCCE FMP, or Project	San Diego College of Continuing Education Facilities Master Plan Project
FTA	Federal Transit Administration
FUDS	Formerly Used Defense Sites
GHG	greenhouse gas
GIS	geographic information systems
GWP	global warming potential
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HVAC	heating, ventilation, and air conditioning
HVC	Harbor View Campus
LBP	lead-based paint
LCI	Land Use and Climate Innovation
LEED	Leadership in Energy and Environmental Design
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MCC	Mid-City Campus
MD	munitions debris
Measure HH	Measure HH Bond Program
MEC	munitions and explosives of concern
mg/m^3	milligram per cubic meter
MHPA	Multi-Habitat Planning Area
MLD	most likely descendant
MRP	Munitions Response Plan
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
MSL	mean sea level
MTS	Metropolitan Transit System
MYF	Montgomery-Gibbs Executive Airport
NAAQS	National Ambient Air Quality Standards

NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NAS	Naval Air Sation
NCC	North City Campus
NCCP	Natural Community Conservation Program
NCWRP	North City Water Reclamation Plant
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSLU	noise-sensitive land use
O_3	ozone
OITC	Outdoor-Indoor Sound Transmission Class
OPR	Office of Planning and Research
PCE	perchloroethylene
PEIR	Program Environmental Impact Report
PLWTP	Point Loma Wastewater Treatment Plant
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
RAQS	regional air quality strategy
RCRA	Resource Conservation and Recovery Act
RMS	root mean square
ROW	right-of-wayy
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SBWRP	South Bay Water Reclamation Plant
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCCD	San Diego Community College District
SDCCE	San Diego College of Continuing Education
SDCRAA	San Diego County Regional Airport Authority
SDFD	San Diego's Fire Rescue Department
SDG&E	San Diego Gas & Electric
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDNHM	San Diego Natural History Museum
SDRHR	San Diego Register of Historic Resources

sf	square feet
SIP	State Implementation Plan
SLF	Sacred Lands File
SO_2	sulfur dioxide
SPCC	Spill Prevention, Control and Countermeasures
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zones
TCA	traditionally and culturally affiliated
TCR	tribal cultural resource
TIS	Transportation Impact Study
TPA	Transit Priority Areas
TWLTL	two-way left-turn lane
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
UXO	unexploded ordnance
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WCC	West City Campus
WTP	water treatment plant
ZEV	zero-emission vehicle
$\mu g/m^3$	micrograms per cubic meter

Executive Summary

This chapter is an executive summary of the Program Environmental Impact Report (PEIR) for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project) prepared in compliance with the California Environmental Quality Act (CEQA). This chapter highlights the major areas of importance in the environmental analysis for the Project as required by CEQA Guidelines, Section 15123, and also provides a brief description of the Project, Project objectives, Project impacts and mitigation measures, alternatives to the Project, and areas of controversy/issues raised by the public known to the San Diego Community College District (District).

Overview

As required by CEQA, this PEIR (1) assesses the potentially significant direct, indirect, and cumulative environmental effects of the Project; (2) identifies potentially feasible means of avoiding or substantially lessening significant adverse impacts; and (3) evaluates a range of reasonable alternatives to the Project, including the required No Project Alternative. The District is the lead agency for the Project evaluated in this PEIR and, as such, has the principal responsibility for approving the Project.

The District is governed by the District Board of Trustees, which has the principal responsibility for approving campus planning documents and contracts for construction of new campus development. In compliance with CEQA, the purpose of this PEIR is to provide the District Board of Trustees and the public with information concerning the potential environmental impacts associated with implementation of future projects identified in the FMP. This PEIR assesses impacts that would result from FMP implementation, presents mitigation measures that would avoid or reduce impacts deemed to be significant, and provides analysis of alternatives that would reduce or avoid significant environmental impacts. The PEIR provides an opportunity to consider both the programmatic effects of the FMP's long-term projects and the development of the Mid-City Campus (MCC) Expansion site's project-specific analysis needed for the District and responsible agencies to consider in issuing permits and approvals required for the MCC Expansion implementation in the near term. Once certified, this PEIR will serve as the programmatic environmental document for the seven existing campuses and the new off-site campus (MCC Expansion), enabling future projects to tier from the analysis in accordance with the subsequent review standards of CEQA.

Project Description

The FMP focuses on future decisions regarding campus architecture and physical spaces across its seven campuses: Educational Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), West City Campus (WCC), MCC, North City Campus

(NCC), and Harbor View Campus (HVC). Note that of the seven existing campuses, MCC, NCC, and HVC do not involve any major exterior structural demolition of existing buildings or ground disturbances. The MCC Expansion site was mentioned in the FMP only as an off-site expansion option without a specific site identified. The District selected a site for this option that is being analyzed as part of the FMP at the project level. Table ES-1, Proposed Improvements Summary, outlines planned improvements for each campus per the FMP.

Table ES-1. Proposed Improvements Summary

Campus	Proposed Improvements
ECC 4343 Ocean View Boulevard San Diego, California 92113	• Building expansion to accommodate existing programs not exceeding 10,000 sf. • North campus entry enhancement (theater expansion [approximately 50 additional seats], interior, parking, and landscaping), including 3,000 sf of additional space for theater back-of-house areas. • Automotive expansion – Northwest building to be demolished, and a replacement building to be constructed to accommodate the existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 sf) and improvements. • Community room/multipurpose room and conference room reconfiguration where the ceramics studio currently exists. • Relocation of offices to the child development suite. • Relocation of facilities and grounds to a newly constructed building at the northeastern corner of the property.
CE MES 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – Loss of parking stalls. • New approximately 40,000 gross sf building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 sf). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 sf) and enhancement, including college branding and wayfinding.
CE MIR 10440 Black Mountain Road San Diego, California 92126	• Replacement of the existing building (approximately 26,580 sf) with a two-story building (approximately 49,000 sf). • Playground shade (canopy or large shade trees). • Exterior student lounge.
WCC 3249 Fordham Street San Diego, California 92110	• New building expansion (approximately 16,500 sf). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 sf). • Various interior improvements.
MCC 3792 Fairmount Avenue San Diego, California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades, ADA upgrades).

Table ES-1. Proposed Improvements Summary

Campus	Proposed Improvements
MCC Expansion 5322 El Cajon Boulevard San Diego, California 92105	• The FMP includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69-acre site at 5322 El Cajon Boulevard, approximately 1.3 miles northeast of the existing MCC. Development of this expansion site would involve demolishing the existing approximately 3,500 sf commercial building and constructing and operating a multistory building with approximately 53,000 gross sf and associated underground parking structure totaling approximately 57,000 gross sf.
NCC 8355 Aero Drive San Diego, California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordination with the City of San Diego to enhance the pathway from the bus stops to the building entrance.
HVC 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (lobby enhancement, courtyard enhancement, rooftop enhancement, lounge enhancement, office area reconfiguration).

Notes: ADA = Americans with Disabilities Act; FMP = Facilities Master Plan; sf = square feet

To organize campus facilities assessments and priorities across seven campuses, the FMP highlights eight key strategic themes, as described in the following list and summarized in **Error! Reference source not found.**, **Error! Reference source not found.**:

- **Access & Mobility.** Strengthen how people arrive at and move through a campus or building. Provide a safer and more accessible experience for all modes of travel. Access refers to both Americans with Disabilities Act (ADA)-accessible routes on and around campuses, as well as additional and more convenient mobility options.
- **Identity & Wayfinding.** Provide a well-planned signage system to improve the SDCCE user experience by enhancing understanding of the environment, facilitating wayfinding, and strengthening brand recognition. College-wide opportunities include improved signage, wayfinding, and campus identity that better reflect each campus and its surrounding community.
- **Campus Life.** Provide more comfortable spaces for students before, between, and after classes across all campuses to meet students' needs for study, lounge, social, and event spaces—both indoor and covered outdoor spaces. Faculty and classified professionals also need additional personal space (offices), dedicated restrooms, improved workrooms and breakrooms, and spaces for recording online classes.
- **Safety & Security.** Provide methods for securing offices and classrooms internally, as well as improved communication systems across each campus and institution-wide.
- **Capacity & Expansion.** College-wide opportunities include providing additional and more flexible/versatile classrooms. New building expansions are identified at five of the seven campuses: ECC, CE MES, CE MIR, WCC, and MCC.
- **Sustainability & Resiliency.** Four sustainability priorities were identified in the FMP: (1) plan for resiliency; (2) achieve carbon neutrality (Net Zero Energy); (3) maximize

water conservation; and (4) increase access to public transportation and sustainable mobility solutions. College-wide opportunities include providing additional electric vehicle charging stations in parking areas and preparing comprehensive sustainability studies to determine how campuses can achieve net-zero or carbon-neutral goals.

- **Technology.** The FMP has identified the following items to further enhance technology across all campuses:
  - Enhance Wi-Fi strength and access;
  - Update cameras and recording technology for faculty;
  - Consider transition from desktops to laptops for all faculty and classified professionals, to support hybrid working; and
  - Enhance classrooms to accommodate hybrid, synchronous learning effectively.
- **Maintenance, Operations, & Service.** College-wide opportunities include improved ventilation, improved cooling in server rooms, and more reliable resources for maintenance and operations, including elevators.

Project Objectives

In accordance with CEQA Guidelines, Section 15124(b), the District has identified the following objectives for the Project:

1. Develop and implement a long-term FMP that enhances campus resiliency while allowing an adaptable facilities framework.
2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic excellence, workforce development, financial health, state-of-the-art facilities, and institutional resiliency.
3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.
4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.
5. Implement facilities improvements that respond to identified institutional needs and how the facilities improvements can close the gap.

Summary of Environmental Impacts and Mitigation Measures

This PEIR examines the potential environmental effects of the FMP, including program-level analysis for the FMP and project-level analysis for the MCC Expansion site development, considering information related to existing site conditions, analyses of the types and magnitude of individual and cumulative environmental impacts, and feasible mitigation measures that could

reduce or avoid environmental impacts. In accordance with Appendix G of the CEQA Guidelines, the potential environmental effects of the Project were analyzed for the following environmental issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils (Paleontological Resources)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Impacts related to Aesthetics, Agriculture and Forestry Resources, Energy, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire were determined to not present a potentially significant environmental impact and are discussed further in Chapter 4, Effects Found Not to Be Significant.

Table ES-2, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the environmental impacts that could result from implementation of the FMP at the program level and project level and feasible mitigation measures that could reduce or avoid environmental impacts. For each impact, Table ES-2 identifies the level of significance of the impact before implementation of the mitigation measures, applicable mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

The project description and full discussion of impacts and mitigation measures can be found in Chapter 2, Project Description, and Chapter 3, Environmental Analysis, of this PEIR.

Alternatives to the Project

The following alternatives are analyzed in detail in Chapter 6, Alternatives, of this PEIR. The objective of the alternatives analysis is to consider a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation in the environmental review process. The alternatives to the Project are summarized below, followed by a discussion of the environmentally superior alternative.

Alternative 1: No Project/Near-Term Projects Only

Under the No Project Alternative, the proposed FMP would not be approved or implemented. Consistent with CEQA Guidelines, Section 15126.6(e), the No Project Alternative assumes continuation of existing SDCCE operations and implementation of those improvements that would

reasonably be expected to occur independent of approval of the FMP. Based on the District's existing funding commitments and Measure HH Bond Program (Measure HH) authorizations, the District has identified certain near-term improvements that would proceed independent of approval of the long-term FMP. These improvements include the WCC expansion and the performance improvements and pilot projects identified in the FMP. These improvements are therefore included in the No Project Alternative because they represent reasonably foreseeable actions that would occur even if the proposed FMP were not approved.

In contrast, the long-term expansion, renovation, demolition, and new construction projects identified in the FMP that are not supported by existing funding commitments would not be implemented under this alternative. Existing SDCCE campuses would continue to operate under existing conditions, including routine maintenance, repair, replacement, and other activities that would reasonably occur independent of the FMP. This alternative therefore represents the reasonably foreseeable physical development scenario if the FMP is not approved, rather than an assumption that no physical improvements would occur.

Alternative 2: Reduced Development/Renovation-Focused Alternative

Under the Reduced Development/Renovation-Focused Alternative, the District would implement the FMP's basic objectives through a combination of existing-facility renovation, adaptive reuse, interior reconfiguration, technology improvements, and a reduced amount of new construction. Existing campus buildings would be retained to the maximum extent feasible, and major demolition and expansion would be reduced or eliminated where facility needs could reasonably be addressed through renovation, reconfiguration, or more efficient use of existing facilities.

The performance improvements and pilot projects and the WCC expansion identified under Alternative 1 would be implemented. In addition, selected renovation and expansion projects identified in the FMP would be implemented where necessary to address demonstrated facility needs. This alternative assumes that the MCC Expansion would be developed as proposed. However, the overall amount of new building area, demolition, grading, and site disturbance at other existing campuses would be less than under the proposed FMP.

Under this alternative, priority would be given to improvements within existing building envelopes and previously developed areas. Larger expansion projects would be reduced in size, redesigned to minimize ground disturbance, or deferred where the identified program needs could reasonably be addressed through renovation, adaptive reuse, shared facilities, flexible scheduling, or technology-enabled instruction.

The alternative would continue to provide modern, flexible instructional spaces, workforce training facilities, student support services, and faculty and staff support areas, but would provide less new physical capacity than the proposed FMP. As with the Project, no substantial increase in overall SDCCE student headcount would be assumed solely as a result of the facilities improvements.

Comparative Alternative Analysis and the Environmentally Superior Alternative

An Environmental Impact Report (EIR) is required to identify the environmentally superior alternative, which is the alternative that would result in the fewest or least severe environmental impacts among the reasonable alternatives evaluated. Table 6-1, Comparison of Potentially Significant Impacts for Alternatives to the Project, summarizes the environmental effects of the alternatives in comparison to the proposed FMP, identifying whether each alternative would result in similar, greater, or lesser impacts for the potentially significant impacts evaluated. In addition, Table 6-2, Ability of Project Alternatives to Meet the Project Objectives, summarizes the extent to which each alternative would achieve the objectives of the proposed FMP.

Based on the overall comparison of environmental impacts presented in Table 6-1, Alternative 1 is identified as the environmentally superior alternative. Both Alternative 1 and Alternative 2 would reduce the severity of the environmental impacts associated with the proposed FMP because each alternative would involve less overall development, construction, demolition, and ground disturbance than the proposed FMP. However, Alternative 1 would result in the greatest overall reduction in environmental impacts because long-term construction, demolition, and expansion activities at campuses other than WCC would not occur. Consequently, Alternative 1 would reduce the extent and severity of impacts associated with construction and ground disturbance, including impacts related to Biological Resources, Cultural Resources, Paleontological Resources, Hazards and Hazardous Materials, Noise, and Groundborne Vibration compared to both the proposed FMP and Alternative 2.

The environmental benefits of Alternative 1 would, however, be accompanied by a reduced ability to achieve the objectives of the proposed FMP. As shown in Table 6-2, Alternative 1 would partially achieve each of the five Project objectives but would not provide the comprehensive campus modernization, expansion, facility improvements, and additional capacity contemplated by the proposed FMP. In comparison, Alternative 2 would provide a greater degree of progress toward the Project objectives while still reducing the severity of environmental impacts compared to the proposed FMP.

Although Alternative 1 is identified as the environmentally superior alternative, CEQA Guidelines, Section 15126.6(e)(2), requires that, when the No Project Alternative is determined to be environmentally superior, the EIR also identify an environmentally superior alternative among the other alternatives evaluated. Alternative 2 is the only other alternative evaluated in this PEIR that constitutes a reasonable alternative to the proposed FMP, as discussed in Section 6.5. Alternative 2 would reduce the severity of all impacts evaluated for purposes of the alternatives analysis compared to the proposed FMP, although the reductions would generally be less than those under Alternative 1 because Alternative 2 would retain the expansion of WCC, development of the MCC Expansion site, and selected additional expansion and construction projects. At the same time, Alternative 2 would achieve a greater degree of the Project objectives than Alternative 1 by

providing additional facility expansion, renovation, modernization, and capacity while retaining a reduced-development approach.

Therefore, Alternative 2: Reduced Development/Renovation-Focused Alternative is identified as the environmentally superior alternative among the alternatives other than the No Project Alternative. Alternative 2 would provide a balance between reducing the environmental effects associated with the proposed FMP and achieving the District's facility and program objectives.

Potential Areas of Controversy and Issues to Be Resolved

CEQA Guidelines, Section 15123(b)(2), requires that an executive summary of an EIR include areas of controversy known to the lead agency, including issues raised by other public agencies and/or the public. A Notice of Preparation (NOP) was circulated to solicit agency and public comments on the scope and content of the environmental analysis with a comment period from December 15, 2025, through January 13, 2026. Comments received during the NOP public scoping period were considered during preparation of this PEIR. Comments addressed topics including Cultural Resources, Tribal Cultural Resources, and Hazards and Hazardous Materials. The NOP and comments received during the NOP review period are in Appendix A to this PEIR.

An EIR is an informational document intended to inform the public agency decision-makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Issues to be resolved by the District include whether to approve the FMP, which alternatives to select, and whether to adopt the proposed mitigation measures and associated mitigation monitoring requirements.

As summarized in Table ES-2, all potentially significant environmental impacts identified in this PEIR would be reduced to less than significant levels with implementation of the identified mitigation measures, and no significant and unavoidable environmental impacts would remain. Based on the information available at the time this PEIR was prepared, the District is not aware of any outstanding areas of controversy or unresolved environmental issues beyond those identified and evaluated in this PEIR.

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.1, Air Quality			
Threshold 1: Consistency with Applicable Air Quality Plan	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Cumulative Increase in Criteria Pollutant Emissions	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 3: Sensitive Receptors	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 4: Odors	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.2, Biological Resources			
Threshold 1: Candidate, Sensitive, or Special-Status Species	**Program Level** Potentially Significant **Project Level** Potentially Significant **Cumulative** Cumulatively Considerable	**Program Level and Project Level** MM-BIO-1: Pre-Construction Overwintering Monarch Butterfly Survey MM-BIO-2: Nesting Birds MM-BIO-3: Roosting Bat Habitat Assessment **Cumulative** MM-BIO-1 through MM-BIO-3	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Riparian Habitat and Other Sensitive Natural Communities	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 3: Wetlands	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 4: Native Resident or Migratory Fish or Wildlife Species	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Threshold 5: Conflict with Local Policies or Ordinances	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 6: Conflict with Habitat Conservation Plan	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Section 3.3, Cultural Resources			
Threshold 1: Historical Resources	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Archaeological Resources	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Threshold 3: Human Remains	**Program Level** Potentially Significant **Project Level** Potentially Significant **Cumulative** Cumulatively Considerable	**Program Level and Project Level** MM-CUL-1: Procedure for Inadvertent Discovery of Human Remains **Cumulative** MM-CUL-1: Procedure for Inadvertent Discovery of Human Remains	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Section 3.4, Geology and Soils (Paleontological Resources)			
Threshold 6: Paleontological Resources	**Program Level** Potentially Significant **Project Level** Potentially Significant **Cumulative** Cumulatively Considerable	**Program Level** MM-GEO-1: Initial Project Review MM-GEO-2: Construction Monitoring MM-GEO-3: Treatment of Fossil Discoveries MM-GEO-4: Unanticipated Fossil Discoveries **Project Level** MM-GEO-1 throughs MM-GEO-4 **Cumulative** MM-GEO-1 through MM-GEO-4	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.5, Greenhouse Gas Emissions			
Threshold 1: Generation of Greenhouse Gas Emissions	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Conflict with Applicable Plan	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Section 3.6, Hazards and Hazardous Materials			
Threshold 1: Transportation, Use, and Disposal of Hazardous Materials	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Accidental Releases	**Program Level** Potentially Significant (CE MIR only) Less than Significant (all campuses except CE MIR) **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** MM-HAZ-1: Prepare a Munitions Response Plan **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Threshold 3: Hazards to Schools	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 4: Hazardous Materials Sites	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 5: Hazards from Nearby Airports	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 6: Emergency Response or Evacuation Plans	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 7: Wildland Fire	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.7, Noise			
Threshold 1: Exceedance of Noise Standards	**Program Level** Potentially Significant **Project Level** Potentially Significant **Cumulative** Cumulatively Considerable	**Program Level** MM-NOI-1: Construction Noise Screening MM-NOI-2: Stationary Noise Source Assessment **Project Level** MM-NOI-1: Construction Noise Screening **Cumulative** MM-NOI-1: Construction Noise Screening MM-NOI-2: Stationary Noise Source Assessment	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Excessive Groundborne Vibration or Noise	**Program Level** Potentially Significant (ECC and WCC only) **Project Level** Potentially Significant **Cumulative** Cumulatively Considerable	**Program Level** (ECC and WCC only) MM-NOI-3: Construction Vibration Screening **Project Level** MM-NOI-3: Construction Vibration Screening **Cumulative** MM-NOI-3: Construction Vibration Screening	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 3: Aircraft Noise	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.8, Transportation			
Threshold 1: Circulation System Performance	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 2: Induction of Substantial Vehicle Miles Traveled	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 3: Hazardous Design Features	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable
Threshold 4: Inadequate Emergency Access	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable	**Program Level** None **Project Level** None **Cumulative** None	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Section 3.9, Tribal Cultural Resources			
Threshold 1: Tribal Cultural Resources	**Program Level** Significant **Project Level** Less than Significant **Cumulative** Cumulatively Considerable	**Program Level** MM-TCR-1: Inadvertent Discovery of Tribal Cultural Resources MM-CUL-1: Procedure for Inadvertent Discovery of Human Remains **Project Level** None **Cumulative** MM-TCR-1: Inadvertent Discovery of Tribal Cultural Resources MM-CUL-1: Procedure for Inadvertent Discovery of Human Remains	**Program Level** Less than Significant **Project Level** Less than Significant **Cumulative** Not Cumulatively Considerable

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Chapter 1 Introduction

The San Diego Community College District (District) has prepared this Program Environmental Impact Report (PEIR) to inform the public, local community, organizations, and other interested public agencies about potential environmental impacts resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project). This PEIR was prepared in compliance with the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), CEQA Guidelines (CEQA Guidelines, Section 15000 et seq.), and the District's procedures for implementing CEQA.

The Project proposes a series of physical improvements across the seven campuses—Education Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), West City Campus (WCC), Mid-City Campus (MCC), North City Campus (NCC), Harbor View Campus (HVC; formerly known as César E. Chávez)—plus an off-site campus expansion site for the MCC (MCC Expansion) that would accommodate various improvements to assist the District in meeting its educational and programming goals and needs for the SDCCE. Refer to Chapter 2, Project Description, for further discussion of the FMP project sites and specific project components.

The District serves as the lead agency for the PEIR. The District is governed by the District Board of Trustees, who has the principal responsibility for approving campus planning documents and contracts for construction of new campus development. The purpose, scope, and organization of the PEIR are described in the following sections, along with an overview of the environmental review process and information on responsible and trustee agencies.

1.1 Purpose of the PEIR

In compliance with CEQA, the purpose of this PEIR is to provide the District Board of Trustees and the public with information concerning the potential environmental impacts associated with implementation of future projects identified in the FMP. This PEIR assesses impacts that would result from Project implementation, presents mitigation measures that would avoid or reduce impacts deemed to be significant, and provides analysis of alternatives that would reduce or avoid significant environmental impacts. The PEIR provides an opportunity to consider both the programmatic effects of the FMP for seven existing campuses and more detailed information and timing available for the MCC Expansion project for the District and responsible agencies to consider in issuing necessary approvals for project implementation. Once certified, this PEIR would serve as the programmatic environmental document for the FMP, enabling future projects to tier from the analysis in accordance with the subsequent review standards of CEQA.

As a public higher education provider, the District is subject to California Public Resources Code, Section 21080.09, which specifies how CEQA applies to long-range development plans and approval of campus projects. According to California Public Resources Code, Section 21080.09:

(a) For purposes of this section, the following definitions apply:
  (1) "Public higher education" has the same meaning as specified in Section 66010 of the Education Code.
  (2) "Long range development plan" is defined as a physical development and land use plan to meet the academic and institutional objectives for a particular campus or medical center of public higher education.

(b) The selection of a location for a particular campus and the approval of a long range development plan are subject to CEQA and require the preparation of an Environmental Impact Report (EIR).

(c) The approval of a project on a particular campus or medical center of public higher education is subject to this division and may be addressed, subject to the other provisions of this division, in a tiered environmental analysis based upon a long-range development plan environmental impact report.

(d) Compliance with this section satisfies the obligations of public higher education pursuant to this division to consider the environmental impact of academic and campus population plans as they affect campuses or medical centers, provided that any such plans shall become effective for a campus or medical center only after the environmental effects of those plans have been analyzed as required by this division in a long-range development plan environmental impact report or tiered analysis based upon that environmental impact report for that campus or medical center, and addressed as required by this division. Enrollment or changes in enrollment, by themselves, do not constitute a project as defined in Section 21065.

(e)(1) If a court determines that increases in campus population exceed the projections adopted in the most recent long-range development plan and analyzed in the supporting environmental impact report, and those increases result in significant environmental impacts, the court may order the campus or medical center to prepare a new, supplemental, or subsequent environmental impact report. Only if a new, supplemental, or subsequent environmental impact report has not been certified within 18 months of that order, the court may, pursuant to Sections 525 and 526 of the Code of Civil Procedure, enjoin increases in campus population that exceed the projections adopted in the most recent long-range development plan and analyzed in the supporting environmental impact report.

Preparation of this PEIR satisfies the requirements of California Public Resources Code, Section 21080.09. The SDCCE is part of the public higher education system of the District as defined by the Education Code, Section 66010. As described in PEIR Section 2.5, SDCCE Headcount and

Expansion Assumptions, the overall enrollment at SDCCE has declined, as demonstrated by an overall annual headcount of 40,131 students in 2016/2017 academic year compared to 23,309 students for 2024/2025 academic year. Although the FMP proposes a new off-site campus and other building expansions, the proposed improvements are intended to provide SDCCE with the space, flexibility, and capacity to accommodate existing and reasonably foreseeable programming needs as enrollment patterns, course offerings, and instructional modalities evolve, and not to increase student population and enrollment in traditional sense as stipulated in California Public Resources Code, Section 21080.09.

The lead agency (i.e., the District) is required to consider the information in this PEIR, along with other relevant information, in making its decisions on approval of projects implemented under the FMP.

1.2 Scope and Intended Use of the PEIR

The Project is a planning framework and land use plan that would guide the physical development of the SDCCE campuses. While it identifies potential projects to be undertaken on SDCCE FMP project sites, it is not an implementation plan and its adoption does not constitute a commitment to specific project designs, construction schedules, or funding priorities. Rather, the FMP describes potential opportunities projects and priorities across seven SDCCE campuses that would assist SDCCE in meeting its educational and programming goals. Except those projects specifically analyzed at the project level in this PEIR as described below, each development proposal undertaken as part of implementing the FMP must be approved individually at the appropriate level in the District and the approval must comply with CEQA. Therefore, this is a PEIR, as defined in CEQA Guidelines, Section 15168, that evaluates the effects of implementing the FMP at a program level.

As provided in CEQA Guidelines, Section 15168(a), a PEIR may be prepared for a series of actions that can be characterized as one large project and are related geographically, as logical parts in a chain of contemplated actions, in connection with the issuance of plans that govern the conduct of a continuing program, or as activities carried out under the same authority with similar environmental effects. The advantages of a PEIR are described in CEQA Guidelines, Section 15168(b), and include the ability to provide a more exhaustive consideration of project effects, alternatives, and cumulative effects than might be possible in a project-specific EIR; to avoid duplication of basic policy considerations; and to provide the lead agency with the ability to consider broad program-wide policies and mitigation measures.

The MCC Expansion project is in the early stages of design process; therefore, this PEIR considers this project as project-level and provides project-level analysis in addition to the evaluation of the FMP at the program level. It is intended that the MCC Expansion project would implement applicable mitigation measures presented as part of the project-level analysis while the program-level analysis and identified mitigation framework would be used for future projects that require

future review for consistency with this PEIR. Those future projects considered at the program level may require additional or supplemental environmental review and analysis prior to approval and implementation in accordance with California Public Resources Code, Section 21166, and CEQA Guidelines, Sections 15162 through 15164 and 15168.

1.3 Lead, Responsible, and Trustee Agencies

In accordance with CEQA Guidelines, Sections 15050 through 15053 and 15367, the District is the designated lead agency, which is defined as the "public agency which has the principal responsibility for carrying out or approving a project." The lead agency is also responsible for determining the scope of the environmental analysis, preparing the PEIR, and responding to comments received on the Draft PEIR. Before making a decision to approve a project, the lead agency is required to certify that the PEIR has been completed in compliance with CEQA, the decision-making body has reviewed and considered the information in the PEIR, and the PEIR reflects the independent judgment of the lead agency.

Under CEQA, state and local agencies other than the lead agency that have discretionary authority over a project, or aspects of a project, are considered responsible agencies. Federal agencies are not responsible agencies under CEQA. A trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California and would be affected by a project. The analysis and findings in this PEIR reflect the independent judgment of the District as the lead agency for the Project; however, responsible and trustee agencies may use this PEIR to fulfill their environmental review obligations under CEQA when issuing permits or other approvals for the Project.

No other public agency has discretionary authority over the FMP; however, some future projects implemented under the FMP may require discretionary approval from other public agencies. Other state and local public agencies that may have discretionary authority over future projects could include the City of San Diego (City), California Department of Fish and Wildlife, California Department of Transportation, San Diego County Air Pollution Control District, and San Diego Regional Water Quality Control Board.

1.4 PEIR Review Process

1.4.1 Notice of Preparation

In accordance with CEQA Guidelines, Section 15082, a Notice of Preparation was circulated for public and public agency review from December 15, 2025, through January 13, 2026 (included as Appendix A). The purpose of the Notice of Preparation is to provide notification that an EIR for the project is being prepared and to solicit guidance on the scope and content of the document.

Comments from the public and public agencies in response to the Notice of Preparation are provided in Appendix A. The District received four comment letters during the 30-day Notice of Preparation comment period, including from the Native American Heritage Commission, County of San Diego Department of Environmental Health and Quality (DEHQ) Hazard Materials Division, the County DEHQ Vector Control Program, and San Diego County Archaeological Society. The comment letter from the Native American Heritage Commission provided general information regarding the CEQA process, Assembly Bill 52, and Senate Bill 18, as well as Native American Heritage Commission recommendations regarding cultural resource assessments. The comment letter from the County DEHQ Hazard Materials Division provided general information regarding regulatory requirements on the handling of hazardous materials and waste, aboveground petroleum storage, underground storage tanks, and contaminated soils. The comment letter from the County DEHQ Vector Control Program requests that the Project address potential impacts from possible mosquito breeding sources. The comment letter from the San Diego County Archaeological Society noted the inclusion of cultural resources to be addressed in the PEIR and asked to be included in the remaining environmental review noticing process. Comments received during the scoping process have been taken into consideration during the preparation of this PEIR. Specific information related to the topics raised in these comments is provided in Sections 3.3, Cultural Resources; 3.6, Hazards and Hazardous Materials; and 3.9, Tribal Cultural Resources.

1.4.2 Public Review of the Draft PEIR

Pursuant to CEQA Guidelines, Section 15105, the Draft PEIR is being circulated for public review and comment for a period of 45 days. The Notice of Availability for the Draft PEIR has been distributed in accordance with CEQA Guidelines, Section 15087. Interested agencies and members of the public can submit comments on the Draft PEIR's accuracy and completeness to the lead agency.

Electronic comments are preferred and can be sent via email to SDCCDMeasureHH@sdccd.edu with the Project name 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

The Draft PEIR and related technical studies are available for review during the public review period 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.

1.4.3 Final PEIR and Certification

Following the public review period, the District, as the lead agency, will provide responses to comments received on the Draft PEIR raising significant environmental issues per CEQA Guidelines, Section 15088. Detailed responses to the comments received during public review will be provided in the Final PEIR. Pursuant to CEQA Guidelines, Section 15132, the Final PEIR will consist of (1) the Draft PEIR; (2) the comments and recommendations received on the Draft PEIR; (3) a list of people, organizations, and public agencies that commented on the Draft PEIR; (4) the District's responses to significant environmental points raised by the public and agency comments submitted during the review and consultation process; and (5) any other information the District has added to the Draft PEIR. The Final PEIR will also include a Mitigation Monitoring and Reporting Program prepared in accordance with CEQA (California Public Resources Code, Section 21081.6).

Before the District can review the Project for approval, it must first certify that the PEIR has been completed in compliance with CEQA, that it has reviewed and considered the information in the PEIR, and that the PEIR reflects the independent judgment of the District. The District will also be required to adopt Findings of Fact and a Statement of Overriding Considerations (if any significant, unavoidable impacts are identified). If no significant, unavoidable impacts (assuming the District finds the proposed mitigation measures to be feasible) are identified, the District will not be required to adopt a Statement of Overriding Considerations if it approves the Project (California Public Resources Code, Section 21081).

The culmination of the environmental review process will be a public hearing on the FMP and its Final PEIR. The Final PEIR will need to be certified by the District Board of Trustees as having been prepared in compliance with CEQA prior to making decisions related to projects included in the FMP. As the FMP and individual projects are approved, the District Board of Trustees will also adopt all feasible mitigation measures identified in the PEIR.

A lead agency must file a Notice of Determination with the County Clerk and State Clearinghouse within 5 working days after approval of a project for which an EIR is prepared (California Public Resources Code, Section 21152). The Notice of Determination must be posted for 30 days and retained by the lead agency for 12 months. Posting of the Notice of Determination starts a 30-day statute of limitations on CEQA legal challenges (California Public Resources Code, Section 21167[c]).

1.5 Organization of the PEIR

This PEIR contains the information required to be included in an EIR by CEQA Guidelines, Sections 15122 through 15131. In summary, the content and format of this PEIR are as follows:

Executive Summary. Summarizes the Project, environmental impacts that would result from implementation of the Project, proposed mitigation measures that would avoid or reduce impacts, and the level of significance of impacts both before and after mitigation.

Chapter 1, Introduction. Provides an introduction and overview of this PEIR process and describes the intended use and scope of this PEIR and the review process.

Chapter 2, Project Description. Provides a detailed description of the Project, including its location; background information; project objectives; anticipated growth; anticipated construction activities; and a description of future implementation actions.

Chapter 3, Environmental Analysis. Contains the analysis of project effects to each environmental issue area, including a description of the existing setting, applicable regulations, method of analysis, thresholds of significance, environmental impact analysis, and proposed mitigation measures, where applicable. The impact analysis in each environmental issue section is provided at the program-level for the FMP, at the project level for the MCC Expansion project, and for cumulative development.

Chapter 4, Effects Found Not to Be Significant. Provides a discussion of the potential environmental effects found not to be significant during initial scoping for the PEIR and briefly describes why those impacts would not be significant and, therefore, do not require a detailed evaluation in this PEIR. This section fulfills the requirements of CEQA Guidelines, Section 15128.

Chapter 5, Other CEQA Considerations. Provides discussion of additional topics required by CEQA Guidelines, Section 15126, including significant and unavoidable impacts, significant and irreversible effects, and growth-inducing effects.

Chapter 6, Alternatives. Describes and compares the proposed alternatives to the Project that could reduce or avoid its significant environmental effects in accordance with CEQA Guidelines, Section 15126.6.

Chapter 7, List of Preparers and Agencies Consulted. Lists the lead agency and consultants who provided technical assistance and the agencies consulted in the preparation and review of this PEIR.

Chapter 8, References. Provides a list of references used in preparation of the analysis presented in this PEIR.

Appendices. Includes various documents and data that support the analysis presented in this PEIR.

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Chapter 2 Project Description

The purpose of this chapter is to describe the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project) for the public, reviewing agencies, and decision-makers. According to Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, a complete project description must contain the following information:

1. The precise location and boundaries of the project, as shown on a detailed project site map and a regional map;
2. A statement of the objectives sought by the project;
3. A description of the project's technical, economic, and environmental characteristics; and
4. A statement of the intended uses of the Environmental Impact Report (EIR), including discretionary actions.

This chapter also includes a list of agencies expected to use the Program EIR (PEIR) in their decision-making and a list of permits and other approvals required to implement the Project.

2.1 Project Background

As one of the largest noncredit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and San Diego Community College District (District) leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

2.1.1 Measure HH Funding

November 5, 2024, San Diego voters passed the $3.5 billion Measure HH Bond Program to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across the District's colleges, including SDCCE. The first phase of the HH funded projects include eight design-build projects, which include SDCCE's West City campus expansion. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP and the Master Plans for the other District colleges.

2.2 Project Location and Setting

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site). All seven existing campuses and the new off-site MCC Expansion site are in the City of San Diego, San Diego County. Figure 2-1, . Regional Location, shows the location of all eight project sites, and Figure 2-2b through Figure 2-2h show aerial photographs of each campus and their boundaries. The campuses are described as follows:

- **ECC.** 4343 Ocean View Boulevard, San Diego, California 92113 (Assessor's Parcel Number [APN] 5475502000 and 5475611400). The ECC project site (27 acres) is in the Southeastern San Diego community planning area (CPA). Refer to Figure 2-2a, a. Project Location – Educational Cultural Complex.
- **CE MES.** 7350 Armstrong Place, San Diego, California 92111 (APN 4270202300). The CE MES project site (2 acres) is in the Clairemont Mesa CPA. The MES project site is bounded by Mesa College Circle to the west, Armstrong Street to the east, Armstrong Place to the south, and Mesa College buildings to the north. Refer to Figure 2-2b, Project Location – CE Mesa.
- **CE MIR.** 10440 Black Mountain Road, San Diego, California 92126 (APN 3181200300). The CE MIR project site (1.66 acres) is in the Mira Mesa CPA. The campus is bounded by South Campus Drive to the east and the rest of the campus to the north, south, and west. Refer to Figure 2-2c, Project Location – CE Miramar.
- **WCC.** 3249 Fordham Street, San Diego, California 92110. The WCC project site (3.6 acres) is in the Midway-Pacific Highway CPA. The campus is bounded by Kenyon Street to the southwest and Fordham Street to the southeast. Refer to Figure 2-2d, Project Location – West City.
- **MCC.** 3792 Fairmount Avenue, San Diego, California 92105. The MCC project site (0.73 acre) is in the Mid-City: City Heights CPA. The campus is bounded by Wightman Street to the north, a driveway and City of San Diego Police Department to the south, Fairmont Avenue to the east, and a shared parking lot and 43rd Street to the west. Refer to Figure 2-2e, Project Location – Mid-City.
- **MCC Expansion.** 5322 El Cajon Boulevard, San Diego, California 92105. The MCC Expansion site (0.69 acre) is in the Mid-City: City Heights CPA. The site is bounded by Marcellena Road to the east, El Cajon Boulevard to the south, residential uses to the

north, and a parking lot and auto repair shop to the west. Refer to Figure 2-2f, Project Location – Mid-City Expansion Site.

- **NCC.** 8355 Aero Drive, San Diego, California 92123. The NCC project site (0.07 acre) is in the Kearny Mesa CPA. The campus is bounded by Aero Drive to the north, a fire lane to the east, Aero Place to the south, and residential land uses to the west. Refer to Figure 2-2g, Project Location – North City.
- **HVC.** 1901 Main Street, San Diego, California 92113. The HVC project site (0.86 acre) is in the Barrio Logan CPA. The campus is bounded by Main Street to the north, Chicano Park Boulevard to the west, and both East Harbor Island and the San Diego Metropolitan Transit System UC San Diego Blue Line to the south. Refer to Figure 2-2h, Project Location – Harbor View Campus.

2.2.1 Existing Land Uses

ECC. The ECC project site is 27 acres and developed with multiple buildings totaling a 220,982-square-foot (sf) building area and 460 parking stalls. The ECC project site contains a main, central administration and classroom building with the 267-seat theater at the hinge, a large automotive court to the east, parking and IT to the north, and a large open space to the west and south. The City of San Diego Mountain View/Beckwourth Library is within the ECC campus boundary off San Pasqual Street to the southwest. The main building southern wing generally contains classrooms, the east–west wing houses SDCCE headquarters, faculty and classified professionals, student services, culinary arts, and welding.

The FMP focuses on the following spaces and programs for improvements, as not all the ECC campus or programs need improvements. Figure 2-3,. Education Cultural Complex Existing Site Plan, shows the locations of these spaces:

- Theater and associated lobbies (10,009 sf)
- Ceramics studio (2,844 sf)
- Automotive (40,787 sf)
- Welding (7,448 sf)
- Culinary Arts (1,516 sf)
- Office Press (12,935 sf)
- Cisco Tech (4,173 sf)

CE MES. The CE MES campus is 0.98 acre and currently developed with a two-story Leadership in Energy and Environmental Design (LEED) Silver Certified building (40,000 sf). The project site includes the adjacent approximately 1-acre surface parking lot with 144 parking stalls currently being shared with Mesa College.

CE MIR. The CE MIR project site is 1.66 acres and developed with a 17,588 sf building area and no parking stalls.

WCC. The WCC project site is 3.6 acres, with a 42,000 sf building area and 208 parking stalls, 16 of which are shared with the adjacent housing development for parking.

MCC. The MCC project site is 0.73 acre with a three-level, 65,750 sf building area and a subterranean level with 48 parking stalls in a 18,400 sf garage area.

MCC Expansion. The MCC Expansion site is 0.69 acre and developed with a vacant approximately 3,500-square-foot commercial building.

NCC. The NCC project site is 2.07 acres with a 47,500 sf building area and 233 parking stalls in a 98,300 sf garage area. The two-story building has an exterior courtyard, multipurpose room, lobby, student lounge, and viewing rooftop garden.

HVC. The HVC project site is 0.86 acre and developed with a 73,420 sf building that includes three levels above grade and subterranean parking, as well as a Level 3 rooftop with views of San Diego Bay and Downtown. An off-site 115,000 sf parking structure (Car Park) with 516 parking stalls is also at 1901 National Avenue.

2.2.2 Surrounding Land Uses

ECC. The ECC project site is surrounded by residential uses to the east; open space, commercial, and residential to the north; residential, institutional, and open space to the west; and residential, open space, and multiple uses to the south. Other major uses in the area include Baker Elementary School and Mountain View Community Center to the west, Henderson Sports Complex to the south, Greenwood Memorial Park and Jackie Robinson Family YMCA to the north, and the City of San Diego Mountain View/Beckwourth Library off San Pasqual Street to the southwest.

CE MES. The CE MES project site is surrounded by residences to the north; institutional facilities and open space to the west; institutional facilities, open space, and residences to the south; and residences, multiple use, and a few commercial land uses to the east. Other major uses in the area include Kearny Mesa Recreation Center, California Army National Guard, and Kearny High School to the south, the remaining Mesa College property to the west, Ross Elementary to the north, and the State Route (SR-) 163 to the east.

CE MIR. The CE MIR project site is surrounded by residences and SR-15 to the east, and the District's CE MIR campus facilities to the north, south, and west. Beyond the District's CE MIR campus facilities, Walker Elementary School, Wangenheim Middle School, and Walker-Wangenheim Neighborhood Park are within 0.25 mile to the west; residences and shopping centers are to the north; and residences are to the south. Other major uses in the area

include Scripps Ranch High School east of SR-15. Additionally, Miramar Reservoir is less than 1 mile northeast of the campus.

WCC. The WCC project site is surrounded by residences to the west and southwest, shopping centers to the north and northwest. Other major uses include the San Diego Sports Arena (Pechanga Arena) less than 0.5 mile northeast of the campus.

MCC. The MCC project site is bordered by Fairmont Avenue to the east, Wightman Street to the north, and the City of San Diego Police Department parking lot to the west. Beyond the surrounding streets and parking lot are residences to the west, north, and south and a shopping center to the northeast. The City of San Diego Police Department Mid-City Division is immediately south of the MCC. The City Heights/Weingart Branch Library, City Heights Recreation Center, and City Heights Park to the east of Fairmount Avenue.

MCC Expansion. The MCC Expansion site is bordered by commercial uses (an auto shop) and surface parking associated with adjacent apartments to the west, Marcellena Road to the east, an apartment complex to the north, and El Cajon Boulevard to the south. Beyond Marcellena Road to the east are additional commercial (restaurant) and residential (apartment) uses, while commercial retail uses are along the southern side of El Cajon Boulevard.

NCC. The NCC project site is surrounded by industrial uses to the south, residential to the west, and educational to the east. The hotel Four Points by Sheraton and the Montgomery-Gibbs Executive Airport are less than 0.25 mile north of the NCC project site and Aero Drive. Other major uses in the area include Cabrillo Heights Park less than 0.25 mile to the south, Le Lycée Français de San Diego and San Diego Hebrew Day School to the east, and commercial uses to the south.

HVC. The HVC project site is surrounded by industrial uses to the south, west, and northwest; residences to the north; and shopping centers to the northeast. Other major uses include Chicano Park to the northeast, Port Park and associated public pier to the southwest, and the Coronado Bridge to the southwest.

2.3 Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines, the District identified the following objectives for the Project:

1. Develop and implement a long-term FMP that enhances campus resiliency while allowing an adaptable facilities framework.
2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic excellence, workforce development, financial health, state-of-the-art facilities, and institutional resiliency.

3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.
4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.
5. Implement facilities improvements that respond to identified institutional needs and how the facilities improvements can close the gap.

2.4 Project Components

2.4.1 Master Plan Overview

The FMP focuses on future decisions regarding campus architecture and physical spaces across its seven campuses: ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC. Note that of the seven existing campuses, MCC, NCC, and HVC do not involve any major exterior structural demolition of existing buildings or ground disturbances. The MCC Expansion site was mentioned in the FMP only as an off-site expansion option without a specific site identified. The District selected a site for this option that is being analyzed as part of the FMP as a project level. Table 2-1, Proposed Improvements Summary, outlines planned improvements for each campus per the FMP.

Table 2-1. Proposed Improvements Summary

Campus	Proposed Improvements
ECC 4343 Ocean View Boulevard San Diego, California 92113	• Building expansion to accommodate existing programs not exceeding 10,000 sf. • North campus entry enhancement (theater expansion [approximately 50 additional seats], interior, parking, and landscaping), including 3,000 sf of additional space for theater back-of-house areas. • Automotive expansion – Northwest building to be demolished, and a replacement building to be constructed to accommodate the existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 sf) and improvements. • Community room/multipurpose room and conference room reconfiguration where the ceramics studio currently exists. • Relocation of offices to the child development suite. • Relocation of facilities and grounds to a newly constructed building at the northeastern corner of the property.
CE MES 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – Loss of parking stalls. • New approximately 40,000 gross sf building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 sf). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 sf) and enhancement, including college branding and wayfinding.

Table 2-1. Proposed Improvements Summary

Campus	Proposed Improvements
CE MIR 10440 Black Mountain Road San Diego, California 92126	• Replacement of the existing building (approximately 26,580 sf) with a two-story building (approximately 49,000 sf). • Playground shade (canopy or large shade trees). • Exterior student lounge.
WCC 3249 Fordham Street San Diego, California 92110	• New building expansion (approximately 16,500 sf). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 sf). • Various interior improvements.
MCC 3792 Fairmount Avenue San Diego, California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades, ADA upgrades).
MCC Expansion 5322 El Cajon Boulevard San Diego, California 92105	• The FMP includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69-acre site at 5322 El Cajon Boulevard, approximately 1.3 miles northeast of the existing MCC. Development of this expansion site would involve demolishing the existing approximately 3,500 sf commercial building and constructing and operating a multi-story building with approximately 53,000 gross sf and associated underground parking structure totaling approximately 57,000 gross sf.
NCC 8355 Aero Drive San Diego, California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordination with the City of San Diego to enhance the pathway from the bus stops to the building entrance.
HVC 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (lobby enhancement, courtyard enhancement, rooftop enhancement, lounge enhancement, office area reconfiguration).

Notes: ADA = Americans with Disabilities Act; FMP = Facilities Master Plan; sf = square feet

To organize campus facilities assessments and priorities across seven campuses, the FMP highlights eight key strategic themes, as described in the following list and summarized in Table 2-2, FMP Campus Priorities Matrix:

- **Access & Mobility.** Strengthen how people arrive at and move through a campus or building. Provide a safer and more accessible experience for all modes of travel. Access refers to both Americans with Disabilities Act (ADA)-accessible routes on and around campuses, as well as additional and more convenient mobility options.
- **Identity & Wayfinding.** Provide a well-planned signage system to improve the SDCCE user experience by enhancing understanding of the environment, facilitating wayfinding, and strengthening brand recognition. College-wide opportunities include improved signage, wayfinding, and campus identity that better reflect each campus and its surrounding community.
- **Campus Life.** Provide more comfortable spaces for students before, between, and after classes across all campuses to meet students' needs for study, lounge, social, and event

spaces—both indoor and covered outdoor spaces. Faculty and classified professionals also need additional personal space (offices), dedicated restrooms, improved workrooms and breakrooms, and spaces for recording online classes.

- **Safety & Security.** Provide methods for securing offices and classrooms internally, as well as improved communication systems across each campus and institution wide.
- **Capacity & Expansion.** College-wide opportunities include providing additional and more flexible/versatile classrooms. New building expansions are identified at five of the seven campuses: ECC, CE MES, CE MIR, WCC, and MCC.
- **Sustainability & Resiliency.** Four sustainability priorities were identified in the FMP: (1) plan for resiliency; (2) achieve carbon neutrality (Net Zero Energy); (3) maximize water conservation; and (4) increase access to public transportation and sustainable mobility solutions. College-wide opportunities include providing additional electric vehicle charging stations in parking areas and preparing comprehensive sustainability studies to determine how campuses can achieve net-zero or carbon-neutral goals.
- **Technology.** The FMP has identified the following items to further enhance technology across all campuses:
  - Enhance Wi-Fi strength and access;
  - Update cameras and recording technology for faculty;
  - Consider transition from desktops to laptops for all faculty and classified professionals, to support hybrid working; and
  - Enhance classrooms to accommodate hybrid, synchronous learning effectively.
- **Maintenance, Operations, & Service.** College-wide opportunities include improved ventilation, improved cooling in server rooms, and more reliable resources for maintenance and operations, including elevators.

Table 2-2. FMP Campus Priorities Matrix

CE Campus	Access & Mobility	Identity & Wayfinding	Campus Life	Safety & Security	Capacity & Expansion	Sustainability & Resiliency	Technology	Maintenance, Operations & Service
College-Wide		●	●	●	●	●	●	
ECC	●	●	●	●	●	●	●	●
CE MES	●	●	●	●	●	**X**	●	●
CE MIR			●	●	●	●	●	
WCC		●	●	●	●	**X**	●	●
MCC	●	●	●	●	●	●	●	●
NCC	●		●	●		**X**	●	
HVC		●	●	●		**X**	●	

Notes:

● = Highest priority themes by campus

X = Existing LEED certified buildings

Based on these assessments, the FMP developed a vision, initiatives, challenges, and opportunities for each campus and identified key improvement areas categorized as opportunity sites, as further described under each campus heading. Additionally, all campuses would include a combination of performance improvements and pilot projects requiring relatively low capital investment, including a creative content center (workshop-type space), gender-neutral restrooms, lactation rooms, HyFlex classrooms, portable battery borrowing stations, enhanced bike lockers, improved signage, shared offices, outdoor leisure seating, hallway enhancements, an outdoor classroom with power and Wi-Fi, and mobile printing stations.

2.4.1.1 Educational Cultural Complex

The FMP provides the following key initiatives for the ECC campus:

- Honor the historical legacy of the campus by integrating program spaces that celebrate ECC's unique heritage in social justice and performing arts
- Articulate the campus perimeter to strengthen institutional identity
- Address common interests of campus and community by creating a safe and accessible environment for pedestrians
- Infill strategically located opportunity sites to increase density and accommodate future growth
- Foster a sense of community by enhancing campus interior and exterior spaces and linking them through pedestrian promenades, pathways and galleries

To support these initiatives, the FMP focuses on improving spaces and programs related to the theater and associated lobbies, ceramics studio, automotive, welding, culinary arts, office press, and Cisco technology. These proposed improvements are categorized as ECC opportunity sites (ECC-O) and performance improvements and pilot projects (ECC-P). The FMP identifies six opportunity sites (ECC-O1 through ECC-O6) and 24 performance improvements and pilot projects (ECC-P1 through ECC-P24) for the ECC campus, as described below and in Table 2-3, ECC Campus Performance Improvements and Pilot Projects. Figure 2-4, . Education Cultural Complex Opportunity Sites, shows these opportunity areas.

ECC-O1: Campus Expansion. ECC requires additional space to accommodate programs that cannot expand within existing building envelopes. Expansion could occur as one or two new buildings in several potential areas on campus. Building expansion to accommodate the following existing programs would not exceed 10,000 sf:

- Expansion of Culinary Arts, including one additional Pastry Kitchen Lab and lab support spaces
- Expansion of Headquarters with space to relocate Research/Planning from CE MES
- Additional space for students to study, eat, and lounge

- Expansion and enhancement of faculty and classified professionals offices and workroom
- Modernization, expansion and relocation of Student Services and Counseling to have more prominent presence
- Additional work space and storage for IT support

The ECC campus expansion also includes approximately 7,000 sf of expansion and improvements to the Building Trades Training Center (welding). The potential expansion areas are shown on Figure 2-5, . Education Cultural Complex Conceptual Expansion Plan. Although the FMP mentions potential campus expansion to accommodate District housing growth, no details are provided for meaningful consideration in the CEQA analysis. Therefore, this potential expansion is not included in the PEIR analysis.

Although the FMP would expand the ECC building area by 17,000 sf, as described, the expansion would mainly support the existing programs and would not meaningfully increase the instructional space.

ECC-O2: North Campus Entry Enhancement. Although the main building's official entrance is on the southern side, most users approach from the surface parking lot to the north. Creating a new secondary main entrance from the north would make the campus more welcoming, easier to navigate, and better connected to the community. The northern entrance would begin at Ocean View Boulevard with new exterior signage and continue as a landscaped promenade to the renovated theater, lobby, and foyer. The theater renovation would add less than 50 additional seats to the existing theater and expand shop and support spaces. Accessibility improvements would be provided. A new exterior amphitheater could also serve as study and lounge space during non-performance times.

ECC-O3: Automotive Expansion + Weather Protection. Demolish the northwestern automotive shop building with block walls and multiple large roll-up doors totaling approximately 10,000 sf and construct a new two-story replacement building totaling approximately 20,000 sf to accommodate additional classroom space on the second level. Add weather protection at exterior bays to protect from sun, heat, and rain.

ECC-O4: Child Development Relocation & Expansion. Relocate the Child Development facility, currently located near the ceramics studio, to the western side of the main building, where it would have improved access to the City of San Diego Mountain View/Beckwourth Library.

ECC-O5: Ceramics Studio Relocation. The FMP recommends relocating the ceramics studio to an alternate on-campus location. The District proposes relocating the ceramics studio to the existing auto shop building.

ECC-O6: Parking Enhancement. Campus parking deficiencies have been identified. Any future parking reconfiguration or enhancement would maintain the equivalent number of displaced parking stalls elsewhere on campus. If new buildings are constructed, additional parking would be incorporated to accommodate growth. Renewable energy (photovoltaic panels) and electric vehicle charging stations would be integrated into parking enhancements to the extent feasible.

Table 2-3. ECC Campus Performance Improvements and Pilot Projects

Number	Description
Identity & Wayfinding	
ECC-P1	Enhance campus ID signage at San Pasqual Street and Logan Avenue and at Ocean View Boulevard and Marketplace Avenue
ECC-P2	Add directory maps at main pedestrian circulation areas from parking lot access
ECC-P3	Improve building ID (expand use of letter designations for buildings)
ECC-P4	Improve contrast of building ID signage on neutral color buildings
ECC-P5	Add freestanding sign type in front of buildings to display listing of departments within
ECC-P6	Banners to display SDCCE brand and ECC class offerings along Ocean View Boulevard and San Pasqual Street
ECC-P7	Consolidate regulatory information at parking entrances
ECC-P8	Replace “finger” type directional signs with dedicated freestanding signs
Campus Life	
ECC-P9	Renovate and enhance Student Services and Counseling, relocating to a more prominent location
ECC-P10	Add workstations at Career Center
ECC-P11	Relocate lactation room from behind theater to a more central location
Sustainability & Resiliency	
ECC-P12	Add additional vehicle electrical charging stations to parking
ECC-P13	Engage in a comprehensive sustainability study to determine how the campus can reach net-zero or carbon-neutral goals
Safety & Security	
ECC-P14	Add security locks to front desk and Student Services
ECC-P15	Improve security to glass at Career Center and DSPS
ECC-P16	Add phones, emergency buttons, and/or interior operated locks to all classrooms
ECC-P17	Add locks to office entries
ECC-P18	Add campus-wide emergency communications system
Technology	
ECC-P19	Update technology in all classrooms to accommodate online and hybrid classes (HyFlex Classroom)
ECC-P20	Improve Wi-Fi in L1 and Theater
Maintenance, Operations, & Service	
ECC-P21	Add restrooms near office area, including separate faculty and classified professional restrooms, and add waterless urinals
ECC-P22	Improve lighting in Skills Center and L2 restroom
ECC-P23	Add nighttime access to faculty workroom
ECC-P24	Update and secure showers

2.4.1.2 Continuing Education Mesa

The FMP provides the following key initiatives for the CE MES campus:

- Identify a multi-tiered phased approach that allows for early phase pilot projects that can better use on grade parking areas adjacent to the CE Mesa building;
- Enhance institutional identity (branding) and wayfinding to better distinguish CE MES from the credit college;
- Expand opportunities to host campus student events;
- Give students more choices to study and congregate before, after and between classes; and
- Better represent student culture in public spaces.

To support these initiatives, six opportunity sites (MES-O1 through MES-O6) and 12 performance improvements and pilot projects (MES-P1 through MES-P12) have been identified, as described below and in Table 2-4, CE MES Campus Performance Improvements and Pilot Projects. Figure 2-6, . CE Mesa Opportunity Sites, shows these opportunity areas:

MES-O1: Create a New Courtyard. Create a new courtyard to provide an expanded child development area and exterior student lounge with shade. The courtyard would require the removal of existing parking stalls.

MES-O2: Campus Expansion. Construct an approximately 40,000 gross sf building (affecting approximately 0.7 acre of the campus) to provide additional classrooms, staff rooms, student lounge/computer lab space, and a food/coffee shop or kiosk. Figure 2-7, . CE Mesa Conceptual Expansion Plan, provides conceptual illustration of the campus expansion.

MES-O3: New Parking Structure. Construct a new parking structure providing approximately 150 parking stalls to meet parking demand. **Error! Reference source not found.** provides conceptual illustration of the new parking structure.

MES-O4: Expand Classroom. Add a 481 sf classroom.

MES-O5: Vehicular Organization. Expand and enhance the main entry (approximately 3,000 sf), including improved college branding and wayfinding.

MES-O6: Address Wind and Water Issues. Enclose and provide temperature control for existing naturally ventilated corridors and stairways.

Table 2-4. CE MES Campus Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding
MES-P1	Add freestanding monument identification signage along Armstrong Street
MES-P2	Consider building signage on new addition of outdoor space facing Armstrong Street
MES-P3	Enhance building identification at north-facing entry doors
MES-P4	Add SDCCE banners on existing light poles in parking lot
	Safety & Security
MES-P5	Move kilns outdoors or provide better ventilation
MES-P6	Increase security for unauthorized access
MES-P7	Improve lighting in restrooms and during evening classes
MES-P8	Add manual operation for rolling door at main entry
	Maintenance, Operations, & Service
MES-P9	Improve custodial facilities to increase cleanliness
MES-P10	Improve bird prevention
MES-P11	Replace sinks with battery-free option
	Technology
MES-P12	Update technology in all classrooms to accommodate online and hybrid classes (HyFlex Classroom)

2.4.1.3 Continuing Education Miramar

The FMP provides the following key initiatives for the CE MIR:

- Identify an expansion strategy that allows for phased growth, over time – including demolition and reconstruction into a multi-story building and assessing parking demand, leveraging capacity and shared use opportunities with the credit Miramar College;
- Enhance wayfinding to better distinguish the SDCCE campus from the adjoining credit Miramar College environs at its campus perimeter;
- Give students more choices to study and congregate before, after, and between classes with more hang out and lounge and study spaces; and
- Centralize student resources.

To support these initiatives, four opportunity sites (MIR-O1 through MIR-O4) and five performance improvements and pilot projects (MIR-P1 through MIR-P5) have been identified, as described below and in Table 2-5, CE MIR Campus Performance Improvements and Pilot Projects. Figure 2-8, . CE Miramar Opportunity Sites, shows these opportunity areas.

MIR-O1: Playground Shade. Install a canopy or large shade trees in the child development outdoor play area.

MIR-O2: Exterior Student Lounge. Provide an exterior student lounge area with movable seating and tables, slip-resistant paving, and shade structures or trees.

MIR-O3: Reconfigure Child Development Classrooms. Since completion of the FMP, this opportunity site has been eliminated because the existing building would be replaced under MIR-O4.

MIR-O4: Campus Expansion. Demolish the existing approximately 26,580 sf building and construct a new two-story building totaling approximately 49,000 sf (an increase of approximately 22,420 sf). The expanded building would provide additional classrooms, a healthcare program, centralized student services, and additional workspace and storage for IT. Figure 2-9, . CE Miramar Conceptual Expansion Plan, provides conceptual illustration of the campus expansion.

Table 2-5. CE MIR Campus Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding
MIR-P1	Increase visibility on eastern side of building along S. Campus Drive with freestanding monument campus identification
MIR-P2	Create connection to parking structure with added building identification signage on northern side of building
MIR-P3	Add classroom listing at building entrances
	Campus Life
MIR-P4	Provide safe passenger loading zone
	Technology
MIR-P5	Update technology in all classrooms to accommodate online and hybrid classes (HyFlex Classroom)

2.4.1.4 West City Campus

The FMP provides the following key initiatives for the WCC:

- Leverage indoor-outdoor connectivity around a central courtyard concept;
- Identify an expansion strategy that allows for phased growth, over time, including a reassessment of future parking demands and current capacity;
- Enhance wayfinding to better distinguish the WCC at its campus perimeter, entrance, and interface with the community;
- Expand opportunities to host campus and community events and local business synergies; and
- Give students more choices to study and congregate before, after, and between classes.

To support these initiatives, five opportunity sites (WCC-O1 through WCC-O5) and 19 performance improvements and pilot projects (WCC-P1 through WCC-P19) have been identified, as described below and in Table 2-6, WCC Performance Improvements and Pilot Projects. Figure 2-10, . West City Opportunity Sites, shows these opportunity areas.

WCC-O1: Enhance Front Garden. Expand the front garden (approximately 4,600 sf) to create a more suitable study and lounge space. Enhancements would include seating, lighting, and fencing or enclosure for safety.

WCC-O2: Campus Expansion. Construct a new approximately 15,400 sf building to expand Culinary Arts (including an additional kitchen lab and restaurant space); expand Clothing and Textiles programs; add a multipurpose room; add a second elevator; provide additional faculty and classified professional offices, lounge space, storage, and dedicated restrooms; add a lactation room; add offices for Campus Security and Community Services Officers; and provide additional office and storage space for IT. Figure 2-11a, a. West City Conceptual Expansion Plan, provides conceptual illustration of the campus expansion.

WCC-O3: New Parking Structure. Construct a new parking structure to replace parking spaces displaced by building and site improvements. The existing campus currently provides 208 parking stalls. Figure 2-11b, West City Conceptual Expansion Plan, provides conceptual illustration of the new parking structure.

WCC-O4 and WCC-O5. These opportunity sites involve interior modifications to enhance the lobby area and reconfigure the second level to provide enhanced student services, such as a student lounge and lactation room.

Table 2-6. WCC Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding
WCC-P1	Add building entrance identification signage facing parking lot
WCC-P2	Add SDCCE and campus identification on building elevation facing Kaiser Permanente
WCC-P3	Add freestanding campus identification at south-facing entrance
WCC-P4	Campus ID font to be consistent with overall branding
	Safety & Security
WCC-P5	Secure exterior stairs and add lighting
WCC-P6	Modify Culinary Arts kitchen floors to be more slip-resistant
WCC-P7	Increase distance between open cubicles to improve privacy; consider adding plexiglass dividers
	Technology
WCC-P8	Enhance Room 205 with additional power, data, and computer stations
WCC-P9	Add cameras to all staff offices for online teaching and virtual meetings
WCC-P10	Update technology in all classrooms to accommodate online and hybrid classes (HyFlex Classroom)
WCC-P11	New, updated computers for all staff and classrooms
WCC-P12	Improve Wi-Fi and add Wi-Fi hotspots throughout the campus
	Maintenance, Operations, & Service
WCC-P13	Enhance restrooms with no-touch fixtures
WCC-P14	Increase electrical capacity for the general site and in Clothing and Textiles classrooms
WCC-P15	Provide visitor designated parking spaces
WCC-P16	Replace flooring in Clothing and Textiles classrooms
WCC-P17	Enhance acoustical treatment at lobby and L2 hallway
WCC-P18	Modify windows to be operable

Table 2-6. WCC Performance Improvements and Pilot Projects

Number	Description
WCC-P19	Add water bottle filling stations

2.4.1.5 Mid-City Campus

The FMP provides the following key initiatives for the MCC:

- Identify renovation strategies that enhance synergies between student-serving programs, in the lobby and entry area;
- Enhance wayfinding to better distinguish MCC at its campus perimeter, entrance, and interface with the community;
- Expand opportunities to host campus and community events and local business synergies;
- Give students more choices to study and congregate before, after, and between classes; and
- Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades).

To support these initiatives, the following three opportunity sites, MCC-O1 through MCC-O3, and 21 performance improvements and pilot projects, MCC-P1 through MCC-P21 have been identified for improvements as described below and in Table 2-7, MCC Performance Improvements and Pilot Projects. Figure 2-12, . Mid City Opportunity Sites, shows these opportunity areas.

To support these initiatives, three opportunity sites (MCC-O1 through MCC-O3) and 21 performance improvements and pilot projects (MCC-P1 through MCC-P21) have been identified, as described below and in Table 2-7.

MCC-O1: Enhance Entry and Lobby. Provide interior modifications, including reconfiguration to add a quiet area, multipurpose room with small kitchen, meditation space, privacy pods, and enhanced student lunch space. The FMP also includes adding an electronic sign/marquee and enhanced security controls or a guard station at the entrance.

MCC-O2: Campus Expansion. The FMP identified two expansion options: acquisition of an off-site location or collaboration with the adjacent police station through a lease or development agreement. Since completion of the FMP, the District has selected the property acquisition option and identified a site at 5322 El Cajon Boulevard, approximately 1.3 miles northeast of the existing MCC. A detailed description of this site is provided under the MCC Expansion Site subheading.

MCC-O3: Reconfigure Office Area. Reconfigure office areas by converting single-occupancy offices into shared offices and converting one space into a Content Creation Center.

Table 2-7. MCC Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding
MCC-P1	Enhanced campus identification signage along Fairmount Avenue (signage to be scaled and within the cone of vision for drivers)
MCC-P2	Campus ID font to be consistent with overall branding
MCC-P3	Enhanced parking entrance sign (consider projecting blade sign along Wightman St)
MCC-P4	Add banners to building elevation along Fairmount Avenue
MCC-P5	Add accessible access signage at front steps and ramp along Fairmount Avenue
MCC-P6	Improve no pedestrian crossing signage and bollards along Fairmount Avenue
	Mobility/Circulation/Access
MCC-P7	Add second elevator
	Campus Life
MCC-P8	Add 10 computers to Room 123
MCC-P9	Reconfigure and add faculty and classified professional workrooms on each floor
MCC-P10	Add gender-neutral restroom
MCC-P11	Add room for Career Counselor to have private meetings
	Safety & Security
MCC-P12	Provide safe passenger loading zone
MCC-P13	Provide bike lockers or secure storage
MCC-P14	Add access restriction to underground parking
MCC-P15	Provide security and/or access control point at entrance to discourage unauthorized access
	Sustainability & Resiliency
MCC-P16	Incorporate renewable energy
	Technology
MCC-P17	Reconfigure current classrooms for HyFlex environment with instructor workstations
MCC-P18	Remove low walls in classrooms
	Maintenance, Operations, & Service
MCC-P19	Add natural light to interior classrooms
MCC-P20	Modify windows to be operable
MCC-P21	Update HVAC system

Notes: HVAC = heating, ventilation, and air conditioning

Mid-City Campus Expansion

The District has selected a 0.69-acre site at 5322 El Cajon Boulevard in the City of San Diego, approximately 1.3 miles northeast of the existing MCC campus. Development of this site would involve demolition of the existing approximately 3,500-square-foot commercial building and construction of a new three-story above-grade building totaling approximately 53,000 gross sf, with two levels of subterranean parking totaling approximately 57,000 sf. The expansion site is anticipated to serve approximately 330 students and 60 staff totaling 390 at full occupancy. The

Project would require approximately 25,000 cubic yards of soil removal to accommodate the underground parking structure. The construction is anticipated to start in first quarter of 2028 and end in the first/second quarter of 2030.

Table 2-8, MCC Expansion Site Program Space, provides preliminary program space to be accommodated at the MCC Expansion Site.

Table 2-8. MCC Expansion Site Program Space

Space Program	Building Area
1.0 Building Resources:	**6,535 ASF**
Assembly	3,900 ASF
Dining	450 ASF
Meeting Spaces	460 ASF
Building Support	850 ASF
Student Gathering Space	875 ASF
2.0 Classrooms/Labs:	**1,760 ASF**
Shared Instructional Space	1,400 ASF
Shared Office	360 ASF
3.0 Nursing	**7,670 ASF**
Allied Health – LVN	3,270 ASF
Allied Health – CNA	1,400 ASF
Shared Nursing Spaces	1,800 ASF
Office/Support Spaces	1,200 ASF
4.0 Culinary Arts	**6,225 ASF**
Labs	4,750 ASF
Support	1,375 ASF
Office	100 ASF
5.0 Professional Development	**1,110 ASF**
Gathering/Meeting Spaces	900 ASF
Office Space	210 ASF
6.0 Business Information Technology	**4,000 ASF**
Classroom/Lab	2,800 ASF
Entrepreneur & Innovation Hub	1,200 ASF
7.0 Student Services	**6,134 ASF**
Student Spaces	1,814 ASF
Staff Spaces	2,520 ASF
Classroom, Counseling & Career Center	1,800 ASF
8.0 Emeritus	**350 ASF**
Dedicated Storage Adjacent to MPR	350 ASF
9.0 DSPS	**100 ASF**
Dedicated Storage	100 ASF

Table 2-8. MCC Expansion Site Program Space

Space Program	Building Area
Total Gross Square Feet	**52,129 GSF**
Total Assignable Square Feet	**33,884 ASF**
Structure Parking	**57,000 GSF**
Total Building Area	**109,129 GSF**

Note: ASF = Assignable Square Feet; GSF = Gross Square Feet

2.4.1.6 North City Campus

The FMP provides the following key initiatives for the NCC:

- Enhance institutional identity (branding) and access from the campus perimeter;
- Expand opportunities to host College-wide and public events (i.e., – Foundation);
- Give students more choices to study and congregate before, after and between Classes;
- Reassess and improve integrated technology; and
- Better represent student culture in public spaces.

To support these initiatives, six opportunity sites (NCC-O1 through NCC-O6) and nine performance improvements and pilot projects (NCC-P1 through NCC-P9) have been identified, as described below and in Table 2-9, NCC Performance Improvements and Pilot Projects. Figure 2-13, . North City Opportunity Sites, shows these opportunity areas.

NCC-O1: Enhance the Courtyard. Provide courtyard and student lounge enhancements, along with related interior modifications. Improvements may include adding a canopy or shade trees; installing portable laptop and cell phone charging stations; adding or replacing seating; relocating or adding shade for vending machines; and adding a coffee shop or coffee cart.

NCC-O2: Enhance Parking Garage Rooftop and Create a Walking Path. Enhance the parking garage rooftop and create a walking path around campus by removing a portion of rooftop parking to provide additional usable space for students and staff. Figure 2-14, . North City Conceptual Enhanced Walking Path Plan, provides two options for creating walking path around campus.

NCC-O3: Enhance Pathway from Bus Stops to Building Entrance. Coordinate with the City of San Diego to enhance the pathway from nearby bus stops to the building entrance.

NCC-O4 through NCC-O6. These opportunity sites involve interior modifications to enhance the student lounge, add student work display areas and computer stations, and reconfigure office and storage areas.

Table 2-9. NCC Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding

Table 2-9. NCC Performance Improvements and Pilot Projects

Number	Description
NCC-P1	Enlarge and enhance freestanding identification sign to exploit visibility from Aero Drive
NCC-P2	Add freestanding sign at parking entrance to highlight driveway entry
NCC-P3	Campus ID font to be consistent with overall branding
	Safety & Security
NCC-P4	Enhance barrier under stair of lobby
NCC-P5	Increase security and lockable door to front counter
NCC-P6	Replace back courtyard fence gate with lighter, quieter option
	Maintenance, Operations, & Service
NCC-P7	Enhance multipurpose space to reduce glare and improve sound
NCC-P8	Provide accommodations for Foundation to use Multipurpose Room as Inspiration Space
	Technology
NCC-P9	Update technology in all classrooms to accommodate online and hybrid classes (HyFlex Classroom)

2.4.1.7 Harbor View Campus (Former César E. Chávez)

The FMP identifies the following key initiatives for the HVC: Note that the FMP was prepared prior to the campus name change from CHA to HVC. Accordingly, the FMP refers to improvements planned for the HVC campus as CHA. References to CHA on the FMP figures should therefore remain unchanged, and callouts identifying CHA should be retained because they reflect the terminology used in the FMP. Else in this PEIR, when referencing this campus, not specific to opportunities and performance projects and pilot projects, HVC would be used.

- Expand opportunities to host College-wide and public events
- Give students more choices to study and congregate before, after and between classes
- Enhance institutional identity (branding) from the campus perimeter
- Reassess campus safety protocols and systems (e.g., lockdown front counter, lighting)

To support these initiatives, the FMP focuses on enhancements to the lobby and lounge areas, reconfiguration of office areas, and minor exterior modifications to the eastern linear courtyard. These proposed improvements are categorized as CHA opportunity sites (CHA-O) and performance improvements and pilot projects (CHA-P). The FMP identifies five opportunity sites (CHA-O1 through CHA-O5) and 24 performance improvements and pilot projects (CHA-P1 through CHA-P24) for the CHA campus, as described below and in Table 2-10, HVC (Formerly CHA) Performance Improvements and Pilot Projects. Figure 2-15, . Harbor View Opportunity Sites, shows these opportunity areas.

CHA-O1: Enhanced Lobby. Enhance the existing building lobby by providing an accessible ADA-compliant desk and computer station, charging stations, acoustical treatment, privacy pods, a 180- to 200-person community event space, and a foundation inspiration space, as appropriate.

CHA-O2: Enhance East Linear Courtyard. The eastern linear courtyard was originally an exterior space but was later enclosed to prevent unauthorized access. The FMP proposes adding landscaping to improve lighting and brightness, refinishing the space with warmer and brighter materials, and incorporating various seating options. By relocating the fence to the outside the planters, additional greenery would become visible and usable within the courtyard.

CHA-O3: Enhance Rooftop. Enhance the Level 3 roof deck with new pavers, canopy or shade structures, and additional seating. Combine the space with the adjacent room to create a flexible area that can function as an outdoor classroom, casual study space, or event venue.

CHA-O4: Enhance Chuey's Lounge. Provide varied seating types, warmer and more colorful materials and lighting, and add amenities such as a sink, refrigerator, and counter space for daily use or special events.

CHA-O5: Reconfigure Office Area. Reconfigure and densify existing offices to accommodate additional faculty and classified professional staff. Improvements may include converting single-occupancy offices into shared offices, converting one office into a Content Creation Center, combining offices, and converting one office into a new lactation room.

Table 2-10. HVC (Formerly CHA) Performance Improvements and Pilot Projects

Number	Description
	Identifying & Wayfinding
CHA-P1	Enhanced campus identification signage at corner of Chicano Park Boulevard & Main Street
CHA-P2	Enhanced building identification signage at parking structure
CHA-P3	Improved entrance signage at both Chicano Park Boulevard and National Avenue. for parking structure
CHA-P4	Create connectivity between parking & campus using banners along Chicano Park Boulevard
CHA-P5	Add SDCCE identification (in addition to campus ID) on building elevation facing trolley tracks
	Mobility/Circulation/Access
CHA-P6	Add ADA buttons to restrooms on levels 2 and 3
CHA-P7	Increase security and accessibility to underground vehicular and bike parking
	Campus Life
CHA-P8	Rising to Success – fix heating and ventilation issues; make more accessible to students (including better wayfinding signage)
CHA-P9	Reconfigure Career Center (incl. adding study space for students with access to computers and printers)
	Safety & Security
CHA-P10	Increase security in parking structure to prevent vandalism
CHA-P11	Add campus-wide emergency communication system
CHA-P12	Add interior operated locks to all classrooms
CHA-P13	Add locks & increase security at front counter
	Technology
CHA-P14	Improve internet & cell reception
CHA-P15	Update technology in all classrooms to accommodate online & hybrid classes (HyFlex Classroom)

Table 2-10. HVC (Formerly CHA) Performance Improvements and Pilot Projects

Number	Description
	Maintenance, Operations, & Service
CHA-P16	Enhance lighting and ventilation in ESL office, L2 storage, and Room 311
CHA-P17	Improve ventilation throughout building
CHA-P18	Replace building air pressure system
CHA-P19	Add water bottle filling stations
CHA-P20	Improve lighting near elevator at level 3
CHA-P21	Add credit card option for parking payment
CHA-P22	Improve sound transmission and height of plexiglass at front desk
CHA-P23	Add Healthcare storage
CHA-P24	Additional shade at playground terrace

Notes: ESL = English as a Second Language

2.4.2 Development Characteristics

Pursuant to California Government Code, Section 53094, local City of San Diego zoning is not applicable to community college projects that enhance the District's ability to provide classroom education. As such, the FMP provides the applicable land use guidance for development in the SDCCE campuses.

The District Design Guideline and Standards Manual provides District policy for design professionals and construction teams during the planning and design phases of renovation and construction projects in the District. It outlines design approach, space allocation, physical environment, materials, and system requirements. Building design and construction requirements of the California Building Code apply to development in the District and are referenced throughout the District Design Guideline and Standards Manual. Proposed variations to the District Guidelines and Standards are required to be submitted in writing to the District Architect for review and written approval prior to depicting such variations in design documents.

2.4.3 Sustainability Features

The Design Guideline and Standards Manual provides District sustainability levels that are designed to recognize, measure, and promote sustainable practices across District campuses and facilities. All District projects, including new construction, major renovations, and modernization efforts, are required to incorporate the principles outlined in the sustainability levels and meet applicable local, state, and District-adopted sustainability policies. The Design Guideline and Standards Manual provides a tiered rating system that encourages environmentally responsible design, construction, and operations, across the following categories: integrated 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. Based on the points accumulated in each of these categories, projects and buildings earn a District sustainability rating.

In addition to the rating system for individual projects, some District-adopted sustainability standards apply to campus-wide development. These include requirements for each campus to facilitate and maintain an ongoing waste recycling program, use renewable woods, use low-emitting carpet cushion materials and backing certified by the Carpet and Rug Institute's Green Label Plus Program, and incorporate District Facilities Services program of green cleaning materials and techniques.

2.5 SDCCE Headcount and Expansion Assumptions

SDCCE is a noncredit continuing education institution serving primarily adult learners. Unlike traditional community college campuses, SDCCE's student population is characterized by a high proportion of part-time students, varied attendance patterns (e.g., two to three days per week), a greater proportion of evening courses, staggered course offerings throughout the academic year with shorter course durations, and a primarily local service population. Many enrolled students are present on campus only a limited number of days per week and for shorter durations than students at traditional credit-based colleges. Students may take classes in multiple SDCCE campuses and they may also be dual-enrolled at one of the credit colleges.

Because of these characteristics, student headcount does not directly correspond to the level of daily activity at SDCCE campuses.

Annual headcount represents the unduplicated number of students enrolled during an academic year, whereas individual students may attend campus for limited periods, on only certain days of the week, or for shorter-duration courses. Accordingly, changes in annual headcount should not be interpreted as directly proportional to changes in daily campus population, building occupancy, or trip generation.

The FMP identifies a continuing decline in annual SDCCE student headcount between 2016/17 and 2018/19, from 40,131 to 37,597 students (refer to Table 2-11, SDCCE Annual Headcount). Annual headcount subsequently declined substantially during the COVID-19 pandemic, reaching 16,455 students in 2020/21. Although enrollment has increased since the pandemic, annual headcount has remained below pre-pandemic levels. The FMP recognizes these enrollment trends and indicates that future program expansion should proceed cautiously and be informed by enrollment trends and applicable market data.

Table 2-11. SDCCE Annual Headcount

2016/17[1]	2017/18[1]	2018/19[1]	2019/20[1]	2020/21[1]	2021/22[2]	2022/23[2]	2023/24[2]	2024/25[2]
40,131	38,713	37,597	30,845	16,455	17,451	22,174	24,601	23,309

[1] SDCCE Annual headcount from the SDCCE FMP.

[2] SDCCE Planning, Research, and Institutional Effectiveness, Headcount for overall academic year.

Notwithstanding the overall decline in annual headcount, the FMP identifies existing programs for which additional instructional space or other facility improvements may be needed, as well as programs that may be offered at additional SDCCE locations. Programs identified as having potential future offerings include child development, healthcare, and hospitality/culinary arts at MCC, business and accounting at WCC, and healthcare at CE MIR.

Programs identified as having potential expansion needs include automotive technology, child development, hospitality/culinary arts, and skilled technical trades at ECC; citizenship and English as a Second Language (ESL) at MCC; clothing and textiles and hospitality/culinary arts at WCC; child development at CE MES; and child development, citizenship, and ESL at CE MIR. For this Program EIR, the FMP's proposed physical improvements and associated instructional space needs are evaluated based on the reasonably foreseeable development identified in the FMP for each campus. The analysis distinguishes between physical expansion and increased facility capacity and future growth in annual student headcount. The FMP does not establish a basis for assuming substantial growth in overall annual SDCCE headcount; therefore, substantial increases in annual student headcount are not assumed solely as a result of the proposed physical improvements. Rather, the proposed facilities are intended to provide SDCCE with the space, flexibility, and capacity to accommodate existing and reasonably foreseeable program needs as enrollment patterns, course offerings, and instructional modalities evolve.

This approach also recognizes that SDCCE's operating characteristics differ from those of traditional credit-based community colleges. In particular, the prevalence of part-time enrollment, shorter-duration and staggered courses, evening instruction, online courses, and HyFlex instructional formats affects the frequency and duration of students' physical presence on campus. Consequently, the CEQA analysis does not equate the amount of proposed building or instructional space expansion with a commensurate increase in annual student headcount or daily campus activity. The analysis instead evaluates the physical changes proposed under the FMP and the reasonably foreseeable campus activity associated with those improvements, taking into account SDCCE's existing enrollment trends, operating characteristics, and evolving instructional modalities.

2.6 Facilities Master Plan Implementation

The FMP is intended to guide long-term campus development; however, it is not an implementation plan and does not propose site plan–level improvements. As such, potential improvements are identified as opportunity sites rather than as specific development projects. Individual development projects will be brought forward over time to implement the FMP.

While the FMP and accompanying environmental analysis include reasonable estimates regarding the size and timing of potential future projects, these projections are programmatic in nature and provided solely for analyses purposes. Actual Project details may change over time in response to

funding availability, campus priorities, and other considerations. Future campus development proposals will undergo review through a process that includes input from staff, faculty, and students, and, when appropriate, the local community. Proposed projects will be evaluated for consistency with the FMP and the associated environmental analysis.

2.7 Lead Agency

In accordance with CEQA Guidelines, Sections 15050 and 15367, the District is the lead agency, which is defined as the "public agency, which has the principal responsibility for carrying out or approving a project."

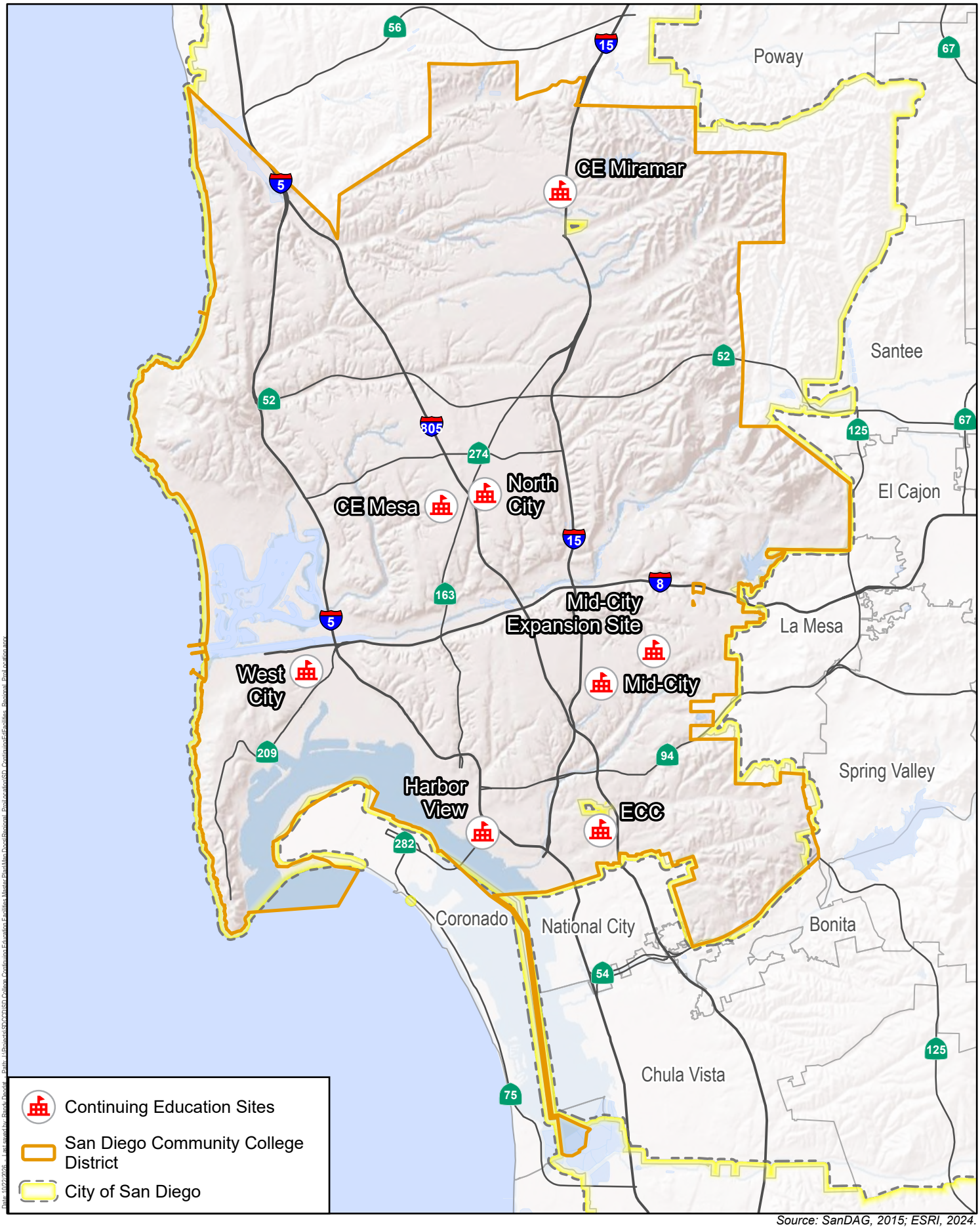
2.8 Intended Use of the PEIR

This PEIR is intended to provide information to the District's Board of Trustees, public agencies, stakeholders and organizations, and the public regarding the anticipated environmental impacts of the Project. Under the provisions of CEQA, the purpose of an EIR is to "identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided" (California Public Resources Code, Section 21001.1[a]). The information in this PEIR will be considered by the District's Board of Trustees in conjunction with their evaluation and approval of the Project. The following actions and approvals are required from the District's Board of Trustees in association with the Project:

- Certification of the Final PEIR and Mitigation Monitoring and Reporting Plan

Actions and approvals that may be required from other agencies for the Project include the following:

- California Department of General Services, Division of State Architect – General Construction Permit
- City of San Diego – Right-of-way improvements
- City of San Diego Fire-Rescue Department
- San Diego Regional Water Quality Control Board – National Pollutant Discharge Elimination System and Stormwater Pollution Prevention Plans
- San Diego Gas & Electric
- Telecommunications
- County of San Diego, Department of Environmental Health and Quality
- California Department of Fish and Wildlife
- San Diego County Air Pollution Control District
- San Diego County Regional Airport Authority
- U.S. Army Corps of Engineers



Source: SanDAG, 2015; ESRI, 2024.

Harris & Associates

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Miles

Figure 2-1

Regional Location

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Feet

Figure 2-2a

Project Location - Educational Cultural Complex

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Figure 2-2b

Project Location - CE Mesa

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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0 75 150

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Figure 2-2c

Project Location - CE Miramar

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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0 75 150

Feet

Figure 2-2d

Project Location - West City

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Figure 2-2e

Project Location - Mid-City

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Figure 2-2f

Project Location - Mid-City Expansion Site

San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Feet

Figure 2-2g
Project Location - North City
San Diego College of Continuing Education Facilities Master Plan

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Source: SanDAG, 2015; Maxar Imagery, 2023.

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N

0 75 150

Feet

Figure 2-2h

Project Location - Harbor View Campus

San Diego College of Continuing Education Facilities Master Plan

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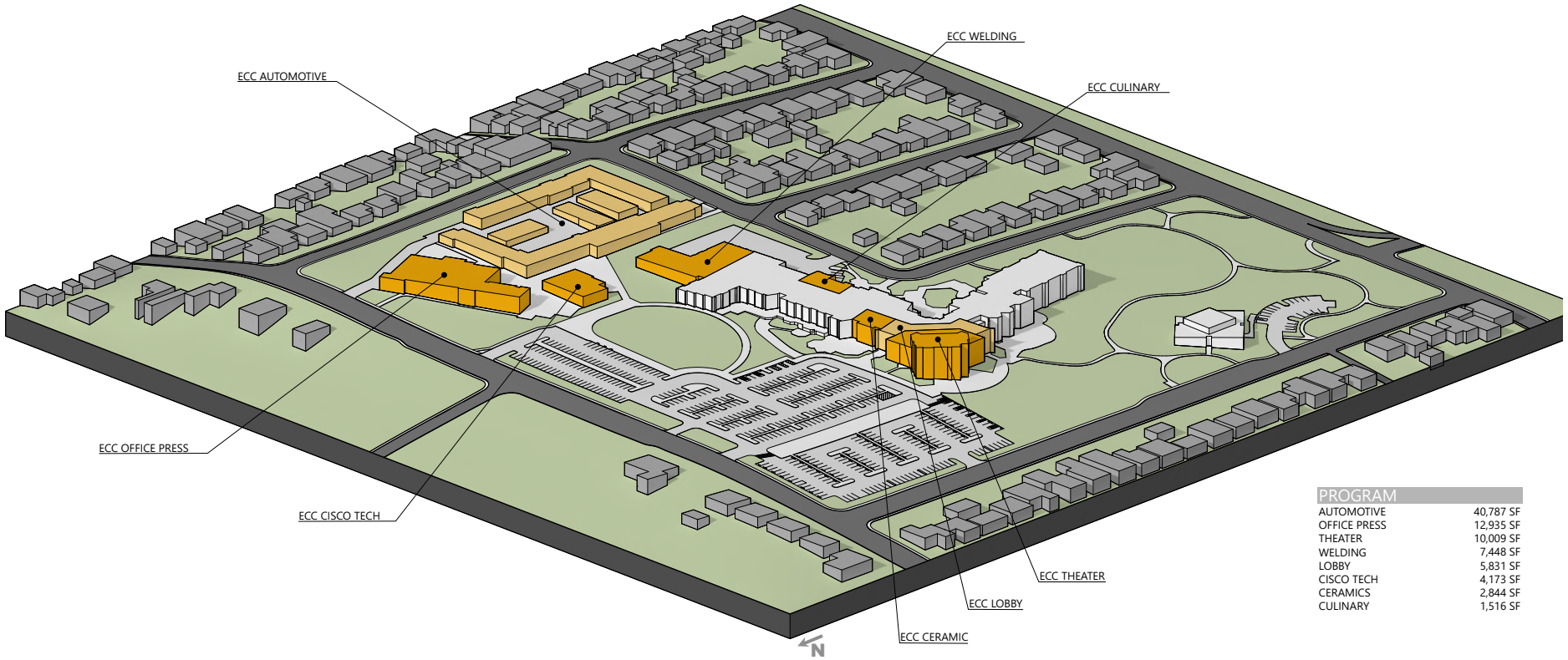

PROGRAM	
AUTOMOTIVE	40,787 SF
OFFICE PRESS	12,935 SF
THEATER	10,009 SF
WELDING	7,448 SF
LOBBY	5,831 SF
CISCO TECH	4,173 SF
CERAMICS	2,844 SF
CULINARY	1,516 SF

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-3

Educational Cultural Complex Existing Site Plan

San Diego College of Continuing Education Facilities Master Plan

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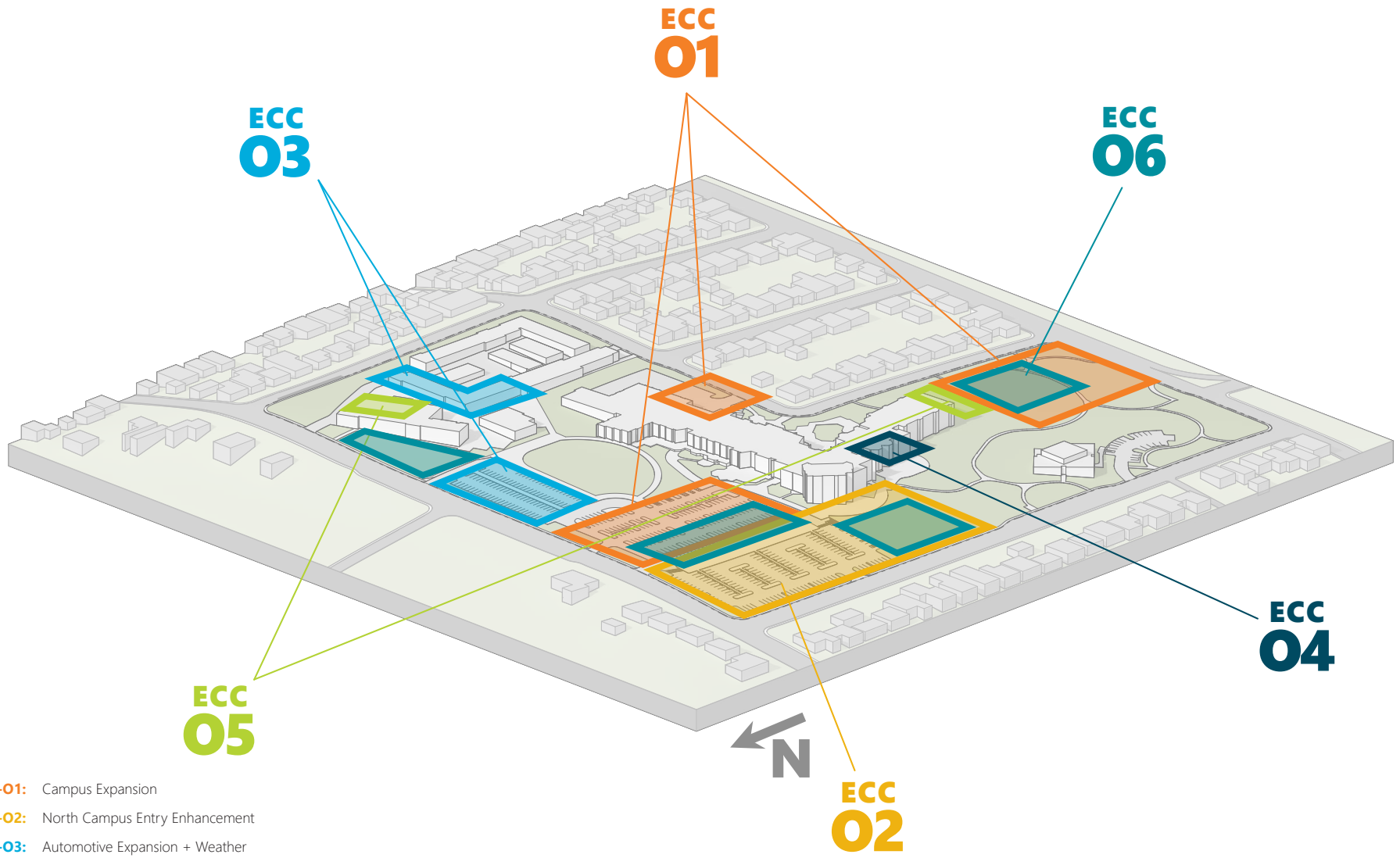

ECC-O1: Campus Expansion

ECC-O2: North Campus Entry Enhancement

ECC-O3: Automotive Expansion + Weather Protection

ECC-O4: Child Development Relocation & Expansion

ECC-O5: Ceramics Studio Relocation

ECC-O6: Parking Enhancement

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

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Figure 2-4

Educational Cultural Complex Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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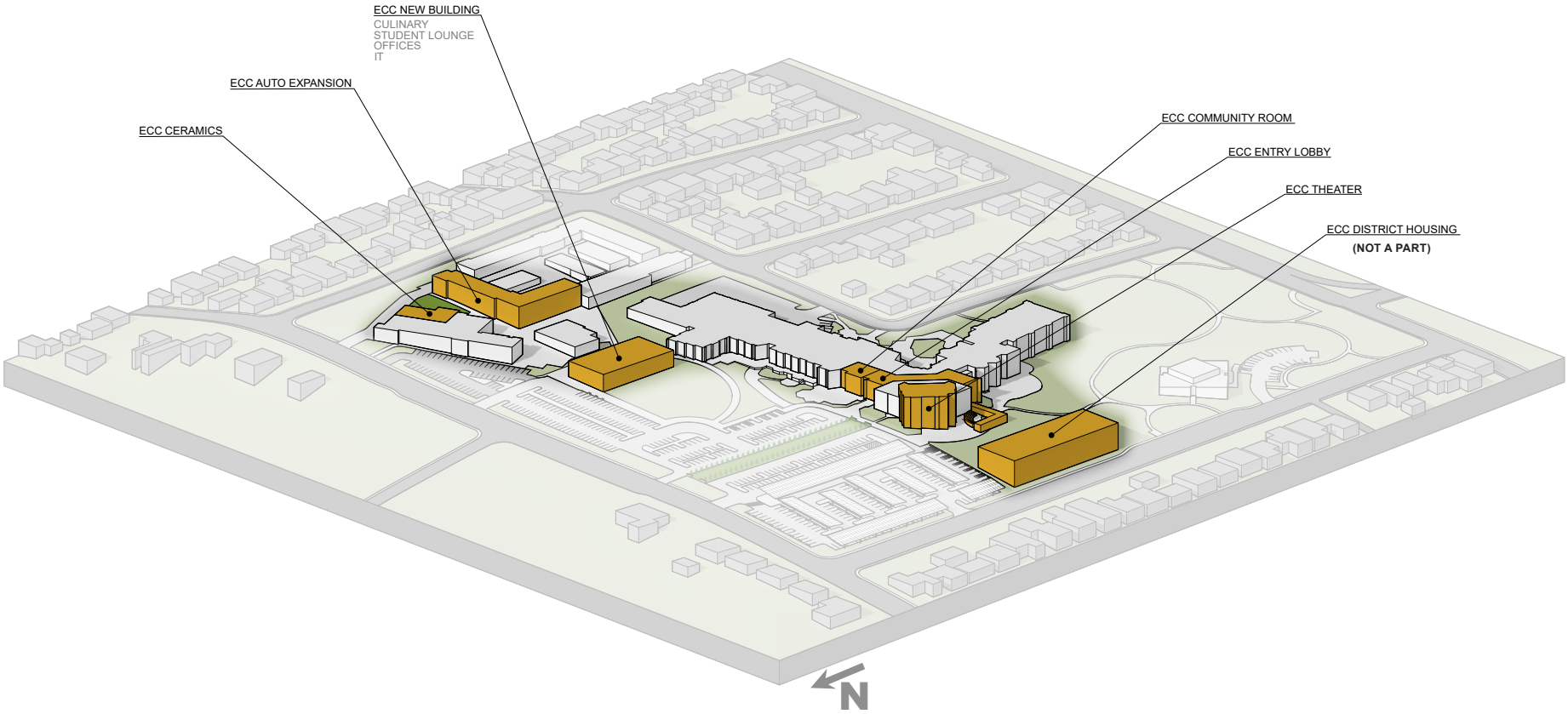

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-5

Educational Cultural Complex Conceptual Expansion Plan

San Diego College of Continuing Education Facilities Master Plan

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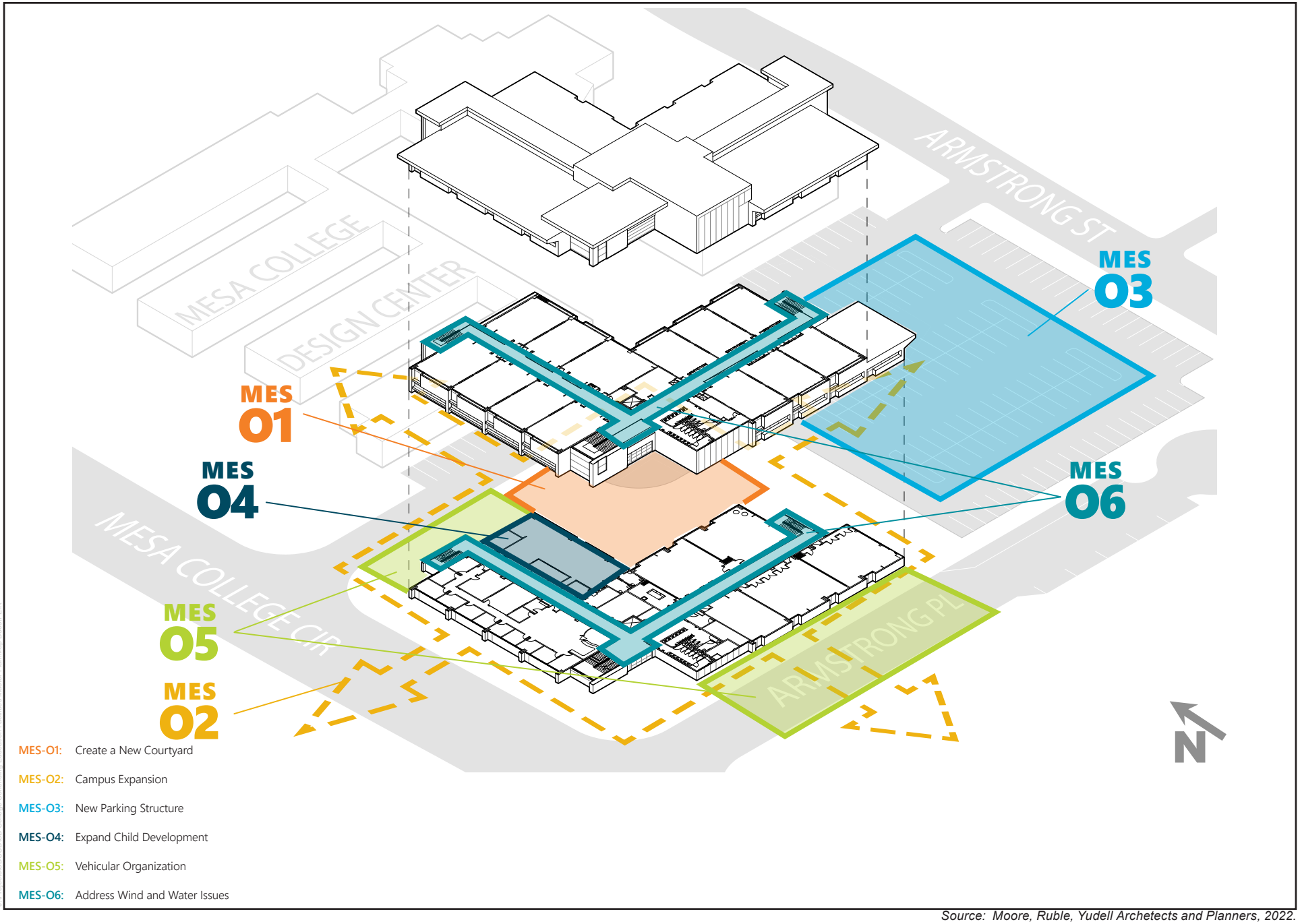

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-6

CE Mesa Opportunity Sites

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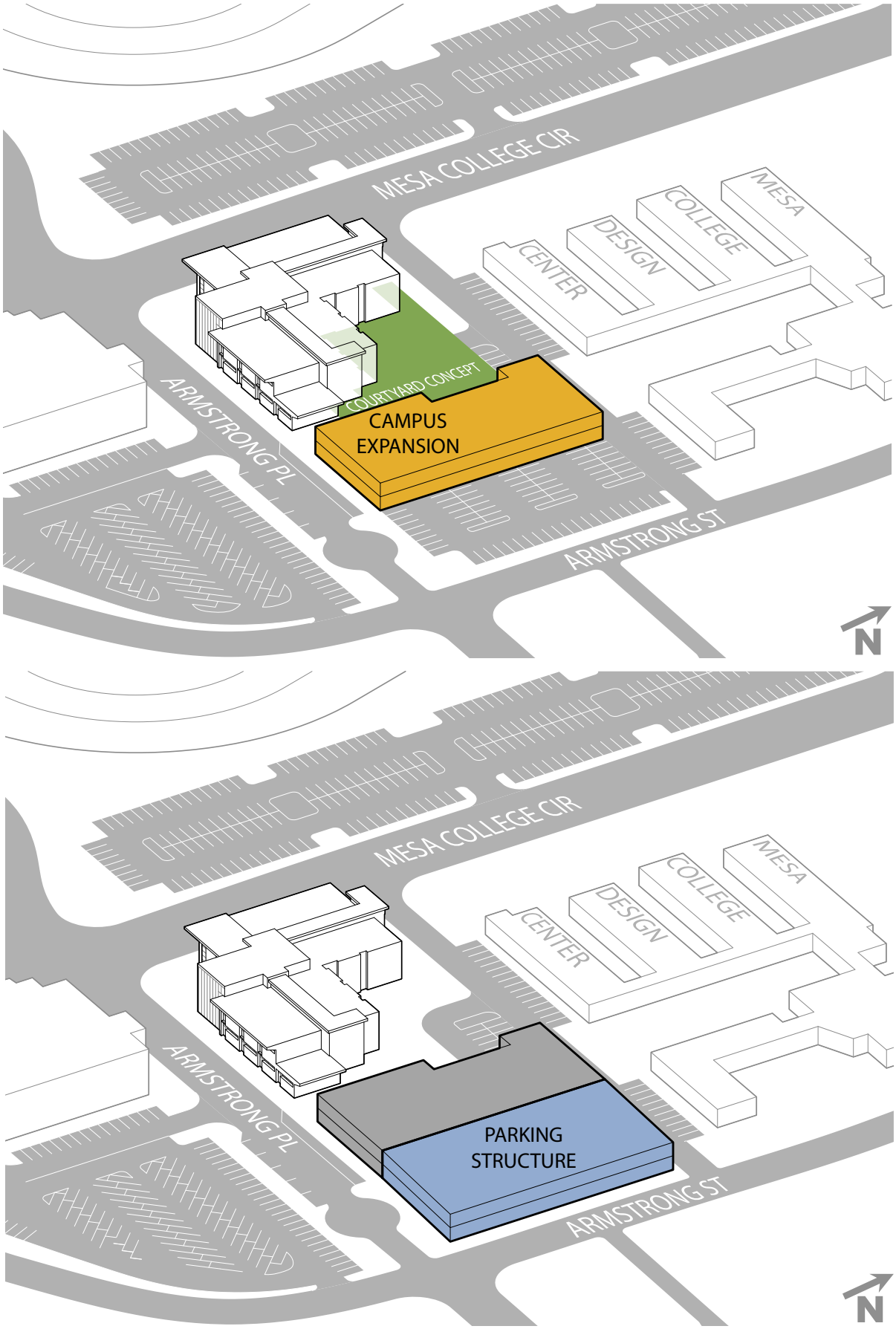

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-7

CE Mesa Conceptual Expansion Plan

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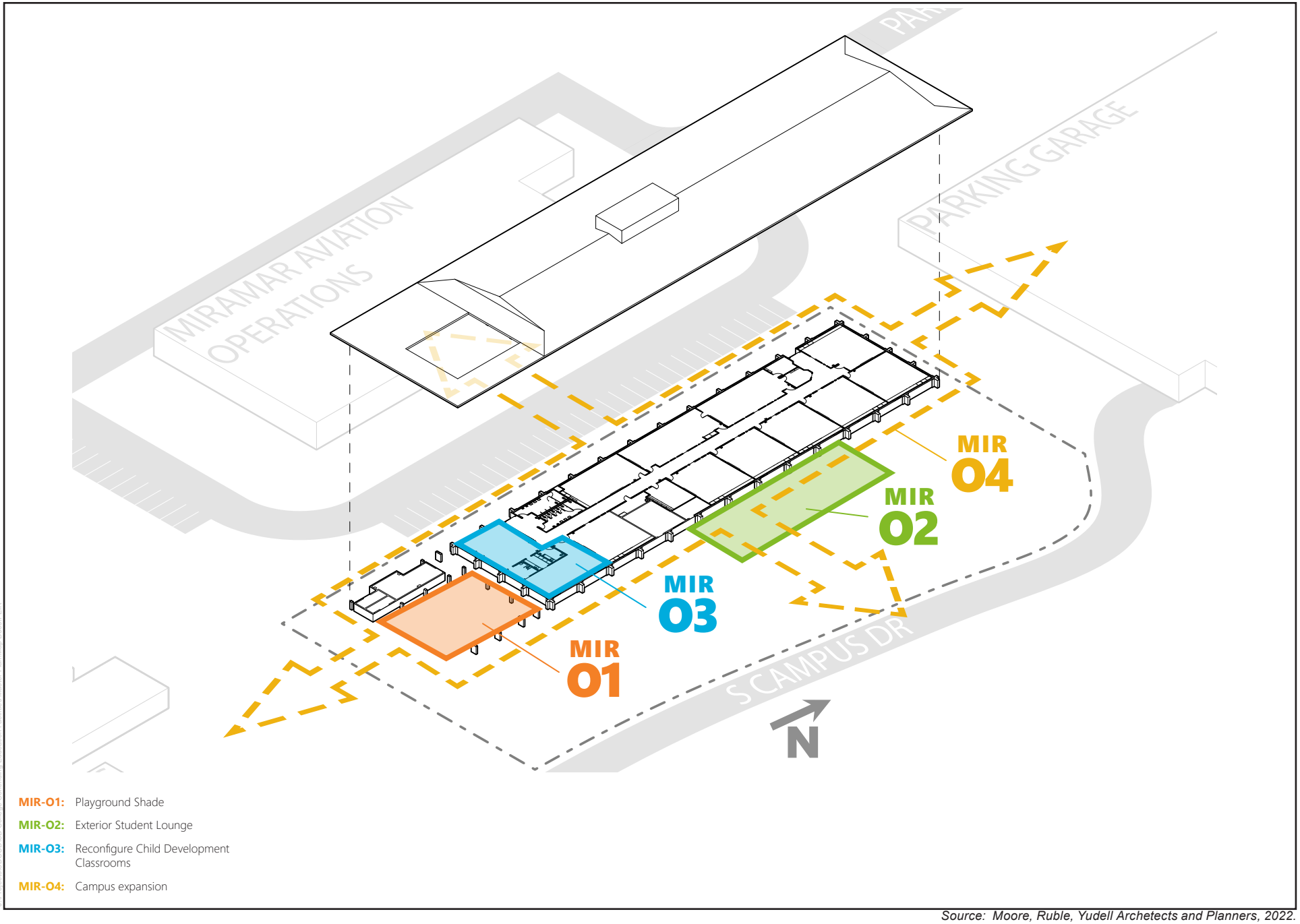

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-8

CE Miramar Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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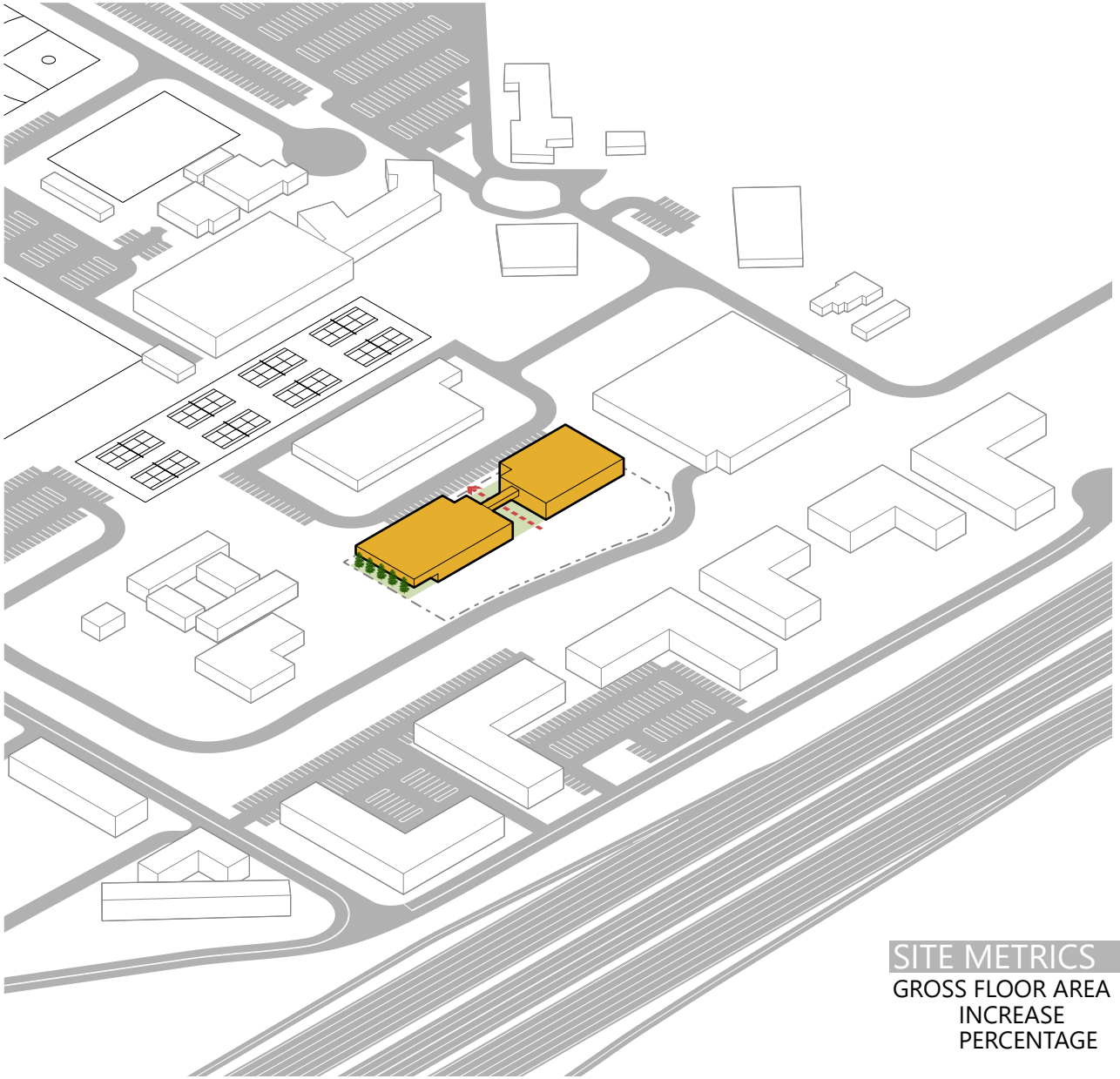

SITE METRICS	
GROSS FLOOR AREA	49,000 SF
INCREASE	+22,420 SF
PERCENTAGE	183%

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-9

CE Miramar Conceptual Expansion Plan

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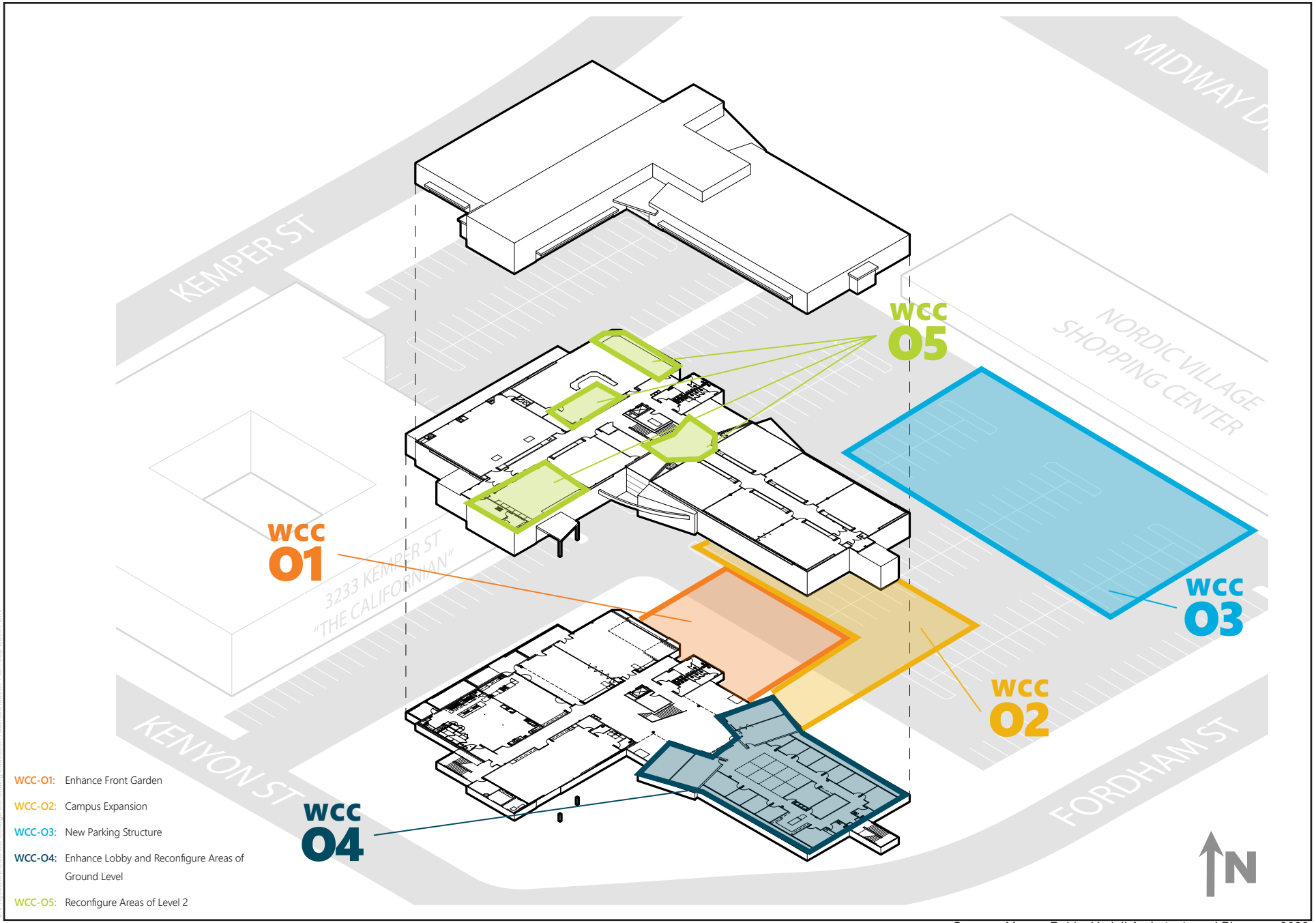

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

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Figure 2-10

West City Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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SITE METRICS

BUILDING EXPANSION	+15,400 SF
PROGRAM ADDED	+36%
COURTYARD	+4,601 SF
SURFACE PARKING	-24 STALLS

N

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-11a

West City Conceptual Expansion Plan

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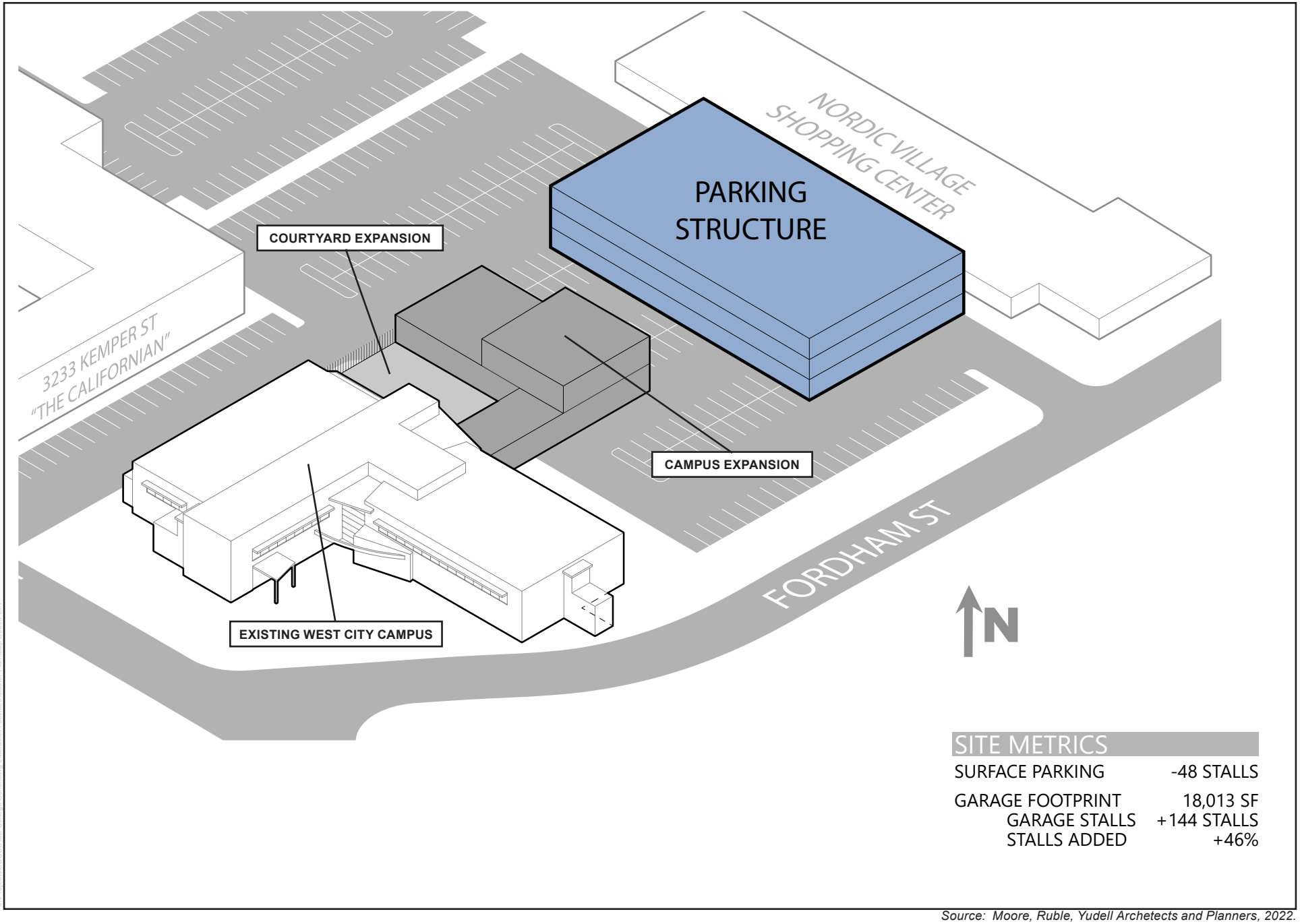

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-11b

West City Conceptual Expansion Plan

San Diego College of Continuing Education Facilities Master Plan

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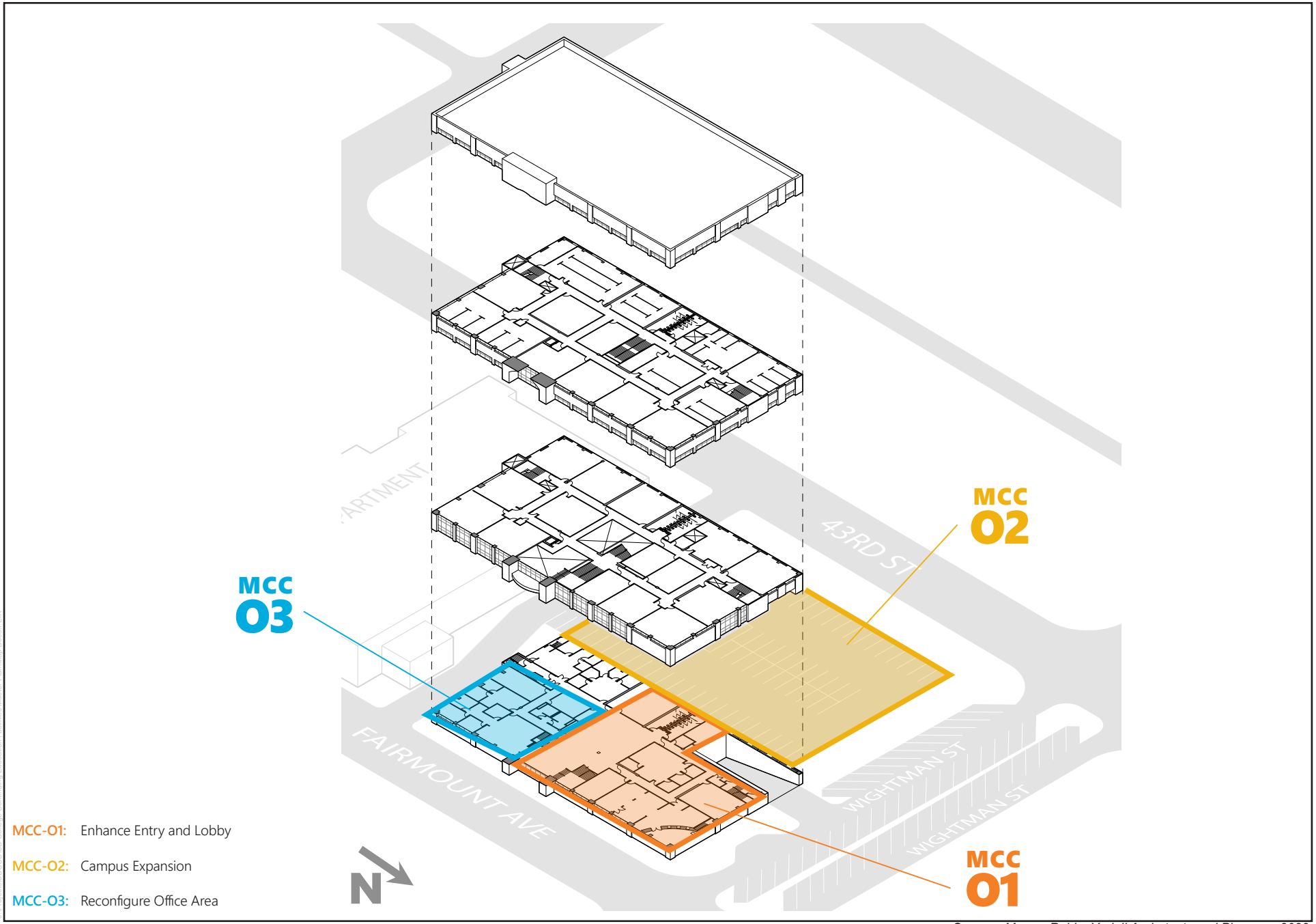

Source: Moore, Ruble, Yudell Architects and Planners, 2022.

Figure 2-12

Mid-City Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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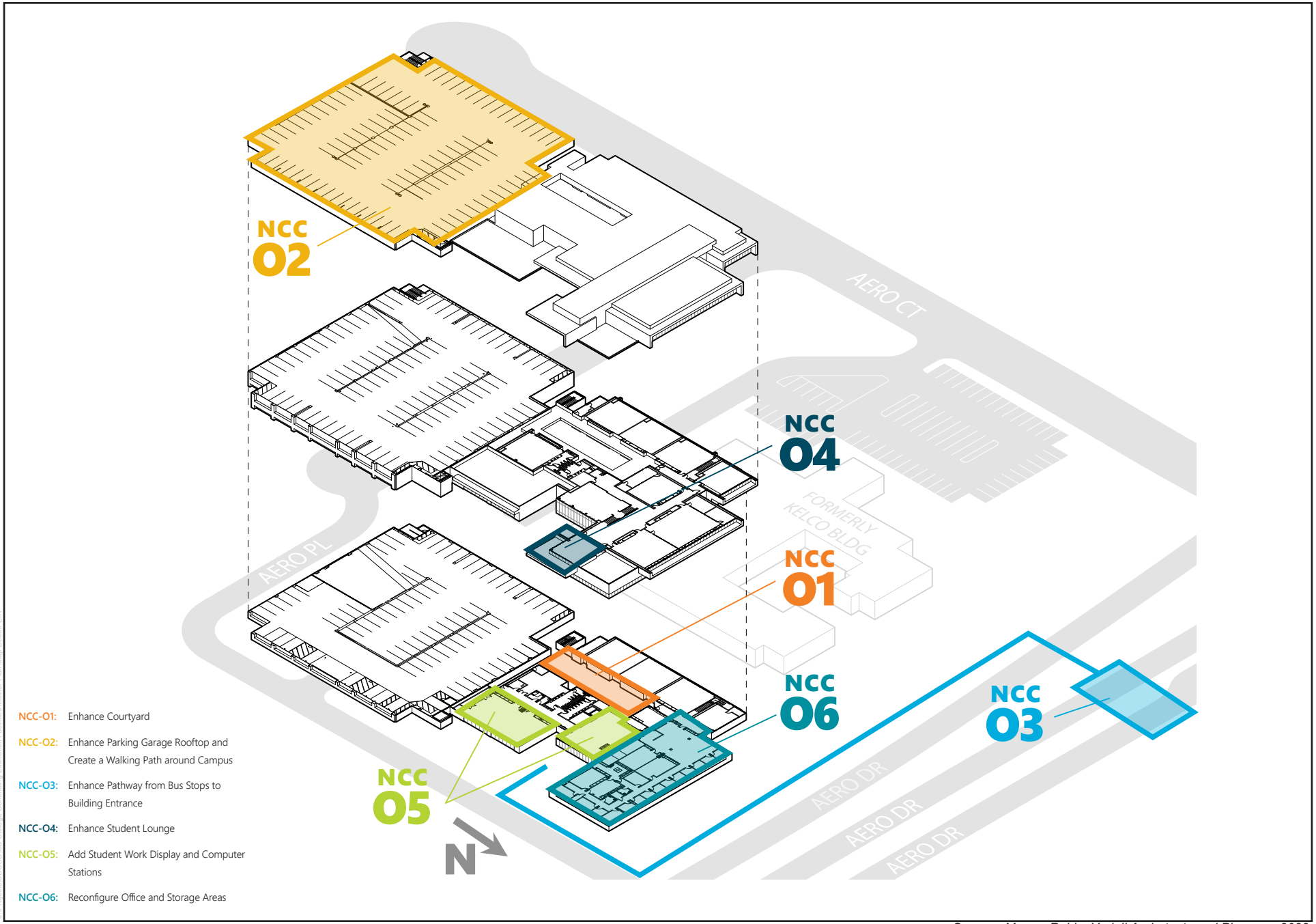

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

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Figure 2-13

North City Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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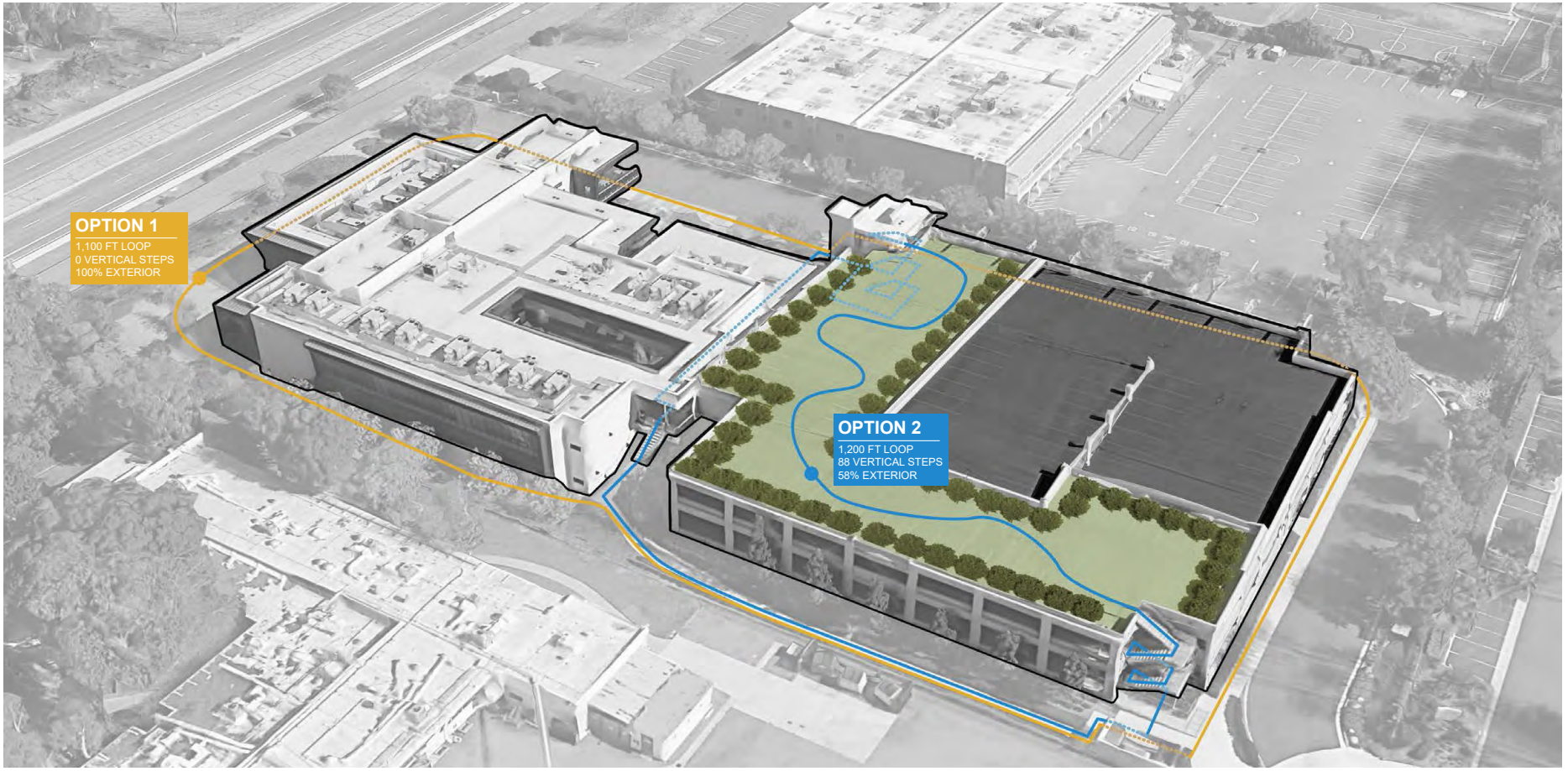
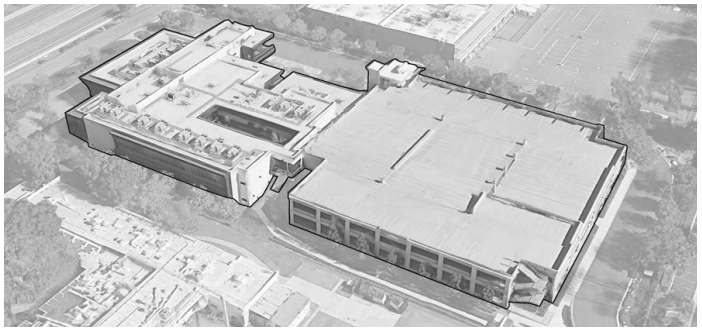


Conceptual rendering illustrating two options for adding an exercise path around the campus



Existing Condition

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-14

North City Conceptual Enhanced Walking Path Plan

San Diego College of Continuing Education Facilities Master Plan

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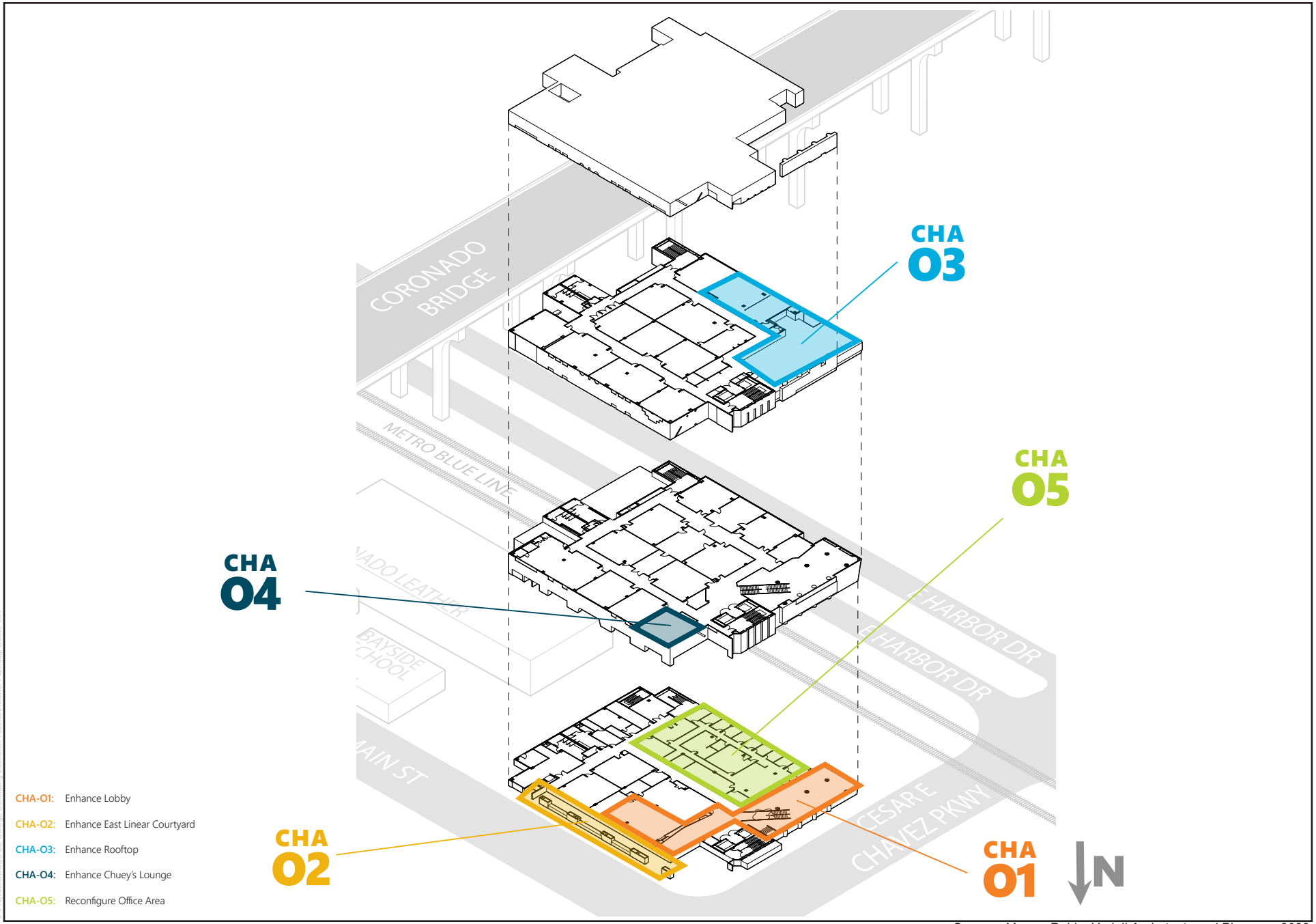

Source: Moore, Ruble, Yudell Archetects and Planners, 2022.

Figure 2-15

Harbor View Opportunity Sites

San Diego College of Continuing Education Facilities Master Plan

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Chapter 3 Environmental Analysis

Sections 3.1 through 3.9 in this chapter contain a discussion of the potential environmental effects from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project), including the current environmental setting, regulatory setting, method of analysis, thresholds of significance, impacts (including cumulative), and mitigation measures.

Scope of the Environmental Impacts Analysis

Sections 3.1 through 3.9 evaluate the environmental issues identified during the scoping process as having the potential for significant impacts requiring further evaluation. In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the potential environmental effects from the Project are analyzed for the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils (Paleontology)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

The issue areas excluded from Chapter 3, Environmental Analysis, include Aesthetics, Agriculture and Forestry Resources, Energy, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire, as these issue areas were found to not be significant and not require mitigation measures. These issue areas are discussed in Chapter 4, Effects Found Not to Be Significant.

Level of Analysis

As described in Chapter 2, Project Description, the SDCCE FMP is a program-level planning document that identifies potential facility improvements and development opportunities across the San Diego Community College District's (District's) seven campuses:

- Education Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC)
- North City Campus (NCC)
- Harbor View Campus (HVC)

The FMP does not establish a specific implementation time frame or schedule for the identified improvements, and the specific design, size, configuration, and construction details of most potential improvements have not yet been determined. Accordingly, the environmental analysis of the FMP is generally programmatic in nature and evaluates potential environmental impacts based on the types and general locations of improvements that could occur under the FMP, rather than on specific Project designs or construction plans.

The level of analysis also varies among the campuses based on the nature and extent of improvements identified in the FMP and the information currently available. The analysis focuses on ECC, CE MES, CE MIR, WCC, and the MCC Expansion site because these sites include exterior improvements or other physical changes that could potentially result in environmental impacts. ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC are existing campuses, and improvements identified under the FMP would generally occur within the boundaries of the existing campuses. At MCC, NCC, and HVC, the improvements identified under the FMP are limited primarily to interior modifications and would not involve major exterior improvements or other physical changes with the potential to result in significant environmental impacts. Therefore, these campuses are not evaluated as individual project sites in the technical analyses presented in this Program Environmental Impact Report (PEIR), except as relevant to the overall programmatic analysis.

In contrast, the MCC Expansion site represents a potential new off-site campus location for the MCC rather than improvements to the existing MCC campus. The site is currently developed with a vacant commercial building and would require conversion and potentially additional physical improvements to accommodate college uses. The MCC Expansion site was identified as an option for accommodating the existing MCC rather than as a specific project or development proposal included in the FMP. However, more detailed and focused information is currently available regarding the potential development of the site, including its location and existing physical conditions. Given the site's distinct characteristics as a new off-site campus and the availability of more project-specific information, the MCC Expansion site is evaluated at a project-level in this PEIR.

For each environmental issue area, potential impacts are evaluated at the appropriate level based on the information available. The program-level analysis considers the FMP as a whole and takes a broader perspective based on the anticipated types and general locations of improvements that could occur at the existing campuses. The project-level analysis of the MCC Expansion site is more detailed and focused and evaluates the potential environmental effects associated with development of the new off-site campus based on currently available information.

Consistent with CEQA, approval or implementation of improvements identified in the FMP that have been evaluated only at the program-level may require additional project-specific environmental review if sufficient information regarding a specific future project is not available at the time of this PEIR. Subsequent environmental review would be conducted, as appropriate, in accordance with

California Public Resources Code, Section 21166, and CEQA Guidelines, Sections 15162 through 15164 and 15168. The project-level analysis of the MCC Expansion site is intended to provide a more detailed evaluation of that potential development based on the information currently available; however, subsequent review may still be required if the Project ultimately differs materially from the development assumptions evaluated in this PEIR or if otherwise required under CEQA.

Format of the Environmental Impact Analysis

The following sections compose each of the nine issue area discussions in Sections 3.1 through 3.9 of this PEIR.

Environmental Setting

This section describes the current environmental setting of each issue area. According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions within the project vicinity to provide the "baseline conditions" against which project-related impacts are compared. Normally, the baseline conditions are the physical conditions that exist when the Notice of Preparation is published. The Notice of Preparation for the Project was published on December 15, 2025, and the baseline conditions in this PEIR are generally taken from this time period.

Regulatory Setting

This section provides a summary of regulations, plans, policies, and laws that are relevant to each issue area at the federal, state, regional, District, and local (non-regulatory) levels. It is important to note that a community college district is afforded unique discretion when developing educational facilities. When developing a facility that furthers its educational objectives, a community college district may take action (a two-thirds vote) pursuant to California Government Code, Section 53094, to exempt a proposed project from the zoning ordinances of the jurisdiction in which the project is located. Therefore, the majority of District projects are not subject to local City of San Diego (City) land use or development regulations. Where such local regulations are discussed in this section, their relevance to the issue area or thresholds of significance is also described. In general, such regulations may be used for background information or analysis in the absence of similar District-specific regulations; however, their use as guidance in establishing thresholds of significance for this CEQA analysis does not change the applicability of such regulations to future District actions.

Method of Analysis

This section provides a description of the method used to analyze the potential impacts of the Project on the evaluated environmental issue areas.

Thresholds of Significance

This section identifies the criteria used to determine whether potential environmental effects are significant. The thresholds of significance used in this analysis were primarily based on Appendix G of the CEQA Guidelines. The District has not adopted agency-specific CEQA Guidelines or associated thresholds of significance. In some cases, standards were developed specifically for this analysis or were taken from other agencies or entities. Some standards of significance are quantitative, while others are qualitative. Where additional regulations, standards of other agencies, or other guidance are used to determine the level of significance of impacts, these factors are described below the listed thresholds of significance from CEQA Guidelines Appendix G.

Project Impacts and Mitigation

This section describes the potential environmental impacts of the Project and, based on the thresholds of significance, concludes if the environmental impacts would be significant, potentially significant, or less than significant or if no impact would occur. Each impact criterion is addressed in its own section. This format is designed to assist the reader in quickly identifying the subject of each impact analysis and for use in Table ES-2, Summary of Environmental Impacts and Mitigation Measures, which forms the basis of the Mitigation Monitoring and Reporting Program.

A separate discussion of the Project in program-level and project-level is provided in this section where the determination of significance or applicability of mitigation varies between the program-level analysis and project-level analysis. Where the impact of the program- and project-level analysis does not differ from each other, the discussion may be combined or summarized collectively under the following headings.

For each impact criterion, applicable standards of significance are identified and potential impacts are discussed in the Impact Analysis section. Mitigation measures are also included and discussed when applicable.

Impact Analysis. The analysis of environmental impacts considers both the construction and operational phases associated with implementation of the Project. As required by Section 15126.2(a) of the CEQA Guidelines, direct, indirect, long-term, short-term, on-site, and/or off-site impacts are addressed, as appropriate, for the environmental issue area being analyzed. This EIR uses the following terms to describe the level of significance of impacts identified during the course of the environmental analysis:

- **No Impact:** "No impact" refers to implementation of the Project having no impact on environmental conditions.
- **Less than Significant:** "Less than significant" refers to two conditions:
  - Impacts resulting from implementation of the Project that are not likely to exceed the defined standards of significance.

  - Potentially significant impacts before implementation of mitigation measures. If implementation of the specified mitigation measures would reduce the potentially significant impact to a level that does not exceed the defined standards of significance, the impact is considered less than significant.
- **Potentially Significant:** "Potentially significant" refers to impacts resulting from implementation of the Project that may exceed defined standards of significance before mitigation is considered.
- **Significant and Unavoidable:** "Significant and unavoidable" refers to impacts resulting from implementation of the Project that cannot be eliminated or reduced to below the defined standards of significance or a less than significant level through implementation of feasible mitigation measures.

A "significant effect" is defined by Section 15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment . . . [but] may be considered in determining whether the physical change is significant."

Significance of Impact. This section identifies the level of significance of Project impacts before mitigation measures are implemented.

Mitigation Measures. Section 15126.4 of the CEQA Guidelines requires an EIR to "describe feasible measures which could minimize significant adverse impacts." The CEQA Guidelines define "feasibility" as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, social, technological, legal, or other considerations. The Mitigation Measures section discusses mitigation measures that could reduce the severity of impacts identified in the Impact Analysis section.

Significance After Mitigation. This section identifies the level of significance of Project impacts after mitigation measures are implemented.

Cumulative Impacts

CEQA requires that EIRs discuss cumulative impacts in addition to Project impacts. In accordance with CEQA, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the Project alone. Further, the discussion should be guided by the standards of practicality and reasonableness (CEQA Guidelines, Section 15130[b]). According to Section 15355 of the CEQA Guidelines, "cumulative impacts" are defined as follows:

Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the CEQA Guidelines further states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts."

In addition, Section 15130(a) of the CEQA Guidelines requires that EIRs discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As further clarified by Section 15065 of the CEQA Guidelines, "cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Therefore, the discussion of cumulative impacts in an EIR evaluates whether the impacts of the project would be significant when considered in combination with past, present, and future reasonably foreseeable projects, and whether the project would make a cumulatively considerable contribution to those impacts. The CEQA Guidelines indicate that, where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, it need not consider the effect significant but shall briefly describe the basis for its conclusion. The CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of mitigation.

The geographic scope of the cumulative impact analysis varies depending on the environmental issue area because the geographic area within which other projects could contribute to a specific cumulative impact differs by resource. Accordingly, each cumulative impact analysis identifies the geographic scope appropriate to the issue area and considers past, present, and reasonably foreseeable future projects in that area that could contribute to the same environmental effect.

CEQA Guidelines, Section 15130(b), presents the following two possible approaches for considering past, present, and reasonably foreseeable future projects and indicates that either could be used:

1. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency

2. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect

This PEIR uses both approaches as appropriate to the resource issue and the nature of the FMP. The list approach is used to account for other major planned development in the District, including the District's separately prepared master plans for Miramar College, Mesa College, and San Diego City College. These master plans include various near-term and long-term campus improvements that could be implemented concurrently with components of the SDCCE FMP. The master plans generally provide for the replacement, renovation, and expansion of existing facilities within the existing campus boundaries and anticipate accommodating changes in on-campus population, including an assumed annual enrollment growth rate of approximately 1.5 percent. These planned improvements therefore represent reasonably foreseeable development that could contribute to cumulative effects when considered in combination with implementation of the SDCCE FMP.

The projections approach is also appropriate because the SDCCE FMP is a program-level, long-term planning document that identifies potential improvements across multiple campuses without establishing a fixed implementation schedule or requiring that all identified improvements be constructed. As a result, the specific timing, phasing, and extent of future FMP implementation are uncertain. For cumulative effects that depend on regional or area-wide growth and development, this PEIR relies on the growth projections and development assumptions contained in the City of San Diego's adopted 2024 General Plan (Blueprint SD), supplemented as appropriate by other applicable adopted plans and planning documents. These projections provide a reasonable basis for evaluating the environmental conditions that could occur as the SDCCE FMP and other reasonably foreseeable development are implemented over time. Use of the projections approach is particularly appropriate for resource areas in which cumulative effects are driven by regional growth rather than by the physical interaction of individual development projects.

The geographic scope of the cumulative analysis is tailored to the geographic extent of potential cumulative effects. For resource areas in which cumulative effects are primarily localized, the analysis focuses on the individual campus or Project area and its immediate surroundings. This approach is applicable, for example, to Biological Resources, Cultural Resources, Geology and Soils (Paleontology), Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources, where the potential for a cumulative effect generally depends on the proximity and characteristics of other development that could affect the same resource or receptor. For resource areas in which project-related effects may extend beyond the campus or Project area and combine with effects from broader regional growth, the analysis considers an appropriately broader geographic area and relies, as applicable, on adopted growth projections and other relevant planning information. This approach is applicable, for example, to Transportation, Air Quality, and Greenhouse Gas Emissions.

Thus, the cumulative analysis does not apply a single geographic boundary or a single list of projects to all resource areas. Instead, the analysis considers the geographic scope, reasonably foreseeable development, and planning projections that are relevant to the specific cumulative effect being evaluated. This issue-specific approach is intended to ensure that the cumulative analysis considers the projects and growth that have the potential to contribute to the same environmental effect while avoiding the inclusion of projects or geographic areas that have no meaningful relationship to the impact under consideration. Refer to Sections 3.1 through 3.9 for the resource-specific cumulative impact analyses.

3.1 Air Quality

This section evaluates the potential for impacts on air quality resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project).

3.1.1 Environmental Setting

The following sections describe the environmental setting for the Project as it relates to air quality.

3.1.1.1 Climate

Regional climate and local meteorological conditions influence ambient air quality. All FMP project sites are in the San Diego Air Basin (SDAB). The Pacific high-pressure system drives the prevailing winds in the SDAB. The winds tend to blow onshore in the daytime and offshore at night, resulting in an inversion layer over the coastal areas. In the fall months, the SDAB is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes the western wind pattern and forces hot, dry winds from the east to the Pacific Ocean (SDAPCD 2025). The average temperature in the SDAB ranges from the mid-40s to the high 90s degrees Fahrenheit (°F) (CARB 2026a). Most of the 8 to 12 inches of rainfall received annual falls from November to March, with infrequent precipitation during the summer (SDAPCD 2025).

The high-pressure cell creates subsidence inversions, also known as temperature inversions, which occur during the warmer months as descending air associated with the Pacific high-pressure cell encounters cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. In addition, the region experiences daytime onshore flow and nighttime offshore flow, which leads to emissions being blown out to sea at night and returning to land the following day. Under certain conditions, this atmospheric oscillation results in the offshore transportation of air and pollutants from the Los Angeles region to San Diego County (County), which typically results in higher ozone (O_3) concentrations being measured in the County (County of San Diego 2007).

3.1.1.2 Air Pollutants and Effects

Historically, air quality laws and regulations have divided air pollutants into two broad categories: criteria air pollutants and toxic air contaminants (TACs). Criteria air pollutants are a group of common air pollutants regulated by the federal and state governments by means of ambient standards based on criteria regarding health and environmental effects of pollution (USEPA 2026a). TACs are pollutants with the potential to cause significant adverse health effects. Unlike the air quality standards for criterial pollutants to protect health and the environment, in California, the California Air Resources Board (CARB) identifies exposure thresholds for TACs that indicate

levels below which no significant adverse health effects are anticipated from exposure to the identified substance. However, no thresholds are specified for TACs that are either found to have no safe exposure level, or where insufficient data are available to identify an exposure threshold (CARB 2026b).

Criteria Air Pollutants

The criteria air pollutants pertinent to the analysis in this section are carbon monoxide (CO), nitrogen oxides (NO_x), O_3, particulate matter (PM), and sulfur dioxide (SO_2). The following describes the health effects for each of these criteria air pollutants. Emissions from lead typically result from industrial processes such as ore and metals processing and leaded aviation gasoline (USEPA 2026b). These sources are not proposed as part of the Project; therefore, lead emissions are not included in this analysis.

Carbon Monoxide (CO). CO is a colorless, odorless, poisonous gas produced by combustion processes, primarily mobile sources. When CO gets into the body, it combines with chemicals in the blood and prevents blood from providing oxygen to cells, tissues, and organs. Because the body requires oxygen for energy, high-level exposure to CO can cause serious health effects, including death (USEPA 2026c).

Nitrogen Oxides (NO_x). NOx is a general term pertaining to compounds including nitric oxide (NO), nitrogen dioxide (NO_2), and other oxides of nitrogen. NO_x is produced from burning fuels, including gasoline, diesel, and coal. NO_x reacts with volatile organic compounds (VOCs) to form ground-level O_3 (smog). NO_x is linked to several adverse respiratory systems effects (USEPA 2026d).

Ozone (O_3). Ground-level O_3 is not emitted directly into the air but is formed by chemical reactions of "precursor" pollutants (NO_x and VOCs) in the presence of sunlight. Major emission sources include NO_x and VOC emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents. O_3 can trigger various health problems, particularly for sensitive receptors, including children, older adults, and people of all ages who have lung diseases, such as asthma (USEPA 2026e).

Particulate Matter (PM_{10} and $PM_{2.5}$). PM includes dust, metals, organic compounds, and other tiny particles of solid materials that are released into and move around in the air. Particulates are produced by many sources, including the burning of diesel fuels by trucks and buses, industrial processes, and fires. Particulate pollution can cause nose and throat irritation and heart and lung problems. PM is measured in microns, which are 1 millionth of a meter in length (or 1 thousandth of a millimeter). PM_{10} is small (i.e., respirable) PM measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine PM measuring no more than 2.5 microns in diameter (CARB 2026c).

Sulfur Dioxide (SO_2). SO_2 is formed primarily by the combustion of sulfur-containing fossil fuels, especially at power plants and industrial facilities. SO_2 is linked to several adverse effects on the respiratory system (USEPA 2026f).

Toxic Air Contaminants

The two primary emissions of concern regarding health effects for land development projects are CO and diesel PM (DPM). The health effects of CO are described previously. DPM is a mixture of many exhaust particles and gases that are produced when an engine burns diesel fuel. Compounds found in diesel exhaust are carcinogenic. Some short-term (acute) effects of diesel exhaust exposure include eye, nose, throat, and lung irritation and headaches and dizziness. Long-term exposure is linked to increased risk of cardiovascular, cardiopulmonary, and respiratory disease and lung cancer (OSHA 2013).

3.1.1.3 Existing Ambient Air Quality

The FMP project sites are throughout southwestern San Diego County, within the SDAB. The San Diego County Air Pollution Control District (SDAPCD) operates 10 monitoring stations in the SDAB, including four in the FMP area:

- Rancho Carmel Drive (11403 Rancho Carmel Drive)
- Kearny Villa Road (6125A Kearny Villa Road)
- Lexington Elementary School (533 S. First Street)
- Sherman Elementary School (450B 24th Street)

Concentrations of O_3, NO_2, CO, and SO_2 have decreased in the SDAB over the last 20 years. Monitoring stations still experienced exceedances of federal O_3 standards each year over the last 20 years (2005–2025), including up to four exceedances at FMP area monitoring stations. No exceedances of the federal standards for NO_2, CO, or SO_2 were recorded at any SDAB monitoring station in the last 20 years. PM emissions have varied over the last 20 years, reflecting changes in meteorology and the influence of wildfires. Exceedances of the federal $PM_{2.5}$ standards have been recorded most of the last 20 years, including the last 3 years. However, exceedances were not recorded at the FMP area monitoring stations from 2023 to 2025, except one exceedance at the Lexington Elementary School monitoring station. Exceedances of the federal PM_{10} standard have also been recorded in the last 20 years. The last exceedance was recorded in 2023. No exceedances of PM_{10} were recorded at FMP area monitoring station in 2025 (SDAPCD 2025).

3.1.1.4 Existing Sensitive Receptors

Sensitive receptors typically include schools (preschool–12th grade), hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions who would be adversely affected by changes in air quality. As described in Section 2.2.2, Surrounding Land Uses, all FMP project sites are adjacent to some residential use. The Educational Cultural

Complex (ECC), Continuing Education Mesa (CE MES), and Continuing Education Miramar (CE MIR) project sites are also adjacent to K-12 schools.

3.1.2 Regulatory Setting

This section describes the federal, state, regional, San Diego Community College District (District), and local regulatory framework adopted to address air quality.

3.1.2.1 Federal

Clean Air Act

The Clean Air Act (CAA) of 1970 (U.S. Code, Title 42, Section 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. The CAA authorizes the U.S. Environmental Protection Agency (USEPA) to establish the National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. Current NAAQS are listed in Table 3.1-1, National and California Ambient Air Quality Standards. The primary standards listed in Table 3.1-1 have been set at levels intended to protect public health.

Table 3.1-1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c, d]	Secondary[c, e]
Ozone (O_3)[f]	1-Hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standards
	8-Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	
Respirable Particulate Matter (PM_{10})[g]	24-Hour	50 µg/m^3	150 µg/m^3	Same as Primary Standards
	Annual Arithmetic Mean	20 µg/m^3	—	
Fine Particulate Matter ($PM_{2.5}$)[g]	24-Hour	—	35 µg/m^3	Same as Primary Standards
	Annual Arithmetic Mean	12 µg/m^3	9 µg/m^3	15 µg/m^3
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
	1-Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen Dioxide (NO_2)[h]	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
	1-Hour	0.18 ppm (470 mg/m^3)	100 ppb (188 µg/m^3)	
Sulfur Dioxide (SO_2)[i]	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
	24-Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	—
	3-Hour	—	—	0.5 ppm (1,300 µg/m^3)
	1-Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—

Table 3.1-1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c, d]	Secondary[c, e]
Lead[j, k]	30-Day Average	1.5 µg/m^3	—	—
	Calendar Quarter	—	1.5 µg/m^3 (for certain areas)	Same as Primary Standard
	Rolling 3-Month Average[7]	—	0.15 µg/m^3	
Visibility-Reducing Particles[l]	8-Hour	Refer to Table Note l.	No National Standards	
Sulfates	24-Hour	25 µg/m^3	No National Standards	
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	No National Standards	
Vinyl Chloride[j]	24-Hour	0.01 ppm (26 µg/m^3)	No National Standards	

Source: CARB 2024.

Notes: µg/m^3 = micrograms per cubic meter; mg/m^3 = milligram per cubic meter; ppb = parts per billion; ppm = parts per million

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded. The California Ambient Air Quality Standards (CAAQS) are listed in the Table of Standards in California Code of Regulations, Title 17, Section 70200.

[b] National standards (other than O_3, PM, and those based on annual averages) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in 1 year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the USEPA for further clarification and current national policies.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

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

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

[f] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[g] On February 7, 2024, the national annual $PM_{2.5}$ primary standard was lowered from 12 µg/m^3 to 9 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 were retained as well. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[h] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[i] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[j] CARB had identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[l] In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

The USEPA has classified air basins (or portions thereof) as being in "attainment," "non-attainment," or "unclassified" for each criteria air pollutant based on whether the NAAQS have been achieved. Non-attainment areas are air basins that do not meet one or more of the California Ambient Air Quality Standards (CAAQS) and are subject to additional restrictions as required by the USEPA. If an area is designated unclassified, it is because inadequate air quality data was available as a basis for a non-attainment or attainment designation. The USEPA classifies the SDAB as in attainment for the federal CO, NO_2, lead, PM_{10}, $PM_{2.5}$, and SO_2 standards. It is unclassifiable for PM_{10} with respect to federal air quality standards. The SDAB is classified as non-attainment for the federal O_3 standard (SDAPCD 2026). Table 3.1-2, San Diego Air Basin Attainment Status, lists the attainment status of the SDAB for criteria air pollutants.

Table 3.1-2. San Diego Air Basin Attainment Status

Pollutant	California Standards	National Standards
Ozone (O_3) (1-Hour)	**Non-attainment**	No national standard
Ozone (O_3) (8-Hour)	**Non-attainment**	**Non-attainment**
Respirable Particulate Matter (PM_{10})	**Non-attainment**	Unclassified[a]
Fine Particulate Matter ($PM_{2.5}$)	**Non-attainment**	Attainment
Carbon Monoxide (CO)	Attainment	Attainment/unclassifiable
Nitrogen Dioxide (NO_2)	Attainment	Attainment/unclassifiable
Lead	Attainment	Attainment/unclassifiable
Sulfur Dioxide (SO_2)	Attainment	Attainment

Source: SDAPCD 2026.

Notes:

[a] Unclassified; indicates data is not sufficient for determining attainment or non-attainment.

The CAA requires states to develop a plan to attain and maintain the NAAQS in all areas of the country and a Specific Plan to attain the standards for each area designated non-attainment for an NAAQS. These plans, known as State Implementation Plans (SIPs), are developed by state and local air quality management agencies and submitted to the USEPA for approval. SIPs include strategies and control measures to attain the NAAQS by deadlines established by the CAA. SIPs are periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them.

3.1.2.2 State

2005 Air Quality and Land Use Handbook: A Community Health Perspective

CARB developed the 2005 Air Quality and Land Use Handbook: A Community Health Perspective to provide guidance on land use compatibility with sources of TACs. These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs. The handbook indicates that land use agencies must balance other considerations, including housing and transportation needs, economic development priorities, and other quality-of-life issues (CARB 2005).

California Ambient Air Quality Standards

CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of air pollution control programs in California. The federal CAA allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. CAAQS are equal to or stricter than the federal standards for six criteria air pollutants. The CAAQS are listed in the Table of Standards in California Code of Regulations, Title 17, Section 70200, and provided in Table 3.1-1. Similar to the NAAQS, areas have been designated as attainment, non-attainment, or unclassified with respect to the CAAQS. As shown in Table 3.1-2, the SDAB is in non-attainment with the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. The SDAB is designated as an attainment area for the state CO, NO_2, lead, and SO_2.

Toxic Air Contaminant Regulations

California regulates TACs primarily through the Tanner Air Toxics Act (Assembly Bill 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Assembly Bill 2588, Hot Spots Act). The act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. To date, CARB has designated nearly 200 compounds as TACs. Most estimated health risks from TACs can be attributed to a relatively small number of compounds, the most important being PM from diesel-fueled engines (i.e., DPM).

3.1.2.3 Regional

The SDAPCD has jurisdiction over air quality programs in the City of San Diego. State and local government projects, as well as projects proposed by the private sector, are subject to the SDAPCD requirements if the sources are regulated by the SDAPCD.

2022 California Air Resources Board Regional Air Quality Strategy

CARB requires air districts to attempt, achieve, and maintain the state ambient air quality standards by the earliest practicable date. To this end, air districts are required to develop plans for attaining the CAAQS. A regional air quality strategy (RAQS) was initially adopted by the SDAPCD in 1992 and has generally been updated on a triennial basis in accordance with state requirements. The SDAPCD most recently adopted the 2022 Revision of the RAQS for San Diego County (SDAPCD 2022a). The RAQS was developed pursuant to California CAA requirements and identifies feasible emission control measures to provide progress toward attaining the state O_3 standard in the County. The pollutants addressed are VOCs and NO_x, which are precursors to the photochemical formation of O_3 (the primary component of smog). Reductions in greenhouse gases and PM are indirectly addressed. The RAQS control measures focus on emission sources under the SDAPCD's authority, specifically stationary emission sources (such as power plants and manufacturing and industrial facilities) and some area-wide sources (such as water heaters, architectural coatings, and consumer products). However, the emissions inventories and projections in the RAQS reflect the impact of all emission sources and control measures, including those under the jurisdiction of CARB (on-road and off-road motor vehicles) and the USEPA (aircraft, ships, and trains). Thus, while legal authority to control various pollution sources is divided among agencies, the SDAPCD is responsible for reflecting federal, state, and local measures in a single plan to achieve state O_3 standards in the County.

2005 San Diego County Air Pollution Control District Measures to Reduce Particulate Matter in the County of San Diego

Neither the RAQS nor the SIP address emissions of PM in the SDAB. The SDAPCD prepared the Measures to Reduce Particulate Matter in San Diego County in December 2005. The report identifies existing federal, state, and local measures to control particulates in the SDAB and outlines potential measures for PM control that the SDAPCD may further evaluate for future rule adoption. The rule development evaluation focuses on dust from residential wood combustion and use of unpaved roads during construction. The report does not outline a plan for ambient air quality standards compliance that the District would need to implement or demonstrate compliance with. As such, the report is not discussed further in this analysis (SDAPCD 2005).

San Diego County Air Pollution Control District Rules

The SDAPCD is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. Development projects in the SDAB may be subject to the following SDAPCD rules (as well as others):

- **Rule 51, Nuisance:** Prohibits emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any such persons or the public; or that cause injury or damage to business or property.

- **Rule 52, Particulate Matter:** Establishes limits to the discharge of any PM from non-stationary sources.
- **Rule 54, Dust and Fumes:** Establishes limits to the amount of dust or fume discharged into the atmosphere in any 1 hour.
- **Rule 55, Fugitive Dust Control:** Sets restrictions on visible fugitive dust from construction and demolition projects.
- **Rule 67, Architectural Coatings:** Establishes limits to the VOC content for coatings applied in the SDAPCD.

In addition, Rule 1200 applies to any new, relocated, or modified emission unit that may increase emissions of one or more TAC. Rule 1210 implements the public notification and risk reduction requirements of the state Air Toxics "Hot Spots" Information and Assessment Act and requires facilities to reduce risks to acceptable levels within 5 years.

3.1.2.4 District

2025 District Design Guidelines & Standards Manual

Sustainability & Climate Strategy

Section 1.3, Sustainability & Climate Strategy, of the District's Design Guidelines & Standards Manual (June 2025) 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, which each have respective key performance indicators, 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 (District 2025).

Materials Impact Goal 2. Provide healthy environment that does not abuse material resources and improves health.

Key Performance Indicator: Maintain optimal carbon dioxide (CO_2) and VOC levels. Use materials that are low-carbon, recycled, or responsibly sourced (District 2025).

Design Guides & Standards

Section 2.1, Design Guides & Standards, of the District's Design Guidelines & 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 South Coast Air Quality Management District Rule 1113 VOC content limits. The South Coast Air

Quality Management District Rule 1113 limits for building envelope coating (50 grams per liter) and traffic coatings (100 grams per liter) are equal the SDAPCD Rule 67.0.1 requirements for general flat and non-flat coatings and traffic marking coatings) (District 2025).

General Specifications

Section 2.2, General Specifications, of the District Design Guidelines & 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 District Architect (District 2025).

3.1.2.5 Local (Non-Regulatory)

While the District is not subject to local zoning regulations or land use planning documents, the FMP project sites are adjacent to properties within the City's jurisdiction, which would be subject to the San Diego Municipal Code.

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 PM, 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.

3.1.3 Method of Analysis

Construction and operation emissions of criteria air pollutants were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.43. Detailed modeling inputs and output are provided in Appendix B, Air Quality/GHG Data.

Construction details are available for the MCC Expansion project. Project-specific construction emissions for this project are based on the provided construction schedule and earthwork for this project. The MCC Expansion project would require approximately 110,000 square feet of new construction, and 25,000 cubic yards of export during earthwork. As described in Section 2.4,

Project Components, most FMP projects include improvements to existing facilities, which would limit the amount of new earthwork required. Additionally, new construction on the existing campuses is not anticipated to exceed 110,000 square feet at any campus. As such, the MCC Expansion project represents a worst-case scenario for construction under the FMP, with the exception of demolition quantity. The MCC Expansion project would require approximately 3,500 square feet of demolition, compared to 26,580 on the CE MIR campus. Therefore, the CE MIR demolition quantity is assumed to represent a worst-case demolition phase.

Operational emissions are also based on the MCC Expansion site as a worst-case scenario. This project represents a worst-case scenario because it proposes a new campus site. Trip generation of 400 average daily traffic (ADT) for the MCC Expansion site is obtained from Appendix G5, VMT Screening Memo. Although the District's sustainability goals include the elimination of the use of natural gas, default natural gas use is conservatively assumed because the MCC Expansion would include a culinary arts program. The improvements to existing campuses involve improvements to and replacement of existing buildings that are currently sources of vehicle, energy, and area source emissions.

3.1.4 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the Project would have a significant impact on air quality if it would:

- **Threshold 1:** Conflict with or obstruct implementation of the applicable Air Quality Plan.
- **Threshold 2:** Result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard).
- **Threshold 3:** Expose sensitive receptors to substantial pollutant concentrations.
- **Threshold 4:** Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.1.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to air quality that could result from implementation of the Project.

3.1.5.1 Threshold 1: Consistency with Applicable Air Quality Plan

Threshold 1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

Program Level and Project Level

The Air Quality Plans applicable to the Project are the SDAPCD RAQS and the SIP. As described in Section 3.1.2, Regulatory Setting, the SIP and RAQS were developed in conjunction with each other by the SDAPCD to reduce regional O_3 emissions. Compliance with the RAQS is based on if an individual project would comply with the emissions projections contained in the RAQS. The CARB mobile source emission projections and San Diego Association of Governments growth projections are based on population and vehicle trends and land use plans developed by the cities and the County. The emissions estimates that CARB and the SDAPCD use to plan for achieving ambient air quality standards compliance are based on the land uses projected by the San Diego Association of Governments. The use of construction equipment in the RAQS is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the RAQS.

The Project consists of the demolition, construction, and renovation of existing campus buildings, and expansion of the MCC campus on the new MCC Expansion site. The FMP projects primarily make improvements to existing facilities for campus functionality and support existing programs. Although no increase in enrollment is planned by the FMP, ECC, CE MES, CE MIR, West City Campus (WCC), and Mid-City (MCC) Expansion projects would accommodate growth over time, as additional building spaces would be provided under the FMP implementation. However, it is anticipated that this enrollment and job growth would occur as a result of regional population trends, as the continuing education programs serve local communities. Increases in enrollment would be expected to come from the existing and projected regional population and would not draw new people to the region. As such, the Project does not include any components that would induce population or employment growth in the region. As demonstrated in Section 3.1.5.2, the net increase in criteria air pollutants attributable to the Project would not exceed regional criteria air pollutant emissions thresholds for Project-specific impacts. Therefore, the Project would not result in unplanned growth that was not accounted for in the RAQS and SIP. As such, the Project would not conflict with the RAQS or SIP. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to conflicts with applicable Air Quality Plans.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.1.5.2 Threshold 2: Cumulative Increase in Criteria Pollutant Emissions

Threshold 2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard)?

Impact Analysis

Program Level

Construction

Construction activities would result in temporary increases in air pollutant emissions. These emissions would be generated as fugitive dust emissions from earth disturbance during fine site grading and exhaust emissions from operation of heavy equipment and vehicles during construction. Paving activities would emit VOCs during off-gassing.

As outlined in Section 3.1.3, Method of Analysis, construction of the MCC Expansion project represents a worst-case construction scenario for projects under the FMP. Table 3.1-3, Construction Daily Maximum Air Pollutant Emissions, presents a summary of estimated worst-case maximum daily air pollutant emissions for each construction activity anticipated to be required for campus construction. As outlined in the project description, the Harbor View Campus (HVC) (formerly César E. Chávez [CHA]) and North City Campus (NCC) improvements do not include major exterior buildings improvements and no demolition or earthwork would be required. Minimal construction emissions would occur at these existing campuses. Improvements at the existing MCC campus would also require only minimal construction for interior and wayfinding improvements. Timing of construction at the remaining four campuses (ECC, CE MES, CE MIR, WCC) is currently unknown, and simultaneous construction is not anticipated. However, a worst-case simultaneous construction is also provided in Table 3.1-3 that assumes construction at two campuses.

Table 3.1-3. Construction Daily Maximum Air Pollutant Emissions

Construction Phase	Maximum Daily Emissions (pounds/day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition	<1	4	6	<1	1	<1
Site Preparation	<1	3	6	<1	<1	<1
Grading	1	30	19	<1	8	3
Building Construction	1	5	9	<1	1	<1
Paving	1	4	6	<1	<1	<1
Architectural Coating	9	1	1	<1	<1	<1
Simultaneous Construction[a]	18	60	38	<1	16	6
Significance Threshold[b]	**137**	**250**	**550**	**250**	**100**	**67**
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: CalEEMod, Version 2022.1.1.43. Refer to Appendix B for model output.

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SO_x = sulfur oxides; VOC = volatile organic compound

Emission quantities are rounded to the nearest whole number. Exact values are provided in Appendix B.

[a] Assumes simultaneous worst-case activity for each pollutant for construction at two campuses.

[b] SDAPCD Rule 20.3, Table 20.3-1, Air Quality Impact Analysis Trigger Levels (CO, NO_x, SO_x, PM_{10}, $PM_{2.5}$) (SDAPCD 2022b); City of San Diego 2022 (VOC).

The construction emissions estimate indicates that construction would not exceed the significance thresholds for any criteria air pollutants during any phase of construction, or simultaneous construction at multiple campuses. The programmatic projects would result in a less than significant impact related to air pollutant emissions during construction.

Operation

Following construction, emissions from FMP projects would be similar to existing conditions. Replacement buildings would be constructed according to District sustainability standards, including eliminating use of natural gas for heating, and would result in similar or reduced energy emissions compared to existing campus operations. Some natural gas use would continue as necessary for programming purposes, such as for culinary arts and pottery kilns. However, these are existing program offerings, and use would be similar to existing conditions. The campuses are currently subject to use of landscaping equipment and consumer products and the campus improvements would result in minimal net increase of emissions from these sources. Most campus improvements support existing education programs; however the ECC, CE MES, CE MIR, and WCC campus improvements are intended to support limited growth over time with building expansion. However, the size of new buildings at these campuses do not exceed the proposed new facilities at the MCC Expansion site; therefore, the MCC Expansion site is a representative worst-case scenario for the Project.

The total estimated operational emissions from operation of one single campus, and a total from five campus expansions combined (ECC, CE MES, CE MIR, WCC, MCC Expansion) are provided in

3.1-4, Operational Daily Maximum Air Pollutant Emissions. The cumulative campus scenario conservatively assumes MCC Expansion emissions for the other FMP campus expansions, including a net increase of 400 daily vehicles trips and new natural gas use. As described above, improvements to the ECC, CE MES, CE MIR, and WCC campuses would replace existing facilities with newer more efficient facilities, and would continue to serve the population local to the campus area, which would reduce the net increase in emissions compared to existing conditions. As shown in 3.1-4, neither expansion of a single campus or cumulative campus expansions would exceed any of the significance thresholds for maximum daily emissions. Air quality impacts associated with operation of the programmatic projects would be less than significant.

Table 3.1-4. Operational Daily Maximum Air Pollutant Emissions

Emission Source	Maximum Daily Emissions (pounds/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Vehicular Sources	1	1	9	<1	2	1
Energy	<1	<1	<1	<1	<1	<1
Area Sources	2	<1	5	<1	<1	<1
Total Campus Operational Emissions	**3**	**1**	**14**	**<1**	**2**	**1**
Total Emissions from Five Campuses	**15**	**5**	**70**	**1**	**10**	**5**
Significance Threshold[a]	**75**	**250**	**550**	**250**	**100**	**55**
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: CalEEMod, Version 2022.1.1.42. Refer to Appendix B for model output.

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SO_2 = sulfur dioxide; VOC = volatile organic compound

Emission quantities are rounded to the nearest whole number. Exact values are provided in Appendix B.

[a] SDAPCD Rule 20.3, Table 20.3-1, Air Quality Impact Analysis Trigger Levels (CO, NO_x, SO_x, PM_{10}, $PM_{2.5}$) (SDAPCD 2022b); City of San Diego 2022 (VOC).

Health Effects from Criteria Pollutants

Regarding health effects related to criteria air pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant (USEPA 2025). Because emissions of criteria air pollutants during construction of the Project would be below the applicable thresholds, it would not contribute to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards.

Criteria air pollutants also have the potential to result in health impacts, such as headaches or throat irritation, at the time of exposure. However, individual exposure levels and individual reactions to localized short-term exposure to pollutant emissions from Project construction cannot be feasibly determined. The localized level of O_3 that receptors may be exposed to from VOC emissions cannot be determined because the formation of ozone is not directly determined by the quantity of VOC and NO_x emissions generated by a project (San Joaquin Valley APCD 2015). The amount

of O_3 formed depends on heat and sunlight exposure, and once formed, O_3 is likely to be dispersed or carried away from the site by wind. Conversely, O_3 exposure surrounding a given campus could have been transported to the area by wind and be attributable to another source (USEPA 2026e). Currently, there are no known methods that can feasibly ascertain the ultimate locations of O_3 formation associated with the emissions of O_3 precursors such as VOC and NO_x (San Joaquin Valley APCD 2015). However, as shown in Table 3.1-3 and Table 3.1-4, emissions from individual campuses would be well below significance thresholds, and cumulative thresholds from all campuses would also be less than significant. Additionally, emissions would be spread out across the southwestern region of the SDAB and would not be concentrated at any receptor. Therefore, significant adverse acute health impacts as a result of Project construction and operation are not anticipated.

Project Level

Table 3.1-3 presents a summary of estimated worst-case maximum daily air pollutant emissions for each construction activity anticipated to be required for the MCC Expansion project, and Table 3.1-4 presents a summary of estimated emissions from operation of the MCC Expansion project. As described previously, construction of the MCC Expansion project was modeled to represent construction and operation at each campus. However, modeling assumes the demolition quantity anticipated for the CE MIR campus and is conservative for the MCC Expansion project. As shown in Table 3.1-3 and Table 3.1-4, the MCC Expansion project would result in a less than significant impact related to air pollutant emissions during construction and operation. Additionally, because MCC Expansion project emissions are anticipated to be below the significance thresholds, and those emissions would be spread out across the campus and off-site roadways, significant adverse acute health impacts as a result of project implementation are not anticipated.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to a cumulatively considerable net increase of any criteria air pollutants.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.1.5.3 Threshold 3: Sensitive Receptors

Threshold 3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

Program Level

As detailed in Section 3.1.1.4, sensitive receptors typically include schools (preschool–12th grade), residences, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. All FMP project sites are adjacent to some residential use. The ECC, CE MES, and CE MIR project sites are also adjacent to K-12 schools. The existing child development facilities on the ECC, CE MES, and CE MIR campuses are considered sensitive receptors. The following analysis addresses the potential for sensitive receptors to be exposed to CO hotspots or TACs during construction and operation of the Project.

Carbon Monoxide Hotspots

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO hotspots. An air quality impact is considered significant if CO emissions create a hotspot where either the California 1-hour standard of 20 parts per million (ppm) or the federal and California 8-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse) (Caltrans 2010), where peak-hour volumes exceed 44,000 vehicles per hour (BAAD 2022). The FMP campuses are in urbanized areas. As discussed under Threshold 1, the FMP projects primarily make improvements to existing facilities for campus functionality and support existing programs. These improvements would not substantially increase traffic volumes and would not result in substantial increase in intersection delays.

Although no increase in enrollment is planned by the FMP, the ECC, CE MES, CE MIR, and WCC projects would accommodate growth over time, as additional building spaces would be provided under the FMP implementation. As a new campus site, the MCC Expansion site is anticipated to experience the greatest net increase in traffic at 400 new ADT, and 49 new peak-hour trips. These traffic volumes are assumed as the worst-case net increase for other projects because new facilities at these campuses do not exceed the new development on the MCC Expansion campus.

Major roadways surrounding the campuses where growth would occur include Kemper Street near the WCC campus, Black Mountain Road near CE MIR; Ocean View Boulevard near the ECC campus; and Mesa College Drive near CE MES. Kemper Street has an existing ADT of 10,895, Black Mountain Road has an existing ADT of 22,515, Ocean View Boulevard has an ADT of 5,880, and Mesa College Drive has an existing ADT of 19,440 (City of San Diego 2023). Because total daily traffic on major roadways serving these campuses would not exceed the peak-hour

screening level of 44,000 vehicles, and because campuses would contribute only 49 new peak-hour trips, campuses would not result in significant intersection delays or cause peak-hour volumes to exceed 44,000 vehicles per hour. Therefore, implementation of the FMP would not have the potential to result in a CO hotspot. This impact would be less than significant.

Toxic Air Contaminants

Construction

DPM is the primary TAC of concern for typical land use projects (City of San Diego 2022). DPM emissions would result from operation of diesel-powered construction equipment and haul tucks. As shown in **Error! Reference source not found.**, implementation of the FMP would not result in PM emissions above the screening level threshold during construction, including PM emissions from both exhaust and fugitive dust. DPM is considered to have long-term health effects. The risk of health effects increases with length of exposure. Construction would have a limited duration at each campus location, and DPM emissions would also vary by construction phase such that long-term exposure to DPM would not occur. As shown in **Error! Reference source not found.**, PM emissions are less than one pound per day except during grading. In addition, concentrations of mobile-source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500 feet (CARB 2005). Campus construction would occur at varying locations throughout multiple FMP implementation periods. As previously described in Section 3.1.1.4, each campus is adjacent to some residential development, and the ECC, CE MES, and CE MIR project sites are also adjacent to K-12 schools. However, because construction would be spread out over the FMP area, individual residences would only be potentially exposed to DPM emissions from the FMP projects on the adjacent campus. Construction at each campus would be limited in duration and emissions would not combine with other campus construction projects. As such, emissions would not result in a significant long-term health risk to surrounding receptors.

Operation

Based on CARB siting recommendations in the 2005 Air Quality and Land Use Handbook: A Community Health Perspective, a detailed Health Risk Assessment should be conducted for proposed sensitive receptors within 1,000 feet of a warehouse distribution center, 300 feet of a large gas station, 50 feet of a typical gas dispensing facilities, or 300 feet of a dry-cleaning facility that uses perchloroethylene (i.e., PCE), among other siting recommendations (CARB 2005). Additionally, CARB recommends that a Health Risk Assessment be prepared for any sensitive receptors proposed within 500 feet of a highway.

The FMP proposes redevelopment of continuing education campus facilities such that operational activities would be similar to existing conditions. The Project does not propose any new sensitive receptors and does not propose new land uses that would require a Health Risk Assessment for existing nearby sensitive receptors. Therefore, impacts on sensitive receptors would be less than significant.

Project Level

Sensitive receptors surrounding the MCC Expansion campus include residences north and east of the campus. The following analysis addresses the potential for sensitive receptors to be exposed to CO hotspots or TACs during construction and operation of the MCC Expansion project.

Carbon Monoxide Hotspots

As described previously, CO hotspots may occurs at severely congested intersections (LOS E or worse) (Caltrans 2010), where peak-hour volumes also exceed 44,000 vehicles per hour (BAAD 2022). The MCC Expansion site is in an urbanized area connected to the heavily traveled El Cajon Boulevard corridor.

The Local Mobility Analysis prepared for the MCC Expansion (Appendix H) used project-level trip generation analysis and distribution to evaluate the intersections within the Project vicinity that would carry the majority of project traffic. The Local Mobility Analysis (Appendix H) concluded that all study area intersections for the MCC Expansion project would operate at LOS D or better at buildout of the project. Therefore, the MCC Expansion project would not increase delay at a deficient intersection, and the screening level threshold is not applicable. The MCC Expansion project would not have the potential to result in a CO hotspot. This impact would be less than significant.

Toxic Air Contaminants

Construction

Similar to the programmatic analysis, implementation of the MCC Expansion project would not result in PM emissions above the screening level threshold during construction, including PM emissions from both exhaust and fugitive dust. DPM is considered to have long-term health effects. The risk of health effects increases with length of exposure. Construction is anticipated to take approximately two years, and DPM emissions would also vary by construction phase. As shown in **Error! Reference source not found.**, PM emissions are estimated to be less than one pound per day except during grading, which would be limited to a few months. In addition, concentrations of mobile-source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500 feet (CARB 2005). Campus construction would occur at varying locations through the MCC Expansion site, such that individual residences north and east of the site would not be exposed to DPM emissions from all construction activities during the active construction period. As such, emissions would not result in a significant long-term health risk to surrounding receptors.

Operation

The MCC Expansion project does not propose new land uses or new educational programs that would require a Health Risk Assessment for existing nearby sensitive receptors in accordance with the CARB Land Use Handbook. Therefore, impacts on sensitive receptors would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to exposure of sensitive receptors to substantial pollutant concentrations.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.1.5.4 Threshold 4: Odors

Threshold 4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis

Program Level and Project Level

Construction

Construction associated with implementation of the FMP projects could result in minor amounts of odor compounds associated with diesel-heavy equipment exhaust. As described above, each FMP area campus is adjacent to some residential development. However, the FMP projects have relatively small footprints, which would limit the number of heavy construction equipment that could operate simultaneously, and construction near existing receptors, including adjacent residences, would be temporary. Additionally, SO_x is the only criteria air pollutant with a strong, pungent odor (ATSDR 2015). As shown under Section 3.1.5.2, maximum construction emissions of SO_x from any long-term or near-term project would be less than 1 pound per day, well below the threshold of 250 pounds per day. Therefore, impacts associated with odors during construction would not result in nuisance odors that would result in a significant impact.

Operation

CARB's 2005 Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005) includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills,

recycling facilities, petroleum refineries, and livestock operations. The Project proposes to replace existing educational facilities with upgraded facilities at existing continuing education facilities, and new educational facilities at the MCC Expansion site. The proposed uses and educational programs do not typically result in sources of nuisance odors associated with operation. Therefore, odors would not be considered objectionable, and operational odor impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to emissions, such as those leading to odors, adversely affecting a substantial number of people.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.1.6 Cumulative Impacts

The following sections address various potential cumulative impacts relating to air quality that could result from implementation of the Project.

3.1.6.1 Consistency with Applicable Air Quality Plan

The SDAB is the geographic scope for consistency with applicable Air Quality Plans, as pollutant emissions can travel substantial distances and are not confined by jurisdictional boundaries. The RAQS and SIP are intended to address cumulative impacts in the SDAB based on future growth predicted by the San Diego Association of Governments. Cumulative development is generally not expected to conflict with the SDAPCD air quality management plans and the SIP because the majority of development would propose development that is consistent with the applicable growth projections. Some cumulative projects could propose General Plan amendments or land use or zoning changes that result in development that is not accounted for in the growth assumptions that inform the SDAB Air Quality Plans, resulting in a significant cumulative impact. However, as described previously, implementation of the Project would be consistent with the emissions projections in the RAQS and SIP and would not generate emissions that are unaccounted for in regional planning documents. As such, the contribution of the FMP projects to the potentially significant cumulative impact would not be cumulatively considerable.

3.1.6.2 Cumulative Increase in Criteria Pollutant Emissions

The geographic scope for the cumulative increase in criteria air pollutant emissions is the SDAB. An existing significant cumulative impact exists in the SDAB related to PM_{10}, $PM_{2.5}$, and O_3

precursors (NO_x and VOC). The SDAPCD Rule 20.3 Air Quality Impact Analysis Trigger Levels are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards (SDAPCD 2022b). As such, the thresholds used in Table 3.1-3 and Table 3.1-4 are cumulative in nature. Projects that would not exceed the standards of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile and would not impede attainment and maintenance of ambient air quality standards. However, if the region is in non-attainment status for a particular criteria air pollutant and a project's individual emissions exceed the threshold levels, its incremental contribution could be considered cumulatively considerable (County of San Diego 2007). A project that is consistent with the SDAPCD thresholds is considered to result in less than cumulatively considerable emissions. As demonstrated previously, implementation of the FMP, including the MCC Expansion project, would not exceed the significance thresholds. The Project would result in a less than cumulatively considerable impact.

3.1.6.3 Sensitive Receptors

The geographic scope for potential impacts on sensitive receptors is localized, and a cumulative impact could occur if concurrent construction or operations would generate substantial pollutants that would combine to affect neighboring land uses within the immediate vicinity. Cumulative growth in the San Diego region would have the potential to increase congestion and potentially result in CO hotspots. As discussed in Section 3.1.5.3, existing daily traffic volumes are well below the hourly screening volume for CO hotspots, and the MCC Expansion project site intersections would continue to operate and LOS D or better with the new campus traffic. Cumulative growth would not increase traffic volumes to above the hourly screening volume threshold. Therefore, the cumulative impact related to CO hotspots would be less than significant.

Cumulative development would also have the potential to result in a significant cumulative impact associated with sensitive receptors if, in combination, they would expose sensitive receptors to a substantial concentration of TACs that would significantly increase cancer risk. The areas surrounding the FMP area are currently developed with a mix of residential, commercial, educational/institutional, and open space uses. Due to the existing presence of sensitive receptors and existing developed nature of the FMP area, sources of TACs, such as heavy industrial use, are not anticipated to be introduced within proximity to the SDCCE campuses. As described previously, the Project would not result in a new source of TACs. Therefore, the Project's contribution would not be cumulatively considerable.

3.1.6.4 Odors

Impacts relative to objectionable odors are limited to the area immediately surrounding the odor source and are not cumulative in nature because the air emissions that cause odors disperse beyond

the sources of the odor. As the emissions disperse, the odor becomes decreasingly detectable. The areas surrounding the FMP area are currently developed with a mix of residential, commercial, educational/institutional, and open space uses. Similar to impacts related to TACs described above, new odor-generating uses are not anticipated to be introduced in the area due to the developed nature of the areas and potential land use conflict with existing residences. Cumulative projects in the City would be required to comply with San Diego Municipal Code, Section 142.0710, Air Contaminant Regulations, that prohibit nuisance odors. Implementation of the Project would not generate a new source of objectionable odors. Therefore, the Project's contribution would not be cumulatively considerable. Impacts would be less than significant.

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3.2 Biological Resources

This section evaluates the potential for impacts on biological resources resulting from implementation of the San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project (FMP, SDCCE FMP, or Project).

The SDCCE FMP project sites refer to all improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site: Educational Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), West City Campus (WCC), Harbor View Campus (HVC, formerly Cesar E. Chavez [CHA]), Mid-City Campus (MCC) and new off-site MCC campus expansion site, and North City Campus (NCC). Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site and HVC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion project site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing the FMP on ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.2.1 Environmental Setting

The following sections describe the environmental setting for the Project as it relates to biological resources.

3.2.1.1 Education Cultural Complex

This section is based in part on the Education Cultural Complex Biological Resources Constraints Memo included as Appendix C1 to the PEIR.

Vegetation Communities and Land Cover Types

The ECC project site is identified as urban/developed land and does not contain any vegetation communities. Figure 6, Land Cover Types, in Appendix C1 to the PEIR illustrates the land cover type present on the ECC project site. Urban/developed land is generally identified as areas that have been constructed on or otherwise physically altered to an extent that native vegetation is no longer supported. Urban/developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, landscaped areas that often require irrigation, and associated infrastructure. Urban/developed land makes up the entirety of the ECC project site, consisting of buildings, paved roads and parking lots, and ornamental landscaping. No aquatic features have been identified.

Sensitive Plant Species

Sensitive species are those recognized by federal, state, or local agencies as being potentially vulnerable to impacts because of rarity, local or regional reductions in population numbers, isolation/restricted genetic flow, or other factors. Sensitive plants include those listed as threatened or endangered, proposed for listing, or candidates for listing under federal Endangered Species Act (FESA) by the U.S. Fish and Wildlife Service (USFWS) (USFWS 2026) and California Endangered Species Act (CESA) by the California Department of Fish and Wildlife (CDFW) (CDFW 2026a); those considered species of special concern by the CDFW (CDFW 2026b); and those species included in the California Rare Plant Rank inventory maintained by the California Native Plant Society. Sensitive wildlife species include those listed as threatened or endangered, proposed for listing, or candidates for listing under the FESA by the USFWS and CESA by the CDFW (CDFW 2026a); and those considered species of special concern by the CDFW (CDFW 2026b). Table 2, Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area, in Appendix C1 provides the list of sensitive plant and wildlife species that may potentially occur, along with an assessment of their potential for occurrence on the ECC project site. Based on the database review, seven plant species, San Diego thorn-mint (*Acanthomintha ilicifolia*), California adolphia (*Adolphia californica*), Aphanisma (*Aphanisma blitoides*), San Diego barrel cactus (*Ferocactus viridescens*), San Diego marsh-elder (*Iva hayesiana*), Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), and Prostrate vernal pool navarretia (*Navarretia prostrata*), are known to occur or have some potential to occur within the vicinity of the ECC project site. Figure 7, Species with Potential to Occur, in Appendix C1 to the PEIR presents the California Natural Diversity Database results for sensitive species with potential to occur on the ECC project site and within a 1-mile buffer around the survey area.

However, based on the site survey, these species are not expected to occur within the ECC project site due to no suitable habitat. Table 2 of Appendix C1 provides this information in more detail. Attachment 2 of the ECC Biological Constraints Memo (Appendix C1 to the PEIR) lists the vascular plant species observed in the survey area during the survey. In total, 35 plant species were identified in the survey area, four (11 percent) of which were native and 31 (89 percent) of which were non-native. Typical of a developed and disturbed site, few native plant species remain or have re-established, and ornamental and non-native species are the dominant cover throughout the site. No sensitive plant species were observed during the survey. However, a focused rare plant survey was not conducted during the survey.

Sensitive Wildlife Species

In total, seven wildlife species, all of which are native, were observed in the survey area. Attachment 3 of the ECC Biological Constraints Memo (Appendix C1 to the PEIR) lists the wildlife species observed in the survey area during the survey. One, monarch butterfly (*Danaus plexippus plexippus*), of the seven species observed is sensitive. The site contains almost entirely

ornamental plantings and, due to the developed nature of the site, provides few resources for wildlife to establish a large biodiversity.

One sensitive wildlife species, monarch butterfly, was observed in the survey area during the survey (refer to Figure 8, Sensitive Species Observed, in Appendix C1 to the PEIR). Additionally, although not observed, one sensitive wildlife species, Cooper's hawk (*Accipiter cooperi*), was determined to have a high potential for foraging and nesting in the survey area. Protocol sensitive wildlife surveys were not conducted during the survey. The species accounts are described in the following sections.

Monarch Butterfly *(Danaus plexippus plexippus)*, Federal Candidate. On December 15, 2020, the USFWS found that adding the monarch butterfly to the list of threatened and endangered species is warranted but precluded by higher-priority species reviews and work (USFWS 2020). The monarch butterfly is one of the most recognizable butterfly species, with orange wings laced with black lines and bordered with white dots. Its wingspan is 3.7 to 4.1 inches. This species occurs in patches of milkweed (*Asclepias* sp.), which is the species' caterpillar host plant. Although larvae only eat milkweed, adult monarchs feed on various nectar-bearing flowers. The monarch butterfly is found across North America where suitable feeding, breeding, and overwintering habitat exists. The species overwinters in groves of eucalyptus (*Eucalyptus* sp.), cypress (*Cupressus* sp.), and pine trees (*Pinus* sp.) along the California coast and high-elevation forests in Mexico. Threats to this species include habitat loss, climate change, and agriculture.

Two monarch butterflies were observed foraging in urban/developed land in the survey area during the survey (Figure 8 in Appendix C1 to the PEIR). Suitable foraging habitat occurs in ornamental vegetation in the developed areas throughout the survey area. No milkweed patches that would be suitable host plants for caterpillars were observed in the survey area. However, the survey was performed in late summer and winter, when most milkweed species are not apparent. Potential overwintering habitat for the monarch butterfly is present in the eucalyptus trees in the southern portion of the ECC project site. However, the habitat lacks the optimal structural configuration typically associated with high-quality overwintering sites, such as densely grouped, multi-row tree stands that provide adequate shelter from wind and maintain stable microclimatic conditions. Although the existing tree structure is suboptimal, it may still support small or transient overwintering aggregations under favorable environmental conditions. The closest proximity overwintering population is documented approximately 2.7 miles northwest of the survey area (Xerces Society 2026). Historical records for this species do not exist within 1 mile of the survey area (CDFW 2026c).

Cooper's Hawk *(Accipiter cooperi)*, Watch List, City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan Covered. Cooper's hawk is a CDFW WL and an MSCP Subarea Plan-covered species. It is a medium-sized hawk with rounded wings and a long tail with a rounded tip. Adults are blue-gray above with reddish bars on their underparts and a thickly banded tail. It

inhabits most wooded parts of California year-round at elevations from sea level to over 9,000 feet above mean sea level. Cooper's hawk once strictly preferred dense coast live oak (*Quercus agrifolia*) forests or riparian forests and woodlands usually near water. Since the latter part of the 20th century, Cooper's hawk has adapted to urban settings and is now as ubiquitous in urban eucalyptus woodland settings as it is in natural habitats. In the County, Cooper's hawk still uses oak trees (*Quercus* sp.) for nesting, but documentation shows twice as many nests in eucalyptus trees as in oak trees. The species will also nest in willow (*Salix* sp.), pine, redwood (*Sequoioideae* sp.), and avocado trees (*Persea americana*) and, in all tree species, will construct nests high in the tree but below the canopy (Unitt 2004). Cooper's hawk pursues prey, especially birds, from perches but will also feed on small mammals, reptiles, or amphibians. This species is threatened by habitat fragmentation and loss, hunting, and pest control.

Cooper's hawk was not observed during the biological survey. However, suitable foraging habitat for Cooper's hawk occurs throughout the survey area in urban/developed land. Suitable nesting habitat occurs in the eucalyptus trees in the southern portion of the survey area. One historical record for this species exists in the survey area.

Wildlife Corridors and Linkages

Wildlife corridors provide routes for local movement and regional linkages, often following linear topographic, vegetation, or water features. These corridors can be continuous habitats, features, or "stepping-stone" areas, providing critical rest and foraging areas for, for example, birds traveling along migratory routes. Local routes of movement provide constant connections to resources that include sources of water, home/cover sites, and foraging areas. Regional linkages and movement corridors provide larger patches of open space to allow relatively free movement of wildlife species along multiple paths between important resources. These areas allow for not only long-term genetic flow between subpopulations but also critical pathways of seasonal and migratory movements. Larger predatory mammals often use regional corridors for hunting and reproduction needs. Potential wildlife corridors can include streams, riparian areas, and culverts under roadways. Habitat characteristics considered included topography, habitat quality, and adjacent land uses.

The survey area is entirely developed, with commercial and residential development surrounding the ECC project site. The surrounding urban matrix, including high-intensity land uses and a large transportation corridor, severely restricts habitat connectivity and precludes the site from functioning as a wildlife movement corridor at a local or regional scale.

3.2.1.2 CE Mesa

This section is based in part on the CE Mesa Biological Resources Email Memo included as Appendix C2 to the PEIR.

Vegetation Communities and Land Cover Types

One land cover type, urban/developed, was documented in the survey area. Figure 1, Land Cover Types, in Appendix C2 to the PEIR illustrates the land cover type present on the CE MES project site.

Sensitive Plant and Wildlife Species

Nine plant species and three wildlife species were observed, with most plant species (eight out of nine) being non-native and one out of three wildlife species being non-native. No special-status plant or wildlife species were observed during the survey.

The survey area is fully developed and lacks native vegetation communities. While some sensitive wildlife species are known to use non-native ornamental vegetation for foraging, nesting, or roosting, the non-native vegetation present in the survey area does not provide the structural complexity or other habitat features (e.g., appropriate habitat size, vegetation, canopy cover, hydrologic conditions) typically required to support sensitive species on a regular or sustained basis.

No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources. Figure 2, Species with Potential to Occur, in Appendix C2 to the PEIR presents the California Natural Diversity Database results for sensitive species with potential to occur on the CE MES project site and within a 1-mile buffer around the survey area.

Nesting Birds

Despite the developed nature of the survey area, the presence of sparse, small ornamental trees and landscaped vegetation provides limited structural features that may be suitable for nesting by common bird species protected under the Migratory Bird Treaty Act (MBTA), the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, such as Anna's hummingbird (*Calypte anna*), northern mockingbird (*Mimus polyglottos*), and house finch (*Haemorhous mexicanus).* These features, including branch crotches and shrubs, create localized habitat features that could support bird nesting activity. However, the site lacks vegetation or structural attributes—such as large trees with exfoliating bark, substantial cavities, or suitable overhangs—typically required to support roosting bats, including species known to occur locally, such as western red bat (*Lasiurus blossevillii*) and Yuma myotis (*Myotis yumanensis*). Although overall habitat quality is low due to the lack of native vegetation and ecological connectivity, the structural characteristics of the existing ornamental landscape provide localized features that could support nesting by common bird species in the survey area.

Wildlife Corridors and Linkages

The CE MES project site is in a fully developed portion of San Diego and is surrounded primarily by residential and institutional development, as well as paved roadways. Although Tecolote Canyon, a regionally significant open space and wildlife movement area, is approximately 700 feet southeast of the site, the intervening landscape is fully urbanized and lacks contiguous natural habitat. This developed separation limits functional connectivity between the site and the canyon, and no direct habitat linkages or wildlife corridors occur within or adjacent to the site. As a result, the site does not contribute to regional habitat connectivity or function as an integral component of wildlife movement associated with Tecolote Canyon.

3.2.1.3 CE Miramar

This section is based in part on the CE Miramar Biological Resources Constraints Memo included as Appendix C3 to the PEIR.

Vegetation Communities and Land Cover Types

The CE MIR project site is in the southwestern region of the California Floristic Province (Jepson Flora Project 2025). No vegetation communities were identified in the survey area. Two land cover types were identified in the survey area: disturbed habitat and urban/developed land (Oberbauer et al. 2008).

Urban/Developed Land (12000). Urban/developed land includes areas that have been constructed on or otherwise physically altered to an extent that native vegetation is no longer supported. Urban/developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation.

Approximately 3.96 acres of urban/developed land occurs in the survey area, with 1.47 acres occurring directly on the CE MIR project site (refer to Figure 6, Land Cover Types, in Appendix C3 to the PEIR). Urban/developed land occurs in the northern, southern, central, and western portions of the survey area, consisting of a paved road, commercial buildings, a paved parking lot, ornamental landscaping, Interstate (I-) 15 to the east, South Campus Drive to the south and east, and a commercial building to the north.

Disturbed Habitat (11300). Disturbed (ruderal) habitat consists of previously disturbed areas that either are devoid of vegetation (dirt roads/trails) or support scattered non-native plant species, such as escaped ornamentals or ruderal exotic species that take advantage of disturbance, such as wattles (*Acacia* spp.) and other weedy grass species. These species are opportunistic and typically found in recently or repeatedly disturbed habitats, particularly in areas that have been graded, have been cleared for fuel management, or experience ongoing use that prevents natural revegetation.

Disturbed habitat occupies approximately 0.65 acre along the eastern edge of the survey area, situated on a slope between two developed areas. This habitat is characterized by exposed soil interspersed with wattles, non-native blue gum (*Eucalyptus globulus*), and remnant individuals of native thickleaf yerba santa (*Eriodictyon crassifolium*).

Aquatic Resources

Based on a desktop review of the USFWS National Wetlands Inventory and the U.S. Geological Survey National Hydrography Dataset, no aquatic features exist in the survey area. A formal aquatic resources delineation was not conducted during the biological resources survey. The site is fully developed and consists of existing buildings, hardscape, and associated infrastructure. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed.

Sensitive Plant and Wildlife Species

In total, 41 plant species were identified in the survey area, four (10 percent) of which were native and 37 (90 percent) of which were non-native. Attachment 2 to Appendix C3 of this PEIR lists the vascular plant species observed in the survey area during the survey. Typical of a developed and disturbed site, few native plant species remain, and ornamental and non-native species have become established throughout the site. No sensitive plant species were observed during the survey. However, a focused rare plant survey was not conducted.

In total, five wildlife species, all of which are native bird species, were observed in the survey area. Attachment 3 to Appendix C3 to this PEIR lists the wildlife species observed in the survey area during the 2025 biological resources survey. The site contains mostly ornamental plantings and, due to the developed nature of the site, provides few resources for wildlife to establish a large biodiversity. No sensitive wildlife species were observed during the survey. However, protocol sensitive wildlife surveys were not conducted during the survey.

Figure 7, Species with Potential to Occur, of the Appendix C3 to the PEIR presents the California Natural Diversity Database results for sensitive species with potential to occur on the CE MIR project site and within a 1-mile buffer around the survey area.

Nesting Birds

Nesting birds are protected by the MBTA, the California Migratory Bird Protection Act, and similar provisions of the California Fish and Game Code. Ornamental plantings and sparse native plant species in the survey area have the potential to be used as nesting habitat by common species such as California scrub jay (*Aphelocoma californica*), bushtit (*Psaltriparus minimus*), and house finch. Pine trees are highly desirable for woodpeckers (*Picidae* sp.) and other cavity-nesting species. Other non-native tree species observed, including eucalyptus, are known to provide

suitable nesting habitat for hummingbirds (*Trochilidae* spp.) and raptors (*Accipitridae* spp., *Falconidae* spp., *Strigidae* spp.). Therefore, the survey area has high potential to provide suitable nesting habitat for several species protected by federal and state regulations.

Roosting Bats

While no bats were observed using the survey area for roosting or foraging during the survey, a formal habitat assessment or nighttime-focused acoustic or exit-count surveys were not conducted.

The survey area contains suitable bat roosting habitat, including eucalyptus trees and other mature ornamental tree species that may provide foliage, crevices, or exfoliating bark suitable for day or night roosting. While no large snags or trees with visible cavities were observed, the structural characteristics of existing trees are consistent with roosting habitat used by several bat species, including foliage-roosting species, such as hoary bat (*Lasiurus cinereus*), and crevice-roosting species, such as big brown bat (*Eptesicus fuscus*) and California myotis (*Myotis californicus*). Although no active roosts were detected during the survey, the presence of suitable habitat in the survey area indicates that roosting bats may occur in the survey area.

Critical Habitat

No critical habitat for sensitive plants or wildlife occurs in the survey area. The nearest critical habitat to the survey area is for San Diego fairy shrimp (*Branchinecta sandiegonensis*) and spreading navarretia (*Navarretia fossalis*), approximately 2.2 miles west of the survey area.

Wildlife Corridors and Linkages

Wildlife corridors provide routes for local movement and regional linkages, often following linear topographic, vegetation, or water features. These corridors can be continuous habitats, features, or "stepping-stone" areas, providing critical rest and foraging areas for, for example, birds traveling along migratory routes. Local routes of movement provide constant connections to resources that include sources of water, home/cover sites, and foraging areas. Regional linkages and movement corridors provide larger patches of open space to allow relatively free movement of wildlife species along multiple paths between important resources. These areas allow for not only long-term genetic flow between subpopulations but also critical pathways of seasonal and migratory movements. Larger predatory mammals often use regional corridors for hunting and reproduction needs. Potential wildlife corridors can include streams, riparian areas, and culverts under roadways. Habitat characteristics considered include topography, habitat quality, and adjacent land uses.

The survey area is entirely developed or disturbed and is surrounded by urban infrastructure, with commercial development to the north, south, and west, and I-15 to the east. The surrounding urban matrix, including high-intensity land uses and a major transportation corridor, severely restricts habitat connectivity and precludes the site from functioning as a wildlife movement corridor at

either a local or regional scale. Due to the absence of natural habitat linkages and the lack of continuous or functional open space, the survey area does not support wildlife corridor functionality. Furthermore, the survey area provides no viable linkage to designated core habitat areas or recognized movement routes that would facilitate gene flow or seasonal migration for native wildlife species. Although the survey area may receive occasional use by urban-adapted, non-sensitive species, such as raccoons (*Procyon lotor*), Virginia opossums (*Didelphis virginiana*), or common rodents, such use would be opportunistic and limited to isolated foraging or temporary refuge. The highly disturbed nature of the survey area, coupled with its complete encirclement by development, substantially limits its ecological function and value for wildlife movement beyond minimal transient use.

In addition, the availability of both native and non-native vegetative cover provides value for MBTA-protected migrating birds flying through to wintering or breeding grounds and those species that nest locally. The survey area is in the Pacific Flyway, along which millions of birds, especially waterfowl, migrate annually between Alaska and Canada, through California, to Mexico and South America. The survey area is in and adjacent to critical stopover points for a variety of birds during their annual migration.

The dataset for the California Essential Habitat Connectivity Project (CDFW 2026d) was reviewed to identify any essential habitats in the survey area. The survey area is not in a California essential habitat connectivity area. The nearest essential habitat connectivity area is 3 miles southeast of the survey area.

3.2.1.4 West City Campus

This section is based in part on the West City Campus Biological Resources Email Memo included as Appendix C4 to the PEIR.

Vegetation Communities and Land Cover Types

One land cover type, urban/developed, was documented in the survey area. Figure 1, Land Cover Types, in Appendix C4 to the PEIR illustrates the land cover type present on the WCC project site.

Sensitive Plant and Wildlife Species

Thirty plant species and 10 wildlife species were observed, with most plant species (27 out of 30) being non-native and most wildlife species (nine out of ten) being native. No special-status plant or wildlife species were observed during the survey. No focused surveys or formal roosting bat habitat assessment was conducted during the survey.

Although the survey area is fully developed and lacks native vegetation communities, some sensitive wildlife species are known to use non-native ornamental vegetation for foraging, nesting, or roosting. However, the non-native vegetation present in the survey area does not provide the

structural complexity or other habitat features (e.g., appropriate habitat size, vegetation, canopy cover, hydrologic conditions) typically required to support sensitive species on a regular or sustained basis. No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources. Figure 2, Species with Potential to Occur, in Appendix C4 to the PEIR, presents the California Natural Diversity Database results for sensitive species with potential to occur on the WCC project site and within a 1-mile buffer around the survey area.

Nesting Birds

Despite the developed nature of the survey area, the presence of mature ornamental trees and landscaped vegetation—including eucalyptus and other planted tree species—provides structural features that may be suitable for use by native wildlife. These features create localized habitat elements, such as dense foliage, branch crotches, exfoliating bark, and cavities, which could support nesting by common bird species protected under the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code. Additionally, these trees and associated vegetation may offer suitable microhabitats for day or night roosting by non-special-status bat species, particularly foliage-or crevice-roosting taxa such as hoary bat, big brown bat, and California myotis. While overall habitat quality is low due to the lack of native vegetation and connectivity, the structural characteristics of the existing ornamental landscape create potential for nesting birds and roosting bats to occupy the survey area.

Wildlife Corridors and Linkages

The WCC project site is in a fully developed portion of San Diego and is surrounded on all sides by existing urban infrastructure, including commercial and institutional buildings, as well as paved roadways. No natural habitat linkages, wildlife corridors, or regionally significant movement areas intersect or occur adjacent to the site. The highly urbanized context, combined with the absence of contiguous native vegetation or open space, precludes meaningful wildlife movement through the area beyond routine use by urban-adapted species. As a result, the site does not contribute to regional habitat connectivity or function as part of any recognized wildlife movement corridor.

3.2.1.5 Mid-City Expansion

This section is based in part on the Mid-City Expansion Site Biological Resources Email Memo included as Appendix C5 to the PEIR.

Vegetation Communities and Land Cover Types

One land cover type, urban/developed, was documented in the survey area. Figure 1, Land Cover Types, in Appendix C5 to the PEIR illustrates the land cover type present on the MCC Expansion project site.

Sensitive Plant and Wildlife Species

In total, 11 plant species and eight wildlife species were observed, with all plant species being non-native and two out of eight wildlife species being non-native. An individual monarch butterfly was observed foraging in a yellow lantana (*Lantana camara*). No larval host plants for monarch occur in the survey area. The work area supports very few nectaring plant species and no overwintering habitat for the monarch butterfly.

Although the survey area is fully developed and lacks native vegetation communities, some migratory bird species are known to use non-native ornamental vegetation for foraging, nesting, or roosting. A pair of American crows (*Corvus brachyrhynchos*) was observed nesting in a Mexican fan palm (*Washingtonia robusta*) in the survey buffer immediately north of the MCC Expansion project site. Figure 2, Species with Potential to Occur, in Appendix C5 to the PEIR presents the California Natural Diversity Database results for sensitive species with potential to occur on the MCC Expansion project site and within a 1-mile buffer around the survey area.

No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources.

Nesting Birds

Despite the developed nature of the survey area, the presence of sparse, small ornamental trees and landscaped vegetation provides limited structural features that may be suitable for nesting by common bird species protected under the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, such as American crow, lesser goldfinch (*Spinus psaltria*), and house finch. These features, including branch crotches and shrubs, create localized habitat features that could support bird nesting activity. However, the site lacks vegetation or structural attributes—such as large trees with exfoliating bark, substantial cavities, or suitable overhangs—typically required to support roosting bats, including species known to occur locally, such as western red bat and Yuma myotis. Although overall habitat quality is low due to the lack of native vegetation and ecological connectivity, the structural characteristics of the existing ornamental landscape provide localized features that could support nesting by common bird species in the survey area.

Wildlife Corridors and Linkages

The MCC Expansion project site is in a fully developed portion of the City and is surrounded primarily by residential and commercial development, as well as paved roadways; thus, no connectivity with natural open space exists.

3.2.2 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address biological resources.

3.2.2.1 Federal

Clean Water Act, Section 404 (33 Code of Federal Regulations 328.3[a])

These provisions regulate the discharge of dredged or fill material in waters of the United States, including wetlands. Activities that discharge dredge or fill material into waters of the United States can be authorized by the U.S. Army Corps of Engineers (USACE).

On August 29, 2023, the U.S. Environmental Protection Agency and USACE issued a final rule to amend the final "Revised Definition of Waters of the U.S." The 2023 final rule became effective on September 8, 2023. Under the 2023 final rule:

(a) Waters of the U.S. are defined as:

1. Waters which are:
   i. Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
   ii. The territorial seas; or
   iii. Interstate waters;
2. Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under (a)(5) of this section;
3. Tributaries of waters identified in (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to the following waters:
   i. Waters identified in (a)(1) of this section; or
   ii. Relatively permanent, standing or continuously flowing bodies of water identified in (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;
5. Intrastate lakes and ponds not identified in (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in (a)(1) or (a)(3) of this section.

The federal Clean Water Act (CWA) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project

proponent to obtain a federal license or permit that allows activities resulting in a discharge to waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The State Water Resources Control Board administers the certification program in California. Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. Section 404 establishes a permit program administered by the USACE that regulates the discharge of dredged or fill material into waters of the United States, including wetlands.

Endangered Species Act, Sections 4(d), 7, or 10(a) (16 USC 1531 et seq.; 50 Code of Federal Regulations Part 402)

This act prohibits the "take" (i.e., harming, harassing, or killing individuals or destroying associated habitat) of species federally listed as threatened or endangered. Take incidental to otherwise lawful activities can be authorized by the USFWS through a permit under FESA Sections 4(d), 7, or 10(a).

Migratory Bird Treaty Act (16 USC 703–712; 50 Code of Federal Regulations 10)

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 (Senate Bill 2547). The MBTA prohibits the direct or indirect take of migratory birds and their active nests unless permitted. The MBTA is generally protective of migratory birds but does not actually stipulate the type of protection required. In common practice, the MBTA is now used to place restrictions on disturbance of active bird nests during the nesting season (generally February 1 to August 31). In addition, the USFWS commonly places restrictions on disturbances allowed near active raptor nests.

Wetlands and Other Waters of the United States

Aquatic resources, including riparian areas, wetlands, and certain aquatic vegetation communities, are considered sensitive biological resources and can fall under the jurisdiction of several regulatory agencies. In accordance with the Navigable Waters Protection Rule, effective June 22, 2020, the USACE exerts jurisdiction over waters of the United States, including the territorial seas and traditional navigable waters; perennial and intermittent tributaries that contribute surface water flow to such waters; certain lakes, ponds, and impoundments of jurisdictional waters; and wetlands adjacent to other jurisdictional waters (33 Code of Federal Regulations, Part 328; 40 Code of Federal Regulations, Parts 110, 112, 116, 117, 120, 122, 230, 300, 302, and 401).

California Migratory Bird Protection Act (Assembly Bill 454)

The California Migratory Bird Protection Act prohibits the take or possession of any migratory non-game bird, as well as their nests and eggs, protected under the federal MBTA unless authorized by regulation.

Birds of Prey Protection Provision (California Fish and Game Code, Section 3503.5)

This provision prohibits the taking of birds of prey (orders Falconiformes and Strigiformes), including their nests and eggs.

California Endangered Species Act (California Fish and Game Code, Section 2050 et seq.)

CESA establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. It mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under CESA. For projects that would affect a listed species under both CESA and FESA, compliance with FESA would satisfy CESA if the CDFW determines that the federal incidental take authorization is consistent with CESA under the California Fish and Game Code, Section 2080.1. For projects that would result in take of a species only listed under CESA, the project proponent must apply for a take permit under Section 2081(b).

California Fish and Game Code, Section 1602

Section 1602 regulates water resources in the State of California. Activities that divert or obstruct the natural flow of, or change or use material from, the bed, channel, or bank of any river, stream, or lake may be authorized by the CDFW. CDFW jurisdiction includes intermittent and perennial watercourses and extends to the top of the bank of a stream or lake if unvegetated or to the limit of the adjacent riparian vegetation, located contiguous to the watercourse, if the stream or lake is vegetated.

California Fish and Game Code, Section 3503

Section 3503 prohibits the take, possession, or needless destruction of the nests or eggs of any birds except as otherwise provided by the code or any regulation made pursuant to the code. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptor (i.e., species in the orders Falconiformes and Strigiformes), including nests or eggs. Typical violations of the California Fish and Game Code include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of nesting pairs by nearby project construction. This statute does not provide for the issuance of any type of incidental take permit.

California Fully Protected Wildlife Species Provision (California Fish and Game Code, Sections 3511, 4700, 5050, and 5515)

California fully protected species are described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species of birds, mammals, amphibians, and fish. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

California Native Plant Protection Act (California Fish and Game Code, Sections 1900–1913)

California's Native Plant Protection Act requires state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the act prohibit the take of listed endangered or rare native plants of the state from the wild and require notification to the CDFW at least 10 days in advance of any change in land use. This allows the CDFW to salvage listed plant species that would otherwise be destroyed. The project proponent is required to conduct botanical inventories and consult with the CDFW during project planning to comply with the provisions of the act and sections of California Environmental Quality Act (CEQA) that apply to rare or endangered plants.

Regional Water Quality Control Board

The Regional Water Quality Control Board (RWQCB) regulates impacts on water quality under CWA Section 401. A project must comply with CWA Section 401 before the USACE can issue a Section 404 permit. The RWQCB issues a Section 401 water quality certification or waiver of certification depending on the extent of impacts on waters of the United States. The RWQCB also regulates impacts on waters of the state (usually limited to "isolated" waters or swales that may not fall under USACE jurisdiction) under the Porter-Cologne Act.

Streambed Alteration Agreement (California Fish and Game Code, Section 1600)

The California Fish and Game Code requires any person who proposes a project that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake, or their tributaries, or use materials from a streambed to submit a notification for a streambed alteration agreement to the CDFW.

Natural Community Conservation Planning Act (California Fish and Game Code, Sections 2800–2835)

The Natural Communities Conservation Planning (NCCP) program is a cooperative effort to protect habitats and species. It began under the state's NCCP Act of 1991 and is broader in its orientation and objectives than CESA or FESA. These laws are designed to identify and protect individual species that have already declined significantly in number. The primary objective of the NCCP program is to conserve natural communities at the ecosystem level while accommodating compatible land uses. The program seeks to anticipate and prevent the controversies and gridlock caused by species' listings by focusing on the long-term stability of wildlife and plant communities and including key interests in the process.

This voluntary program allows the state to enter into planning agreements with landowners, local governments, and other stakeholders to prepare plans that identify the most important areas for a threatened or endangered species and the areas that may be less important. These NCCP Plans may

become the basis for a state permit to take threatened and endangered species in exchange for conserving their habitat. The CDFW and USFWS worked to combine the NCCP program with the federal Habitat Conservation Plan process to provide take permits for state and federally listed species. Under the NCCP Act, local governments can take the lead in developing these NCCP Plans and become the recipients of state and federal take permits.

Porter-Cologne Water Quality Control Act

The RWQCB, as the regional agency responsible for protecting water quality in California, regulates the Porter-Cologne Act for impacts on waters of the state. The jurisdiction of the RWQCB includes waters of the state and waters of the United States as mandated by CWA Section 401 and the Porter-Cologne Act. Although water quality issues related to impacts on waterways are normally addressed during Section 401 water quality certification, should a water of the State of California be determined by the USACE to not have CWA jurisdiction, the Porter-Cologne Act would be addressed under a construction general permit, state general waste discharge order, or waste discharge requirements, depending on the level of impact and the properties of the waterway.

3.2.2.2 District

2025 District Design Guidelines & Standards Manual

The District Design Guidelines & Standards Manual establishes District-wide requirements for the design and construction of campus improvements. It includes specific tree and plant protection requirements that apply to construction work. These standards require that construction activities avoid and minimize damage to existing trees and vegetation through measures such as the following (District 2026):

- Installation of protective fencing a minimum of 10 feet beyond the dripline of existing trees
- Maintenance of tree health during construction, including irrigation and monitoring by a qualified arborist
- Restrictions on grading, root pruning, and construction activities in protected root zones
- Use of approved methods for pruning and root management under the direction of a certified arborist
- Replacement of trees of equal size and value if construction-related damage occurs

The District Design Guidelines & Standards Manual also includes requirements for tree placement, species selection, and installation, including minimum setbacks from infrastructure, use of approved or low-maintenance species, and standards for planting and establishment (District 2025).

3.2.2.3 Local (Non-Regulatory)

Although the District is not subject to City of San Diego (City) biological resources protection regulations or programs, adjacent City trees could be indirectly affected by future campus projects

and were considered in the Project analysis. Although the campus is not included in the City's MSCP and, as such, its policies are not applicable to the campus, the MSCP was considered during the preparation of the biological resources analysis due to its applicability to the surrounding region. An overview of some of the City's biological resources protection policies is provided below.

City of San Diego Multiple Species Conservation Program

The City's MSCP is a regional habitat conservation planning program developed pursuant to the State of California's Natural Community Conservation Planning Act and FESA. The MSCP provides a framework for the long-term conservation of sensitive species and habitats in southwestern San Diego County while allowing for compatible development. The program establishes the Multi-Habitat Planning Area (MHPA), which is a preserve system designed to protect core biological resources, maintain habitat linkages, and support covered species. The MSCP identifies a suite of "covered species," including federally and state-listed species and other sensitive species, for which conservation is addressed at a regional scale. Projects outside the MHPA are subject to the City's MSCP Subarea Plan requirements, including avoidance and minimization measures where applicable, and consistency with the overall conservation strategy.

The City implements the MSCP through its Subarea Plan, which identifies development standards, biological impact avoidance measures, and mitigation requirements applicable to projects in the City's jurisdiction. The District is not an enrolled agency in the NCCP program, and the MSCP does not apply to District projects carried out on the campus. Preserve areas designated by the MSCP (i.e., MHPA) are not on Miramar College property. The closest MHPA to the campus is approximately 0.56 mile east of the campus, separated from the survey area by the I-15 freeway and intervening development.

City of San Diego Public Tree Protection Policies

The City has various policies and regulations regarding trees in public rights-of-way or that contribute to the City's "Community Forest." The Public Tree Protection Policy (Council Policy 900-19) establishes rules to safeguard trees in public rights-of-way, City-owned parks and open spaces, and certain private lands under open-space easements. While protected trees are generally preserved, the policy permits removal when a tree poses a public safety hazard and reasonable corrective measures have been exhausted. The City's Planting of Trees on City Streets Policy (Council Policy 200-05) establishes guidelines for planting, maintaining, and removing street trees in the City's jurisdiction. Depending on the jurisdiction of the tree or the condition of a tree, the removal may occur at public expense or in accordance with a no-fee permit for removal. Lastly, San Diego Municipal Code, Article 2, Division 6, establishes the City's rules for planting, maintaining, protecting, and removing trees and other vegetation in public rights-of-way, defining "street" broadly to include public streets, alleys, lanes, and parkways.

City of San Diego Environmentally Sensitive Lands Regulations

The City's Municipal Code contains Environmentally Sensitive Lands (ESL) Regulations that require the overall protection of sensitive biological resources and ensure implementation of the MSCP. The purpose of these regulations is to protect, preserve and, where damaged, restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that development, including, but not limited to coastal development in the Coastal Overlay Zone, occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. It applies to applies to all proposed development on a premises where environmentally sensitive lands are present.

City of San Diego Biology Guidelines

Development or activities that propose encroachment into sensitive biological resources are specifically regulated by Section 143.0141 of ESL above and by the Biology Guidelines in the Land Development Manual. These Guidelines have been formulated to aid in the implementation and interpretation of the ESL, San Diego Development Code, and the Open Space Residential Zone. Section III of the Guidelines (Biological Impact Analysis and Mitigation Procedures) also serve as standards for the determination of impact and mitigation under the California Environmental Quality Act (CEQA) and the Coastal Act.

3.2.3 Method of Analysis

This analysis includes the results of database reviews and surveys that serve to document the existing biological conditions of the ECC, CE MES, CE MIR, WCC, and MCC Expansion Project Sites. The results of the database reviews provide information on the permitting requirements and potential constraints to Project construction due to the presence (or lack thereof) of sensitive biological resources.

3.2.3.1 Database Review

A review of the following online databases was conducted for the SDCCE FMP project sites and a 1-mile radius of the survey area:

- CDFW California Natural Diversity Database (CDFW 2026c)
- CDFW Biogeographic Information and Observation System (CDFW 2026e)
- USFWS National Wetlands Inventory Wetlands Mapper (USFWS 2026a)
- USFWS Information for Planning and Consultation (USFWS 2026b)
- Consortium of California Herbaria database (CCH 2026)

- Calflora database (Calflora 2026)
- California Native Plant Society Inventory of Rare and Endangered Plants of California (CNPS 2026)

3.2.3.2 Field Reconnaissance Survey

Harris biologists conducted biological resources reconnaissance surveys at ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites. A 100-foot buffer (where feasible) was included in the survey areas. The ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites and the 100-foot buffer (where feasible) are together referred to as the survey area (e.g., ECC survey area, CE MES survey area, etc. The surveys were conducted by walking meandering transects throughout the survey area and mapping vegetation communities, documenting plant and wildlife species, noting suitable habitat, and evaluating the potential for occurrence of sensitive, rare, threatened, and endangered plant and wildlife species. Vegetation mapping was recorded in the field using the ArcGIS Field Maps application with an aerial image of the survey area. Biologists used binoculars to visually identify wildlife species and listened for vocalizations. The survey results are intended to provide information on potential biological constraints on project development. No protocol or focused surveys for special-status species were conducted, and observations were subject to limitations associated with seasonal activity patterns and species detectability at the time of the surveys. The survey results are documented in the biological resources reconnaissance survey reports included as Appendices C1 through C5 of this PEIR.

3.2.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Project would have a significant impact on biological resources if it would:

- **Threshold 1:** Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- **Threshold 2:** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- **Threshold 3:** Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- **Threshold 4:** Interfere substantially 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.

- **Threshold 5:** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- **Threshold 6:** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.2.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to biological resources that could result from implementation of the Project.

3.2.5.1 Threshold 1: Candidate, Sensitive, or Special-Status Species

Threshold 1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impact Analysis

Program Level and Project Level

The potential for the FMP improvements to affect sensitive plant and wildlife species was evaluated based on the biological reconnaissance surveys and literature review described in Section 3.2.1, Environmental Setting.

Sensitive Plant Species

As discussed in Section 3.2.1, no sensitive plant species were observed during the biological reconnaissance surveys, and none of the SDCCE FMP project sites was determined to have a high potential to support sensitive plant species. The ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites are generally developed and landscaped, and the proposed improvements would occur primarily in existing developed areas. Therefore, implementation of the FMP would not be expected to result in a substantial adverse effect on sensitive plant species. Impacts would be less than significant.

Sensitive Wildlife Species

Education Cultural Complex

As discussed in Section 3.2.1, a sensitive wildlife species, monarch butterfly, was observed during the biological reconnaissance survey. In addition, Cooper's hawk was determined to have a high potential to forage and nest within the ECC project site. No other sensitive wildlife species were observed or determined to have a high potential to occur. Implementation of proposed improvements could result in direct or indirect effects on these species, including disturbance or

loss of suitable habitat, particularly if vegetation removal or construction occurs during sensitive periods. Therefore, impacts on sensitive wildlife species at the ECC project site could be potentially significant. However, implementation of Mitigation Measures (MM-) BIO-1 and MM-BIO-2 would reduce potential impacts through avoidance and protection measures. With implementation of these measures, impacts would be less than significant with mitigation.

CE Mesa, CE Miramar, West City Campus, and Mid-City Expansion

As discussed in Section 3.2.1, the CE MES, CE MIR, WCC, and MCC Expansion project sites consist predominantly of urban/developed land with limited vegetation and habitat features. Based on the biological reconnaissance surveys and review of species with potential to occur in the surrounding area, no sensitive wildlife species were observed, and no sensitive wildlife species were determined to have a high potential to occur within these SDCCE FMP project sites. Consequently, implementation of the Master Plan at these sites would not be expected to result in a substantial adverse effect on sensitive wildlife species. Impacts would be less than significant.

Nesting Birds

All SDCCE FMP project sites contain, to varying degrees, ornamental trees, shrubs, and landscaped vegetation that could provide nesting substrates for common native bird species. Nesting birds are protected under MBTA, the California Migratory Bird Protection Act, and applicable provisions of the California Fish and Game Code. Accordingly, even developed project sites may contain localized nesting habitat within ornamental landscaping.

At ECC and CE MIR project sites, ornamental and sparse native vegetation, including mature trees such as pine and eucalyptus, provides structural features that could support nesting by common birds, including songbirds, hummingbirds, woodpeckers, and raptors. These trees and other vegetation could also provide suitable nesting substrate during the breeding season. Construction activities involving vegetation removal, tree trimming, demolition, or other disturbance could result in direct mortality or injury to nesting birds, destruction of active nests, or disturbance that causes nest abandonment. Therefore, impacts on nesting birds could be potentially significant.

At ECC and CE MIR project sites, ornamental plantings and sparse native plant species in the survey area have the potential to be used as nesting habitat by common species such as California scrub jay, bushtit, and house finch. Pine trees are highly desirable for woodpeckers and other cavity-nesting species. Other non-native tree species observed, including eucalyptus, are known to provide suitable nesting habitat for hummingbirds and raptors. These trees and other vegetation could also provide suitable nesting substrate during the breeding season. Construction activities involving vegetation removal, tree trimming, demolition, or other disturbance could result in direct mortality or injury to nesting birds, destruction of active nests, or disturbance that causes nest abandonment. Therefore, impacts on nesting birds could be potentially significant.

CE Mesa and Mid-City Campus Expansion

Despite the developed nature of the survey area, the presence of sparse, small ornamental trees and landscaped vegetation provides limited structural features that may be suitable for nesting by common bird species such as Anna's hummingbird, northern mockingbird, and house finch. Construction activities that disturb or remove these features during the nesting season could result in direct or indirect impacts on nesting birds. Therefore, impacts could be potentially significant.

West City Campus

Despite the developed nature of the survey area, the presence of mature ornamental trees and landscaped vegetation—including eucalyptus and other planted tree species—provides structural features that may be suitable for use by native wildlife. These features create localized habitat elements, such as dense foliage, branch crotches, exfoliating bark, and cavities, which could support nesting by common bird species. Although the site is developed and provides limited overall habitat value, construction-related vegetation removal or disturbance could result in the loss or disturbance of active nests. Therefore, impacts on nesting birds could be potentially significant.

For all SDCCE FMP project sites, implementation of MM-BIO-2 would require appropriate pre-construction nesting bird surveys and avoidance measures to prevent direct mortality, injury, or disturbance of nesting birds and active nests. With implementation of MM-BIO-2, potential impacts on nesting birds would be reduced to a less than significant level.

Roosting Bats

Education Cultural Complex, CE Miramar, and West City Campus

Existing mature eucalyptus and other ornamental trees at ECC, CE MIR, and WCC project sites contain structural features, including foliage, crevices, exfoliating bark, and other protected areas, that could provide suitable day or night roosting habitat for bats. Although no large snags or trees with obvious cavities were observed, the existing trees could provide roosting opportunities for foliage-roosting and crevice-roosting species known to occur in the region, including hoary bat, big brown bat, and California myotis. Construction activities involving tree removal, substantial trimming, demolition, or other disturbance of potential roosting habitat could result in direct injury or mortality of bats or disturbance of active roosts. Because the reconnaissance surveys did not include focused bat surveys sufficient to rule out the presence of active roosts, impacts on roosting bats at these sites could be potentially significant. However, with implementation of MM-BIO-3, potential impacts on roosting bats at ECC, CE MIR, and WCC would be reduced to a less than significant level.

CE Mesa and Mid-City Campus Expansion

At CE MES and MCC Expansion project sites, existing site conditions provide substantially fewer opportunities for bat roosting. The sites lack substantial vegetation and structural features, such as mature trees with exfoliating bark, large cavities, crevices, or protected overhangs, that would typically provide suitable roosting habitat for bat species known to occur in the region, including western red bat and Yuma myotis. Based on the observed site conditions and the absence of suitable roosting features, implementation of the Master Plan at these sites would not be expected to result in a substantial adverse effect on roosting bats. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP could result in potentially significant impacts on sensitive wildlife species at ECC, nesting birds at all SDCCE FMP project sites, and roosting bats at ECC, CE MIR, and WCC. These impacts could occur through direct mortality or injury, disturbance of active nests or roosts, or removal or modification of suitable habitat during construction. Implementation of MM-BIO-1 and MM-BIO-2 would reduce potential impacts on sensitive wildlife species at ECC, MM-BIO-2 would reduce potential impacts on nesting birds at all SDCCE FMP project sites, and MM-BIO-3 would reduce potential impacts on roosting bats at ECC, CE MIR, and WCC. With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Impacts on sensitive plant species at all SDCCE FMP project sites and sensitive wildlife species at CE MES, CE MIR, WCC, and MCC Expansion project sites would be less than significant without mitigation. Similarly, impacts on roosting bats at CE MES and MCC Expansion project sites would be less than significant without mitigation.

Mitigation Measures

Education Cultural Complex

MM-BIO-1: Pre-Construction Overwintering Monarch Butterfly Survey. If grubbing, trimming, or clearing of vegetation occurs during the winter (November 1 through February 28), a qualified monitoring biologist, as approved by the City of San Diego, shall perform a pre-construction overwintering monarch butterfly survey no more than 48 hours before the start of vegetation grubbing, trimming, or clearing to confirm that no overwintering monarch butterflies occupy vegetation on the SDCCE FMP project sites. If overwintering monarch butterflies are found during the pre-construction survey, a 50-foot buffer around the occupied vegetation shall be established, and no disturbance shall be allowed within the buffer until a qualified monitoring biologist determines that monarch butterflies are no longer occupying the vegetation. If no overwintering

monarch butterflies are on the SDCCE FMP project sites, grubbing, trimming, or clearing shall proceed.

MM-BIO-2: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the SDCCE FMP project sites shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

MM-BIO-3: Roosting Bat Habitat Assessment. If tree removal, vegetation clearing, or building demolition is proposed as part of the Project, a qualified bat biologist shall conduct a roosting bat habitat assessment before the initiation of such activities to evaluate the presence and quality of potential day-roosting or maternity roost habitat within the SDCCE FMP project sites. If the assessment identifies habitat features with a high potential to support active roosts, additional avoidance or minimization measures may be recommended. If the habitat assessment determines that suitable roosting habitat is absent, tree removal, vegetation clearing, or demolition may proceed without further bat-specific surveys.

CE Mesa and Mid-City Campus Expansion

MM-BIO-2 would be applicable.

CE Miramar and West City Campus

MM-BIO-2 and MM-BIO-3 would be applicable.

Level of Significance After Mitigation

Implementation of Mitigation Measure MM-BIO-1 through MM-BIO-3 would reduce impacts to special status species to a less than significant level.

3.2.5.2 Threshold 2: Riparian Habitat and Other Sensitive Natural Communities

Threshold 2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Impact Analysis

Program Level and Project Level

As discussed in Section 3.2.1, there is no riparian habitat or other sensitive natural communities within the ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites. These SDCCE FMP project sites are described as urban/developed land, and no riparian habitat or other sensitive natural communities are identified within the campus boundaries or their 100-foot survey buffers. Therefore, implementation of the FMP would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would have less than significant impact on riparian habitat or other sensitive natural communities.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.2.5.3 Threshold 3: Wetlands

Threshold 3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis

Program Level and Project Level

As discussed in Section 3.2.1, all campus sites are classified as urban/developed and do not contain wetlands or other aquatic resources identified during the biological resources surveys. No vegetation communities were identified within the campus boundaries or their 100-foot survey buffers. The CE Miramar campus is also classified as urban/developed, although its 100-foot

survey buffer includes disturbed habitat. As discussed in Section 3.2.1.3, this habitat consists of previously disturbed areas that are either unvegetated or support scattered non-native plant species and does not constitute a wetland.

Because no state or federally protected wetlands occur within the campus sites or areas evaluated for potential effects, implementation of the FMP, including future projects under the program-level analysis, would not result in direct removal, filling, hydrological interruption, or other substantial adverse effects on protected wetlands. Therefore, impacts would be less than significant at both the program and project levels.

Level of Significance Before Mitigation

Implementation of FMP would have less than significant impact on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.2.5.4 Threshold 4: Movement of Wildlife Species or Wildlife Corridors

Threshold 4: Would the project interfere substantially 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?

Impact Analysis

Program Level and Project Level

The ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites are located in developed urban environments and generally lack contiguous natural habitat, aquatic habitat, or other features that would provide functional wildlife movement corridors or linkages. Although some sites contain ornamental landscaping, non-native vegetation, or isolated areas of undeveloped or disturbed land, these areas are generally surrounded by existing development, roadways, and other urban infrastructure. Consequently, the FMP sites do not provide continuous habitat that would facilitate substantial wildlife movement at the local or regional scale or provide a meaningful connection between larger areas of natural or semi-natural habitat.

Education Cultural Complex

The ECC survey area is entirely developed and surrounded by urban development and a major transportation corridor. It does not contain contiguous natural habitat or a functional connection to larger areas of natural open space and therefore does not function as a wildlife movement corridor or linkage. Although vegetation may provide limited cover or foraging habitat for common urban-adapted wildlife and migratory birds, such use would not constitute substantial use of an established wildlife corridor. The survey area is not in a California essential habitat connectivity area; the nearest identified area is approximately 10 miles north (CDFW 2026d). No native fish habitat or established wildlife nursery site occurs in the survey area. Therefore, implementation of the FMP at ECC would not substantially interfere with wildlife movement or an established wildlife corridor or impede use of a native wildlife nursery site. Impacts would be less than significant.

CE Mesa

The CE MES campus is developed and surrounded by urban development and roadways. Although undeveloped areas occur west and south of the campus, these areas are isolated from contiguous natural habitat and do not function as wildlife corridors or linkages. Tecolote Canyon is approximately 700 feet southeast of the site; however, intervening development prevents a continuous habitat connection between the campus and canyon. The campus does not contain native fish habitat or an established wildlife nursery site. Therefore, implementation of the FMP at CE MES would not substantially interfere with wildlife movement or an established wildlife corridor or impede use of a native wildlife nursery site. Impacts would be less than significant.

CE Miramar

The CE MIR survey area is developed or disturbed and surrounded by commercial development, roadways, and I-15. It does not contain contiguous natural habitat or a functional wildlife movement linkage. Although existing vegetation may provide limited habitat for common wildlife and migratory birds, the site does not function as an established wildlife corridor. The survey area is not in a California essential habitat connectivity area; the nearest identified area is approximately 3 miles southeast (CDFW 2026d). No native fish habitat or established wildlife nursery site occurs in the survey area. Therefore, implementation of the FMP at CE MIR would not substantially interfere with wildlife movement or an established wildlife corridor or impede use of a native wildlife nursery site. Impacts would be less than significant.

West City Campus

The WCC project site is in a fully developed urban area and is surrounded by buildings and paved roadways. The site does not contain contiguous natural habitat or a connection to a larger area of natural open space and does not function as a wildlife movement corridor or linkage. Vegetation on the site may provide limited habitat for common wildlife and migratory birds but does not provide substantial movement habitat. No native fish habitat or established wildlife nursery site

occurs within the site. Therefore, implementation of the FMP at WCC would not substantially interfere with wildlife movement or an established wildlife corridor or impede use of a native wildlife nursery site. Impacts would be less than significant.

Mid-City Campus Expansion

The MCC Expansion project site is in a developed urban area surrounded primarily by residential and commercial development and paved roadways. The site does not contain contiguous natural habitat or a functional connection to natural open space and therefore does not function as a wildlife movement corridor or linkage. No native fish habitat or established wildlife nursery site occurs within the site. Therefore, implementation of the FMP at the MCC Expansion project site would not substantially interfere with wildlife movement or an established wildlife corridor or impede use of a native wildlife nursery site. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would not substantially interfere with wildlife movement or established wildlife corridors or impede use of native wildlife nursery sites. Impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.2.5.5 Threshold 5: Conflict with Tree Preservation Policy or Ordinance

Threshold 5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

Program Level and Project Level

The District Design Guidelines & Standards Manual establishes requirements for protecting existing trees and vegetation during construction, including protective fencing, measures to maintain tree health, restrictions on disturbance within root zones, and replacement of damaged trees. Future campus improvements would be required to incorporate these requirements during Project design and construction. Where tree removal is necessary, project-specific tree removal and replacement measures would be identified during Project planning and design consistent with applicable District requirements.

Improvements within City rights-of-way, including improvements near campus entrances, would also be subject to applicable City tree preservation and street tree requirements. Where such improvements could affect public trees, the District would coordinate with the applicable City and obtain any required permits or approvals for tree trimming or removal.

Because future FMP improvements would be designed and constructed in accordance with applicable District standards and local tree preservation requirements, implementation of the FMP would not conflict with local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant at both the program and project levels.

Level of Significance Before Mitigation

Implementation of the FMP would not result in conflicts with local policies or ordinances. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.2.5.6 Threshold 6: Conflict with Habitat Conservation Plan

Threshold 6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis

Program Level and Project Level

The SDCCE campuses are not located within lands subject to the City of San Diego's MSCP, and the District is not an enrolled agency under the associated NCCP. Therefore, implementation of the FMP would not conflict with applicable provisions of the MSCP/NCCP or another adopted habitat conservation plan.

As discussed under the preceding biological resources thresholds, the potential for FMP implementation to result in direct or indirect effects on sensitive biological resources, including resources associated with the MHPA, has also been considered. Because the FMP would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other applicable approved habitat conservation plan, impacts would be less than significant at both the program and project levels.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.2.6 Cumulative Impacts

For the cumulative analysis of biological resources, the geographic area of analysis is primarily the City of San Diego, where all eight SDCCE FMP project sites are located. The analysis also considers the broader southwestern San Diego County region, as appropriate, because biological resources, habitat connectivity, wildlife movement, and species populations extend beyond jurisdictional boundaries.

The MSCP and applicable City conservation policies provide the regional framework for evaluating cumulative effects on sensitive species, habitats, and wildlife movement. Although not all District campuses are in the MSCP planning area or formally enrolled in the MSCP, the MSCP is considered as regional biological-resource context.

The cumulative analysis also considers the reasonably foreseeable implementation of the District's City College, Mesa College, and Miramar College Master Plans, which could result in similar localized effects on vegetation, nesting birds, roosting bats, sensitive species, and other biological resources. Other reasonably foreseeable development in the City and applicable regional conservation planning area is considered qualitatively based on adopted land use plans and applicable biological-resource regulations and conservation programs.

The following sections address various potential cumulative impacts relating to biological resources that could result from implementation of the Project.

3.2.6.1 Candidate, Sensitive, or Special-Status Species

As discussed in the Project-level analysis, the SDCCE FMP project sites are predominantly developed and landscaped, and generally provide limited habitat for sensitive species. No sensitive plant species were observed or determined to have a high potential to occur at the SDCCE FMP project sites. Sensitive wildlife species were also generally absent or have a low potential to occur, with the exception of monarch butterfly and Cooper's hawk at the ECC project site. Potential effects to these species would be addressed through MM-BIO-1 and MM-BIO-2. Similarly, although ornamental trees and landscaping at several sites could provide nesting habitat for

common native birds and potential roosting habitat for bats, MM-BIO-2 and MM-BIO-3 would require pre-construction surveys and avoidance measures to minimize the potential for direct mortality, injury, or disturbance.

The other District master plans and other development in the City and broader region could result in incremental effects on biological resources. However, the City's MSCP, MHPA, ESL regulations, Biology Guidelines, and other applicable federal and state regulations provide an established framework for conservation and protection of sensitive biological resources. The SDCCE FMP project sites are also predominantly within previously developed areas and would not result in substantial conversion or fragmentation of regionally important natural habitat.

Therefore, although implementation of the FMP could contribute incrementally to cumulative effects on sensitive biological resources, the FMP's contribution would be limited to primarily localized effects in already developed campus areas and would be reduced through implementation of MM-BIO-1 through MM-BIO-3. The FMP would not result in a cumulatively considerable contribution to significant cumulative impacts on sensitive or special-status species. Impacts would not be cumulatively significant.

3.2.6.2 Riparian Habitat and Other Sensitive Natural Communities

Implementation of the FMP, in combination with the District's other campus master plans and other reasonably foreseeable development in the City of San Diego and broader southwestern San Diego County region, could result in the incremental loss or modification of riparian habitat or other sensitive natural communities. However, as discussed in Section 3.2.5.2, no riparian habitat or other sensitive natural communities occur within the SDCCE FMP project sites or their 100-foot survey buffers, and the Project would not adversely impact any riparian habitat or other sensitive natural communities.

Similarly, although implementation of the District's City College, Mesa College, and Miramar College Master Plans and other development could affect sensitive natural communities elsewhere in the City or region, such effects would be subject to applicable federal, state, and local regulations and conservation programs, including the City's MSCP, MHPA, ESL regulations, and Biology Guidelines, as applicable.

Because the FMP would not directly or indirectly affect riparian habitat or other sensitive natural communities, it would not contribute to the cumulative loss or degradation of such resources. Therefore, the FMP would not result in a cumulatively considerable contribution to significant cumulative impacts on riparian habitat or other sensitive natural communities. Impacts would not be cumulatively significant.

3.2.6.3 Wetlands

The cumulative development scenario, including General Plan buildout and implementation of other SDCCE campus master plans, would result in development and redevelopment throughout the region. However, the FMP project sites do not contain state or federally protected wetlands or other aquatic resources.

Because implementation of the FMP would not directly or indirectly affect protected wetlands through removal, filling, hydrological interruption, or other means, the FMP would not contribute to cumulative impacts on protected wetlands. Therefore, cumulative impacts would be less than significant.

3.2.6.4 Movement of Wildlife Species or Wildlife Corridors

Implementation of the FMP, in combination with the District's other campus master plans and other reasonably foreseeable development in the City of San Diego and southwestern San Diego County, could incrementally affect wildlife movement through habitat modification. However, the SDCCE FMP project sites are predominantly developed and do not contain contiguous natural habitat, aquatic habitat, established wildlife movement corridors or linkages, or native wildlife nursery sites. Isolated landscaping and disturbed areas may provide limited habitat for common urban-adapted wildlife and migratory birds but do not provide substantial regional movement functions.

Although other development could affect wildlife movement elsewhere in the City and region, the MSCP, MHPA, ESL regulations, and Biology Guidelines, and other applicable biological-resource regulations provide a framework for conserving regionally important habitat and wildlife movement areas. The FMP project sites do not occur in identified essential habitat connectivity areas or established wildlife corridors and would not substantially affect regional habitat connectivity.

Therefore, the FMP would not result in a cumulatively considerable contribution to significant cumulative impacts on wildlife movement, corridors, or native wildlife nursery sites. The cumulative impact would be less than significant.

3.2.6.5 Conflict with Tree Preservation Policy or Ordinance

Implementation of the FMP, and other District master plans, would be required to comply with the District’s tree planting and preservation policies, and, where applicable, the City’s tree policies. Cumulative projects under the City’s General Plan would also be required to comply with the applicable local policies protecting biological resources. Compliance with these existing local policies would ensure that development does not result in the cumulative loss of local biological resources such as trees. Therefore, cumulative impacts related to conflicts with local policies or ordinances would be less than significant.

3.2.6.6 Conflict with Habitat Conservation Plan

The cumulative development scenario, including General Plan buildout and implementation of other San Diego Community College District master plans, would result in development and redevelopment throughout the region. However, the SDCCE campuses are not located within lands subject to the City's MSCP, and the District is not an enrolled agency under the associated NCCP. Therefore, implementation of the FMP would not conflict with the MSCP/NCCP or another applicable adopted habitat conservation plan.

Because the FMP would not conflict with an applicable habitat conservation plan or NCCP, and would not contribute to a cumulative conflict with such plans, the FMP's incremental contribution to cumulative impacts would be less than significant. Therefore, cumulative impacts would be less than significant.

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3.3 Cultural Resources

This section evaluates the potential for impacts on cultural resources resulting from implementation of the San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project (FMP, SDCCE FMP or Project) and identifies known and potential cultural resources on the FMP project sites.

The SDCCE FMP project sites refer to all improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site: Educational Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), West City Campus (WCC), Harbor View Campus (HVC, formerly Cesar E. Chavez [CHA]), Mid-City Campus (MCC) and new off-site MCC campus expansion site, and North City Campus (NCC). Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site and HVC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion project site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing the FMP on ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.3.1 Environmental Setting

The following sections describe the history of the FMP project sites and discuss known cultural resources, archaeological resources, and built environment resources in or around the FMP project sites, based on the Historical Resources Technical Report for the CE MIR and ECC (Appendix D1) and the Cultural Resources Technical Memo for the SDCCE FMP (Appendix D2). The FMP project sites are all located within the City of San Diego (City), in San Diego County (County). Therefore, all FMP project sites share the same prehistoric, ethnohistoric, and historic environmental setting as described below.

3.3.1.1 Prehistory

Cultural resources are found throughout the County and are reminders of the County's 10,000-year-old historical record. Cultural resources are the tangible or intangible remains or traces left by pre-contact or historical people who inhabited the San Diego region. They encompass both the built (post-1769) and archaeological environments, as well as Traditional Cultural Properties. They are typically in protected areas near water sources and multiple ecoregions and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

The following provides a brief cultural background of the County.

Paleoindian Period (Pre-5500 BCE)

Several terms are used for the early occupation of the San Diego region: Paleoindian period, Early Archaic period, Initial period, and Scraper Maker period (Moratto 1984). The Paleoindian period dates from 9000 to 5500 BCE (Chartkoff and Chartkoff 1984; Moratto 1984; Rogers 1966; Taylor and Meighan 1978; Warren and True 1961). Early humans have been characterized as an early nomadic, hunting culture whose settlements were located on mesas and ridge tops and in deserts (Erlandson and Colton 1991; Rogers 1966; Wallace 1978; Warren et al. 1961). During this period, inhabitants relied on large game for subsistence (Rogers 1966; Warren et al. 1961) and produced "finely worked blades, spear points, choppers, and scrapers out of fine-grained volcanics" (Carrico 1977). In addition, leaf-shaped knives, foliate to ovoid bifaces, foliate to short-bladed shoulder points, crescents, engraving tools, core hammers, pebble hammers, and cores were part of the tool assemblage (Moratto 1984; Wahoff and Dolan 2000). Pottery and milling stones were missing from the assemblage, confirming the assumption that hunting was an economic focus for the culture (Moriarty 1967; Warren and True 1961). Because the tool assemblage was similar to desert cultures of the Mojave Desert, it is believed that this culture migrated west from the desert into California (Gallegos 1995; Rogers 1939). However, no single hypothesis is universally accepted. Other hypotheses identify the movement of people into California from the south and north down the coast (Taylor and Meighan 1978; Chartkoff and Chartkoff 1984).

Archaic (8000 BCE–CE 500)

According to Hale et al. (2018), "the more than 1,500-year overlap between the presumed age of Paleoindian occupations and the Archaic period highlights the difficulty in defining a cultural chronology in the San Diego region." The Archaic period is also known as La Jollan, Pauma Complex, and Millingstone Horizon. This period is characterized by the presence of dart points, milling, equipment, scattered hearths, shell middens, and flexed burials (Carrico 1977). Subsistence strategies placed an emphasis on gathering, possibly as a result of environmental change (Wahoff and Dolan 2000; Wallace 1978). The assemblage was composed of milling implements and cobble/core-based tools. The flaked tools do not appear to be as refined as those of the Paleoindian period. Mortuary goods included shell beads and ornaments, projectile points, and milling implements. Wallace (1978) interpreted archaeological sites of this period as an indication of an increase in population and permanence. Site types included coastal shell habitation bases, quarries, resource exploitation, and milling (Gallegos 1995). The sites are typified by an abundance of shellfish remains and are situated near sloughs and lagoons and on the open coast (Carrico 1977; Masters and Gallegos 1997; Moratto 1984; Wallace 1978). An inland manifestation identified as the Pauma complex is known to have existed (True 1958). Unlike the coastal people, this complex occupied "transverse valleys and sheltered canyons of inland San Diego County, ha[d] an emphasis on hunting and gathering, had a greater diversity of tool types, and lacked shellfish remains" (Masters and Gallegos 1997:12).

Similar to the Paleoindian period, controversy surrounds the origins of the Archaic culture. Several hypotheses have been postulated. Kaldenberg (1976) and Moriarty (1967) proposed that the transition from the Paleoindian to the Archaic culture was an in-situ adaptation. In contrast, Warren et al. (1961) viewed this transition as a migration from the desert to the coast due to the adverse environmental condition of the Altithermal. Taylor and Meighan (1978:36) did not take a single position regarding the transition to the Archaic culture but, rather, incorporated all the hypotheses as identified below:

> The artifact inventory and cultural activities argue strongly that this stage began in the desert inland and spread toward the Pacific Coast, reaching it about 8500 years ago. There is no evidence to show whether the Milling Stone Stage involved movement of the people or a conquest of earlier residents; perhaps the early hunters simply adopted this way of life as game animals became scarce.

The population of this period focused on lagoonal resources and moved up and down the river valleys exploiting various inland and coastal resources (Masters and Gallegos 1997).

Late Prehistoric (CE 500–1769)

The Late Prehistoric period is an antecedent to Spanish contact (CE 1000–1769). It was a "time of cultural transformations brought about by trait diffusion, immigration, and in-situ adaptation to environmental changes" (Moratto 1984:153). Subsistence strategies involved a focus on terrestrial collection and hunting (Christenson 1992); however, shellfish and other maritime resources were also used. Settlement included large villages near permanent water sources, temporary campsites, quarries, and resource exploitation sites. Small triangular points, pottery, and Obsidian Butte obsidian are characteristic of this period (Christenson 1992; Masters and Gallegos 1997; True 1966, 1970). Cremations replaced flexed inhumations, and mortuary goods became more elaborate (Wallace 1955). Cremations are believed to have been introduced into the area during the Late Prehistoric period and are the result of Shoshonean intrusion (1500 BP) from the deserts (True 1966) into northern San Diego County. However, in the southern part of the County, this practice has been attributed to a "Colorado River origin that may have had an influence as far reaching as the Hohokam [current day Pima people and Tohono O'odham Nation] in southwestern Arizona" (True 1970:58). Kaldenberg (1976:67) had a different opinion on the origin and timing of the entrance of cremation practices into the region. He noted that the practice of cremation was introduced at the terminus of the Archaic culture (3000 BP) with the "migration of Yuman people into the San Diego coastal region." By 2000 BP, inhumations were replaced by cremations (Kaldenberg 1976).

Two complexes (San Luis Rey and Cuyamaca) are identified with the Late Prehistoric period. True (1966) believed that the San Luis Rey complex was a precursor to the ethnographic Luiseño. Similarly, he suggested that the Cuyamaca complex was the predecessor to the ethnographic

Kumeyaay. Through the examination of both geographic regions, True identified specific characteristics unique to each; however, he noted that, although geographically similar, these two cultures were distinctly different.

3.3.1.2 Ethnohistory

The Ethnohistoric period begins with the first permanent European settlements. Early Ethnohistoric accounts and mission documents have been used to reconstruct this period (Hale et al. 2018). Florence Shipek (1993) delineated the boundaries between the Luiseño and the Kumeyaay as follows:

> In 1769, the Kumeyaay national territory started at the coast about 100 miles south of the Mexican border (below Santo Tomas), thence north to the coast at the drainage divide south of the San Luis Rey River including its tributaries. Using the U.S. Geological Survey topographic maps, the boundary with the Luiseño then follows that divide inland. The boundary continues on the divide separating Valley Center from Escondido and then up along Bear Ridge to the 2240 contour line and then north across the divide between Valley Center and Woods Valley up to the 1880-foot peak, then curving around east along the divide above Woods Valley.

The Kumeyaay (also known as Ipai, Tipai, Diegueño, and Kamia) lived in small villages, or rancherias, and would inhabit multiple locations throughout the year. According to Cline (1984), the typical settlement included two or more seasonal villages with temporary camps farther away from the main central villages. Hunting and gathering were the main economic focus, consisting of small game, acorns, grass seeds, and other plant resources. Similar to the Prehistoric period, a wide range of tools (chipped and ground stone) that were made from locally available materials were used. Exotic materials, such as obsidian and chert, were imported from the deserts to the north and east. In addition to lithic tools, the Kumeyaay produced baskets and pottery.

3.3.1.3 History

The Historical period can be divided into three phases: Spanish, Mexican, and American. Each phase is identified with a change in political power. Common goals in each phase included land gain, assimilation of the native population, and the attainment of wealth. However, these periods were dissimilar in the rationale behind these goals. Rationale included defense (Spain), independence and secularization (Mexico), and expansion and economics (United States). Assimilation of Native Californians was a desire of each government that came to power; however, the greatest misfortune of this period was the large decline in Native American populations (Phillips 1981).

Spanish Period (CE 1769–1821)

Although the first Spanish contact occurred in 1542, it was not until 1769 that the first permanent settlement was established. The Spanish period was a time of European expansionism and is typically identified with the mission system. In addition, presidios (military defense) and pueblos (city government) played an important role in the structuring of the community (Campbell 1977). The mission system was the institution designated for the assimilation and exploitation of native people (Campbell 1977; Cline 1979; Jackson and Castillo 1995; Phillips 1981). Jackson and Castillo (1995:6) identified this exploitation as an extension of the "sixteenth-century policy of congregacion/reduction." In contrast, Costo (1987) noted that the transference of the Spanish Inquisition (originally established in 1478) to the New World that was the mechanism for this exploitation because the Inquisition contained economic and religious incentives. The Spanish stronghold in California declined with Spain's loss of the Napoleonic Wars (1803–1815), which eliminated funding to the mission.

Mexican Period (CE 1821–1859)

In 1821, Mexican independence from Spain occurred, and in 1833, Mexico secularized the missions. After secularization, large tracts of land were granted to private citizens. "The secularization of the missions during the Mexican period is usually regarded as a watershed in California History because it resulted in the replacement of one Hispanic institution by another—the rancho for the mission" (Phillips 1981:33). Like the mission, the rancho became the institution of native exploitation. This period experienced an increase in cattle ranching and the hide and tallow trade (Gallegos 1995; Wahoff and Dolan 2000). The passage of the Treaty of Guadalupe Hidalgo that ended the Mexican-American War in 1848 was the final event that culminated the Mexican period in California.

American Period (Post-CE 1850)

The concept of a two-ocean economy and the California Gold Rush were the impetus that brought about the annexation of California (1850) to the United States. A large number of immigrants entered California with the discovery of gold and the availability of free land with the passage of the Homestead Act (1863). This population increase caused the displacement of Native Californians and brought about a deterioration in their rituals and traditions (Carrico 1986; Gallegos 1995). During this period, the ranchos experienced a decline primarily in response to their inability to validate land ownership as a result of the California Land Claims Act of 1851. "With the discovery of gold, the building of the transcontinental railroad, and the development of crops and cities, people in massive numbers from all parts of the world began to inhabit the region" (Phillips 1981: editors' introduction).

3.3.1.4 San Diego College of Continuing Education

The San Diego College of Continuing Education program is part of the community college system in San Diego. Originally called San Diego Adult School, the program began in 1914 when the Board of Education of the San Diego City Schools authorized free night courses for adults in areas such as elementary and secondary basic skills and citizenship instruction. Four faculty members and 35 students initially attended classes at San Diego High School. In years following World War II, classes were offered to returning veterans. As the college grew, classes began to be held at San Diego State University. By 1964, San Diego Mesa College was opened to serve 1,800 adult students, followed shortly thereafter by San Diego Miramar College in 1969. Today, SDCCE serves approximately 40,000 adult learners annually across seven campuses located throughout the city. Of these SDCCE seven campuses, two buildings on two campuses contain buildings that are more than 50 years old: ECC and CE MES.

Education Cultural Complex

The ECC is located at 4343 Ocean View Boulevard in San Diego's Southeastern neighborhood. The campus consists of 27 acres. There are several buildings on site including the ECC Main Building and the ECC Skill Center complex which includes the Tech Buildings and the Auto facilities.

In the early years of Southeastern San Diego area, the ethnic composition was typical of other neighborhoods with minorities scattered throughout a predominately white community. Beginning in the 1920s, ethnic enclaves began to form in the Southeastern San Diego communities with scholars attributing it primarily to the increased use of restrictive covenants in housing contracts in other neighborhoods of San Diego. These covenants targeted all minorities, but were especially discriminatory against African-Americans, Mexican-Americans, and Asians, so these groups settled in Southeastern San Diego where such restrictions were absent or were not enforced. Other factors that caused an influx of minority residents likely included proximity to jobs and social institutions such as churches, desire for cultural familiarity amongst others of the same culture, and international events that triggered large-scale population migrations across the country. Additionally, as the automobile opened new lands for settlement, wealthier white residents who had once lived in the neighborhoods close to the downtown commercial core took the opportunity to move further afield beginning in the 1920s, leaving vacancies for minority groups in the inner city.

Wartime housing played a major role in the development of the area due to the influx of military personnel and defense works in San Diego. This included the Preble-Sachem Navy housing project on Ocean View Boulevard, which was a temporary military housing development. By the late 1960s and early 1970s, the structures had severely deteriorated, and the Navy acknowledged that the development was no longer needed.

Beginning in 1970, residents of Southeast San Diego expressed a need for a cultural and educational center to serve their diverse community. By 1972, the San Diego Community College

District and Model Cities, Inc. pooled much needed funds to purchase additional lots of the already-donated Preble-Sachem Navy housing on Ocean View Boulevard. The Model Cities' undertakings were a nation-wide anti-poverty effort aimed at tackling the root causes of urban poverty. The vision was to provide educational attainment opportunities to prepare for college and workforce training for adults within the community. The eventual purchase created 20 acres available for the construction of the ECC. Building construction chronology is as follows and shown on Figure 3.3-1, ECC Site Chronology of Development. ECC was developed in phases and only the main building is 50 years of age.:

- 1974 Construction Drawings by Richard Albrecht, AIA of Paderewski Dean & Associates Groundbreaking ceremony
- 1976 Construction complete
- 1980 Construction Drawings for Phase 2, Southwest wing addition (Tutorial and Learning Center) by Homer Delawie Associates Inc.
- 1983 Phase 2, Southwest wing addition (Tutorial and Learning Center)
- Mid-1990s Addition of the Welding buildings to the east of the main building and the various east campus buildings associated with the Skill Center complex addition
- 2013 Renovation and addition of the administration wing at the northeast section of the ECC complex. A separate two-story classroom and administration office wing expansion located southwest end of the theater complex, and new parking
- 2025-2027 Renovation of the ECC Main Building including the theater, lobby, and community room.

Figure 3.3-1. ECC Site Chronology of Development

Previous Investigations, Records Search Results, and Field Survey Results

One hundred and eleven studies have been conducted within a 1-mile radius of the project site, and nine of those studies included the project site (Table 2, ECC Previous Studies on Project Site, of Appendix D2). Forty-four resources and 29 historic addresses were previously recorded, and none are present on the project site (Table 3, ECC Previously Recorded Cultural Resources within Project Site, of Appendix D2).

The nearest off-site resource (CA-SDI-20688/P-37-032638) is approximately 0.05 mile south of the project site. It was originally recorded by Tracy Stropes (2012) as a historic trash deposit. The site was discovered during mechanical excavation of a sewer line. The deposit was discovered several feet below the existing street within what appeared to be road fill base. The observation suggests a secondary deposition. The site extended outside the trench limits. The historic materials recovered from the deposit suggest that the materials originated from a deposit dating between the 1930s and 1960s.

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed (NETR Online 2026). In 1953, the project site was largely developed with a series of evenly places and organized long buildings dominating its western half and individual residential buildings along the project site boundary along Elizabeth Steet. The roadways bordering the project site were laid out the same as they are today, and residential developments surrounded the project site to the west, south, and east, with Chollas Creek and an undeveloped lot to the north. The 1966 aerial photograph shows the demolition of the organized structures on the western half of the project site. By 1978, the San Diego College of Continuing Education building, library, and parking lot areas were constructed along with a fully developed primary residential structure and a commercial building, set within a well-established urban grid. The lot appears largely improved with minimal undeveloped ground, reflecting complete buildout along Ocean View Boulevard with established connectivity to nearby Interstate 805. The surrounding areas at that time contained primarily residential development. By the 1980s, the project site remained fully developed and in continuous residential use. Minor changes were visible, including incremental increases in paved or disturbed surfaces, possible additions of small accessory features, and slight reconfiguration of yard areas. By the 1900s through 2000, residential developments steadily continued around the surrounding area. The open lot north of Ocean View Boulevard seemed to be graded and was still undeveloped. By 2002, the vacant lot north of Ocean View Boulevard was developed into a shopping center with a new access road crossing Chollas Creek to connect the project site with what seems to be a commercial building. Aerials from 2009 showed that the eastern side of the parcel was greatly modified with the demolition of the individual residential structures and the construction of a new facility (Skill Center). From 2012 to 2022, the surrounding area continued to increase in development, and the northern property was developed by 2020. Construction of solar energy canopies over the parking lot was visible in 2022, and the project site has remained in that condition since (NETR Online 2026).

Continuing Education Mesa

Mesa College opened in 1962 as the second campus in the District in the community of Linda Vista. The communities of Linda Vista and Clairemont both date to World War II, when the aircraft manufacturing industry in San Diego boomed. Linda Vista has its roots in the Linda Vista Housing Project, one of the first projects to be initiated under the Lanham Defense Housing Act of 1940, while Clairemont grew out of a series of subdivisions built and sold to military families. The Mesa College campus currently consists of approximately 45 buildings and/or structures, over half of which were built within the first two decades of Mesa College's operation. Currently, 32 extant buildings and one structure are more than 40 years of age. However, the CE MES building was constructed in the early 2010s as described below.

Previous Investigations, Records Search Results, and Field Survey Results

Forty-seven studies have been conducted within a 1-mile radius, and one of those studies included the project site (Table 6, CE Mesa Previous Studies on Project Site, of Appendix D2). No historic addresses were previously recorded within 1 mile of the project site. Ten cultural resources were previously recorded, and none are present on the project site (Table 7, CE Mesa Previously Recorded Cultural Resources on Project Site, of Appendix D2). The nearest off-site resource (P-37-040628), Kearny High School, is approximately 0.2 mile southwest of the project site and was recorded by Timothy Yates in 2019.

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was completely undeveloped, but early stages of residential development, including grading and street alignments, were visible east of the project site. By 1964, the project site had been completely graded, and the CE Mesa Design Center buildings were constructed as they stand today. The larger CE Mesa campus had been graded and partially developed, including the western campus and the eastern sports fields. By 1966, the project site still consisted of an empty paved lot, but the development in the surrounding area intensified with the paving of a parking lot south of the project site and an increase in educational facilities and residential housing. The project site remained empty but was used as a dirt or paved sports field, while the surrounding area increased in development over four decades. By 2009, the project site had been fully paved and used for vehicle parking. By 2012, the western portion of the project site was under construction, and by 2014, the current conditions of the CE Mesa building on the western side of the project site and parking lot on the eastern side of the project site were established.

Continuing Education Miramar

Miramar College was developed on 140 acres of land that was north of the Miramar Naval Air Station, now known as Mira Mesa. The college was founded on the concentration of law enforcement and fire science training but has since expanded its curriculum to include general education college courses.

The area that became Miramar College is south of the Rancho Santa Maria de Los Peñasquitos land grant but was not within a Mexican or Spanish land grant (ArcGIS 2024). The area remained largely undeveloped until the 1940s, when the area was used as a test area and emergency landing field by the U.S. Department of Defense. The Linda Vista Valley Auxiliary Field (also known as Hourglass Field because of the runways' layout) spanned approximately 214 acres. The field was also used as a practice bombing range. The facility was relinquished to civilian aircraft use after World War II (Stevens 2011).

The Linda Vista Valley Auxiliary Field was known as Hourglass Field because of the runways' layout. The field was also used as a bombing range. The facility was relinquished to civilian aircraft use after World War II. Hourglass Field was used by car clubs and other groups until the early 1960s, when the U.S. Navy transferred the land at no cost to the San Diego Unified School District, which at the time managed community colleges (Mira Mesa Recreation Council n.d.). The transfer came with the stipulation that the land be developed for educational purposes, requiring that a school be constructed on the site.

Miramar College opened in 1969 as the Miramar Regional Occupational Training Center for police and firefighter training. It included two buildings and several portable classrooms. Building #1, the Police and Fire Science Building, was designed by Clyde Hufbauer Architect Inc. in 1967 and completed in 1969. Building #2 was the Fire Shop. The site also included a fire training range and a police training range.

Although the original Miramar Regional Occupational Training Center was an early institutional resource in the Mira Mesa community, it was not a driving force in the expansion of the community during its Development Boom period from 1969-1979. Inadequate essential services, like primary and secondary facilities in the early 1970s, were a major problem in Mira Mesa. At this time, developers such as Pardee Construction Company and the Larwin Company temporarily converted one-story homes in their subdivisions to be used as classrooms specifically for homeowners within their vicinity. Children living outside the subdivision would need to commute to Kearney Mesa or North Clairemont to attend classes. This also did not account for secondary school age children or for much needed libraries.

In 1975, the San Diego Community College District Board of Trustees renamed the Miramar Regional Occupational Training Center site as San Diego Miramar College and applied for accreditation from the Western Association of Schools and Colleges. By 1979, the school doubled in size with most of the campus extending north of the initial buildings. CE Miramar (Building #1) was part of an extensive renovation in 2018 to repurpose the building for classrooms, labs, and a child development play area for the Continuing Education program. Building construction chronology is as follows:

- 1967 Construction Drawings by Clyde Hufbauer Architect, Inc.
- 1969 Construction complete and opened as the Miramar Regional Occupational Training Center
- 1980 Lighting remodel
- 1993 Interior remodel of the Life Science Laboratories
- 1998 Replace Air Handling Unit and Condensing Unit
- 2007 Remodel existing laboratory space

- 2017 Remodel of existing building into a Continuing Education Center with classrooms, labs, and playground by IBI Group Architects Engineers Planners

Previous Investigations, Records Search Results, and Field Survey Results

Ninety-nine studies have been conducted within a 1-mile radius, and 13 of those studies included the project site (Table 12, CE Miramar Previous Studies on Project Site, of Appendix D2). Twenty-two resources and no historic addresses were previously recorded. No cultural resources are present on the project site (Table 13, CE Miramar Previously Recorded Cultural Resources on Project Site, of Appendix D2).

Historical aerial maps from 1953 through 2022 were reviewed (NETR Online 2026). In 1953, no structures were on the project site, and the Linda Vista Valley Auxiliary Field/Hourglass Field was still present. Starting in 1964, the Linda Vista Valley Auxiliary Field/Hourglass Field was subdivided into parcels. By 1972, the project site was developed with the construction of the current CE Miramar buildings, and the immediate area included parking areas and additional classroom buildings. To the north, the graded area had been developed into a race track or vehicle training course with pavement and various painted courses. By 1978, the project site was unchanged, but baseball diamonds, without turf, began to be cleared north of the project site. The 1980s through the 2000s showed no change on the project site except an expansion of the school facilities to the north and more baseball fields and large asphalt parking lots. By 2010, the majority of the CE Miramar campus had been developed with no major changes (NETR Online 2026).

West City Campus

Previous Investigations, Records Search Results, and Field Survey Results

Two hundred and twenty-seven studies have been conducted within a 1-mile radius of the project site, and two of those studies included the project site (Table 16, West City Previous Studies on Project Site, of Appendix D2). Seventeen resources and 213 historic addresses were previously recorded, and none are present on the project site (Table 17, West City Previously Recorded Cultural Resources on Project Site, of Appendix D2).

The nearest off-site resource (CA-SDI-10530/P-37-010530) is approximately 0.05 mile northeast of the project site and is identified as the City Dump. It was originally recorded in 1986 by Sue Wade. According to Wade (1986), the "city dump was located on the south bank of the San Diego River at the present-day intersection of I-8, West Point Loma Boulevard and Sports Arena Boulevard." Portions of the archaeological site were monitored in 1998, 2003, 2015, and 2019.

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was partially developed with multiple buildings and a dirt parking lot. The

surrounding area was partially developed with what appear to be dirt lots and long, possibly temporary buildings. By 1964, the project site was fully developed with paved parking lots. The surrounding area had been extensively modified with more established roadways, permanent buildings, and a drive-in movie theater. While the surrounding area was greatly developed and modified over the next four decades, the buildings and parking lot on the project site remained largely unchanged. However, by 2009, the former buildings had been demolished, and a new building had been constructed in the southern portion of the project site, while the northern portion had been leveled and paved for vehicle parking. The project site has remained largely unchanged since 2009 (NETR Online 2026).

Mid-City Expansion Site

Previous Investigations, Records Search Results, and Field Survey Results

Ninety-three studies have been conducted within a 1-mile radius of the project site, and three of those studies included the project site (Table 10, Mid-City Expansion Previous Studies on Project Site, of Appendix D2). Sixty-one resources and 32 historic addresses were previously recorded, and none are present on the project site (Table 11, Mid-City Expansion Previously Recorded Cultural Resources on Project Site, of Appendix D2).

The nearest off-site resource (P-37-039474) is approximately 0.3 mile northeast of the project site. It was recorded by IS Architecture (2019) and identified as the Ernest C. McGowan Spec House No. 1 that was constructed in the Spanish Colonial Revival style in 1931. The structure was evaluated and determined significant under CEQA and City of San Diego Criterion C for embodying the distinctive characteristics of the Spanish Colonial Revival style of architecture.

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was completely developed and appeared to consist of a series of buildings in a horseshoe pattern surrounding an inner courtyard, possibly a motel. North of the project site was the Las Palmas Apartment complex with buildings and an inner courtyard in the same orientation as they stand today. South of the project site was El Cajon Boulevard with sparce development on the southern side of the road. By 1964, the previous building on the project site appears to have been demolished with their foundations still visible. The surrounding area experienced extensive development with commercial buildings lining the southern side of El Cajon Boulevard in the same orientation as they are today. From 1966 through 1990, the project site included a single building at its southern extent along El Cajon Boulevard with a parking lot to the west and north. In 1991, the currently standing building and parking lot had been constructed, and their condition had not been altered in a notable way (NETR Online 2026).

3.3.2 Regulatory Setting

The treatment of cultural resources is governed by federal and state laws and guidelines. Specific criteria exist to determine if prehistoric and historic sites or objects are significant or protected by law. Federal and state significance criteria generally focus on the resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state criteria. The laws and regulations seek to mitigate impacts to significant prehistoric or historical resources. The federal and state laws and guidelines for protecting historical resources are summarized below.

3.3.2.1 Federal

National Historic Preservation Act (U.S. Code, Title 54, Section 300101 et seq.)

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Listing in the NRHP provides recognition that a property is significant to the nation, the state, or the community and assumes that federal agencies consider historical value in the planning for federal and federally assisted projects. Properties listed in the NRHP or determined eligible for listing must meet certain criteria for historical significance and possess integrity of form, location, and setting. Structures and features must usually be at least 50 years old to be considered for listing in the NRHP, barring exceptional circumstances. Criteria for listing in the NRHP, which are set forth in the Code of Federal Regulations, Title 36, Part 60.4, are as follows: the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the criteria and exhibit integrity, which is measured by the degree to which the resource retains its historic properties and conveys its historic character, the degree to which the original fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological

resources. These criteria have largely been incorporated into the California Environmental Quality Act (CEQA) Guidelines.

Native American Graves Protection and Repatriation Act (U.S. Code, Title 25, Section 3001 et seq.)

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 provides a process for museums and federal agencies to return certain Native American cultural items—human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Native American Tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and Tribal lands, and penalties for noncompliance and illegal trafficking. Implementation of the project would be conducted in compliance with NAGPRA.

Federal curation regulations are also provided in the Code of Federal Regulations, Title 36, Part 79, and apply to collections that are excavated or removed under the authority of the Antiquities Act (16 USC 431–433), the Reservoir Salvage Act (16 USC 469–469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa–mm). Such collections generally include those that are the result of a prehistoric or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

3.3.2.2 State

Assembly Bill 52: Native Americans: California Environmental Quality Act

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of CEQA and equates significant impacts on Tribal Cultural Resources (TCRs) with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines TCRs as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
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 Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be TCRs if they meet the criteria detailed above. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a TCR when it is not already listed in the California Register of Historical Resources (CRHR) or a local register.

AB 52 defines a "California Native American Tribe" as a Native American Tribe in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (California Public Resources Code, Section 21073). Under AB 52, formal consultation with Tribes is required before determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when the parties agree to measures to mitigate or avoid a significant effect on TCRs or when either the Tribe or the lead agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the lead agency or agreed on with the Tribe may be included in the final environmental document and in the adopted Mitigation Monitoring and Reporting Program if the mitigation measures were determined to avoid or lessen a significant impact on a TCR.

If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

Assembly Bill 978: California Native American Graves Protection and Repatriation Act

The California NAGPRA, enacted in 2001, required the state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. California NAGPRA also provides a process for the identification and repatriation of these items to the appropriate Tribes.

California Government Code, Sections 6254(r) and 6254.10

Sections 6254(r) and 6254.10 of the California Government Code were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r)

explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

California Health and Safety Code, Section 7050.5, and California Public Resources Code, Section 5097.9

California Health and Safety Code, Section 7050.5, addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in California Public Resources Code, Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains will occur until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and that the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in California Public Resources Code, Section 5097.98. If the county coroner determines that the remains are not subject to their authority and if the county coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, they shall contact, by telephone and within 24 hours, the NAHC. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, the agency shall immediately notify the most likely decadent if it believes them to be the most likely descendant of the deceased Native American. The most likely descendant may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

California Register of Historical Resources

The CRHR is a state government program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources and encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for state and local planning purposes;

determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

The term "historical resource" includes but is not limited to any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (California Public Resources Code, Section 5020.1[j]). Historical resources may be designated as such through three different processes:

- Official designation or recognition by a local government pursuant to local ordinance or resolution (California Public Resources Code, Section 5020.1[k])
- A local survey conducted pursuant to California Public Resources Code, Section 5024.1(g)
- Listing in or eligibility for listing in the NRHP (California Public Resources Code, Section 5024.1[d][1])

To be eligible for listing in the CRHR, a building must satisfy at least one of the following four 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.
- **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.

Native American Historic Cultural Sites (California Public Resources Code, Section 5097 et. seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the CRHR.

Senate Bill 18: Traditional Tribal Cultural Places

As of March 1, 2005, Senate Bill (SB) 18 (California Government Code, Sections 65352.3 and 65352.4) requires that, before the adoption or amendment of a General Plan proposed on or after

March 1, 2005, a city or county must consult with Native American Tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects within that jurisdiction. The consultation intends to establish a meaningful dialogue regarding potential means to preserve Native American places of importance. It allows for Tribes to hold conservation easements and for Tribal cultural places to be included in open space planning.

3.3.2.3 Local

Pursuant to California Government Code, Section 53094, local City zoning and development regulations are not applicable to Master Plan development because implementation of the Master Plan would facilitate the education of community college students. While not subject to local regulations of the City, the District 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 Master Plan development undertaken by the District. However, localized guidance from the City relative to identification and evaluation of such resources provides relevant guidance for the District in the absence of campus-specific guidelines for identification of locally significant historical resources. As such, the City's Historical Resources Regulations and related guidance are summarized below.

City of San Diego Historical Resources Regulations

The purpose of the City's Historical Resources Regulations (San Diego Municipal Code, 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. These regulations are intended to ensure 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.

2024 City of San Diego Municipal Code Historical Resources Guidelines

The purpose and intent of the City of San Diego Municipal Code Historical Resources Guidelines (Chapter 14, Division 3, Article 2), are to protect, preserve, and, where damaged, restore the City's historical resources. These guidelines are designed to implement the City's Historical Resources Regulations in compliance with applicable local, state, and federal policies and mandates,

including but not limited to the City's 2024 City of San Diego General Plan (2024 General Plan or Blueprint SD), CEQA, and Section 106 of the National Historic Preservation Act. The intent of the Historical Resources Guidelines is to ensure consistency in the management of the City's historical resources, including identification, evaluation, preservation/mitigation, and development. The Historical Resources Guidelines state 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 CRHR or a local register (City of San Diego 2024).

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 National Park Service for listing on the NRHP, or is listed or has been determined eligible by the California State 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 San Diego Municipal Code 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 at a publicly noticed hearing.

City of San Diego Historic Districts

The City's historic preservation program provides for the designation of individually significant resources as well as historic districts (Land Development Manual, Section II.D.5). A historic district is defined by the San Diego Municipal Code 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" (San Diego Municipal Code, Section 113.0103).

3.3.3 Method of Analysis

The analysis in this section is based on review of historical aerial maps, previous investigations and record searches, a pedestrian survey, and technical information included in the Historical Resources Technical Report (Appendix D1) and Cultural Resources Technical Memorandum (Appendix D2).

3.3.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the project would have a significant impact on cultural resources if it would:

- **Threshold 1:** Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- **Threshold 2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- **Threshold 3:** Disturb any human remains, including those interred outside of dedicated cemeteries.

3.3.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to cultural resources that could result from implementation of the project.

3.3.5.1 Threshold 1: Historical Resources

Threshold 1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact Analysis

As detailed in Section 3.3.1.4, none of the SDCCE buildings that are over 50 years old would be altered by proposed improvements under the FMP except for the ECC Main Building and the SDCCE building on CE Miramar. Therefore, these two buildings were evaluated for their historical significance in the Historical Resources Technical Report (Appendix D1) was prepared for with the purpose of evaluating the potential eligibility of resource listing in the CRHR. However, as discussed below, the HRTR found that these buildings are not historically significant and not eligible for listing in the CRHR because they have undergone extensive cumulative changes over time and no longer retain sufficient integrity.

CRHR Eligibility Evaluation

CE Miramar

CRHR Criterion 1

The existing CE Miramar (Building #1) was the first building constructed on the Miramar College campus in 1969 as part of the Miramar Regional Occupational Training Center for police and firefighter training. It was later renamed San Diego Miramar College in 1975. Historical research did not reveal Building #1's association with significant events that have contributed to the city and state. CE Miramar does not contribute to the overall institutional development of the Mira Mesa community as it was the need for primary and secondary schools along with libraries and churches that were in early demand that essentially helped the rising population of Mira Mesa during its boom in the late 1960s and early 1970s. Further, the building has been altered over the years and does not retain a good degree of its integrity. CE Miramar, therefore, does not qualify under Criterion 1.

Criterion 2

CE Miramar does not appear to satisfy California Register Criterion 2 for eligibility related to historic personage. Historical research has not identified any association with the productive life of a significant individual, teacher, administrator, student, or any other person important in our past. Therefore, the CE Miramar does not qualify under Criterion 2.

Criterion 3

CE Miramar was constructed in the Modern Contemporary style. In San Diego, this style was popular from ca. 1955-1965. The CE Miramar had been heavily renovated in 2018 with the removal of all of its original doors and windows and establishing new openings.

Although CE Miramar retains its strong roof form, exterior cladding, and horizontal orientation, however, all of the original fenestrations have been altered or removed. Further, CE Miramar is not a good example of this style as there are other local resources that have retained a higher degree of their Modern Contemporary architectural style and features such as the Mission Hills Branch Public Library or Sandburg Elementary School in Mira Mesa. In addition, CE Miramar is not related to any master architect or builder. Therefore, CE Miramar is not significant under Criterion 3.

Criterion 4

CE MIR project site has been heavily disturbed, and records research has not revealed any cultural resources at this site. Therefore, the CE MIR building does not qualify under Criterion 4.

Education Cultural Complex

CRHR Criterion 1

ECC's Main Building was identified as historically and culturally significant under Criterion 1 at the local level due to its role as a community landmark, cultural center, and venue for civil rights and social justice activities in Southeastern San Diego. Constructed in 1976 through the federal Model Cities initiative, ECC served the area's diverse and underserved community and hosted significant cultural and civic activities, including the Martin Luther King, Jr. Parade, the World Econoculture Project Conference, and appearances by prominent civil rights and cultural figures. The building also housed the Common Ground Theatre, one of San Diego's oldest Black theater groups. However, because its period of significance (1976–1991) is less than 50 years, the property must demonstrate exceptional importance to qualify under Criterion 1. The available historical research does not yet provide sufficient perspective to establish such exceptional importance; therefore, despite its documented community and cultural associations, ECC's Main Building is not considered significant at the local level under Criterion 1. Therefore, the ECC is not significance at the local level under Criterion 1.

CRHR Criterion 2

Historical research identified the ECC Main Building as directly associated with Dr. Robert Matthews, a prominent San Diego educator, community activist, and former SDCCE President and Provost. Matthews was instrumental in the establishment of ECC, serving on its original Advisory Committee and the Model Cities advisory group that recommended development of the complex in Southeastern San Diego. During his tenure at SDCCE in the 1980s, he helped establish ECC as a venue for prominent civil rights and cultural figures, including Coretta Scott King, Maya Angelou, and Rev. Jesse Jackson. Matthews was also a co-founder of the Southeast Community Theatre, now Common Ground Theatre, which relocated to ECC in 1976 and operated there through 1991, providing theater productions, training, and opportunities for Black artists. Through his involvement with Alpha Phi Alpha, Matthews also helped formalize the Martin Luther King Jr. Parade, which originated at ECC in the early 1980s before moving downtown as it expanded.

The ECC Main Building was therefore identified as potentially significant under Criterion 2 for its association with Dr. Matthews, with a proposed period of significance of 1976–1992, encompassing his involvement in ECC's development and his tenure as President and Provost. However, because this period is less than 50 years, the property must demonstrate exceptional importance to qualify under Criterion 2. The available research does not provide sufficient historical perspective or scholarly evaluation to establish that Matthews' contributions at ECC were exceptionally important. Consequently, although the building has a strong documented association with Matthews, ECC is not considered significant at the local level under Criterion 2.

CRHR Criterion 3

The architectural style for the ECC is Brutalist. Brutalist architecture dates to San Diego's modern era in architectural history (1965–1975). Though the ECC retains a strong rectilinear geometry

and split face concrete masonry unit wall finishes, the resource is not an archetypal example of the Brutalist style and there are more prominent local examples of this architectural style such as Geisel Library (William Pereira, 1968–1970) and the Salk Institute (Louis Kahn, 1959–1966). Concentrated clusters of Brutalist architecture in San Diego are also noted at the University of California, San Diego campus in La Jolla. Additionally, Richard Albrecht of Paderewski & Dean Associates are well recognized for their modernist architectural style but neither have yet to be identified as a locally recognized master architect or designer. Finaly, due to the numerous alterations over time that are visible at all elevations, the ECC Main Building in its current condition no longer retains requisite integrity to be considered eligible for its architecture. Therefore, ECC Main Building does not qualify under Criterion 3.

CRHR Criterion 4

ECC project site has been heavily disturbed, and records research has not revealed any cultural resources at this site. Therefore, the ECC building does not qualify under Criterion 4.

Integrity

In addition to meeting one of the state criteria, a property must also retain a significant amount of its historic integrity to be considered eligible for listing. Historic integrity is made up of seven aspects: setting, location, design, materials, workmanship, feeling, and association.

Setting. Setting is the physical environment of a historic property. The CE Miramar setting has changed over the years with the addition of classroom buildings mostly to the north and west enlarging the campus. Therefore, CE Miramar's setting integrity has been altered. The ECC setting has also changed over the years with the removal of the immediate surrounding residential properties at the east area of the site to make room for the Skill Center complex. Therefore, the ECC setting integrity has been altered.

Location. Location is the place where the historic property was constructed or the place where the historic event occurred. The location of both resources at CE Miramar and ECC has remained the same since its construction in 1969 and 1976, respectively. Therefore, both properties retain their location integrity.

Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property. At the CE Miramar, there have been no major alterations to the resource that have impacted or diminished the building's original form or plan. However, there have been cumulative changes over time that have altered character defining features such as the replacement of all classroom windows and exterior doors and the introduction of new doors and window openings. Therefore, the design has been modified. The ECC has been altered with the 1990s and 2013 additions and renovations at the northeast and southwest façades that are visible from the public right of way. Although the additions convey a similar awareness of their function as contributing

components of an educational facility, the additions have altered the building's overall form, footprint, and visual aesthetic. Therefore, the design aspect of integrity has been compromised.

Material. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. At the CE Miramar, the resource's materials integrity has been altered throughout the years. The materials illustrate the choices, combinations, availability and technologies of the time. Altered features that comprise the choice and configuration of building materials include the removal and replacement of all classroom windows and exterior doors, as well as introduction of new door and window openings. Thus, the CE Miramar resource's materials integrity has been compromised. The ECC's materials have mostly been retained with only a few replacement doors evident. The 2013 northeast administration and office wing addition with metal trellis appears to have removed a portion of the original building to make room for the addition. Therefore, the ECC materials integrity has been compromised.

Workmanship. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The workmanship that has gone into the construction of the CE Miramar building is original including its concrete masonry unit exterior walls and deep overhangs at the exterior walkways. Therefore, the building's workmanship element for integrity purposes has been mostly retained.

ECC's workmanship element has been altered with the 2013 northeast and southwest additions. Therefore, this resource does not retain its workmanship integrity.

Feeling. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Both the CE Miramar and ECC retain their feeling aspect of integrity as an adult education campus facility. Hence, the resources' integrity of feeling is retained.

Association. Association is the direct link between an important historic event or person and a historic property. The resources continue to embody their association as an adult school campus. Therefore, both properties retain their association integrity. In summary, both CE Miramar and ECC appear to retain a minimal degree of integrity to convey their historical significance. Both retain their integrity of location, feeling, and association.

Special Criterion Consideration – Historical Resources Achieving Significance within the Past Fifty Years

As previously discussed, the events and person-association with the ECC Main Building's significance are less than fifty years old. Insufficient time has passed to obtain a scholarly perspective on these events and individuals associated with the resource. In addition, the ECC

Main Building has undergone cumulative changes over time and no longer retains integrity. Therefore, the ECC Main Building does not qualify for Special Criterion Consideration.

Conclusion

Historical research and site assessment has determined that the CE Miramar does not qualify as a historically or architecturally significant resource to be listed in the California Register having failed to rise to the threshold of individual distinction to be individually eligible under its own historical or architectural merit. The building has been altered over the years and is not a distinctive representation of its architectural style. Therefore, impacts would be less than significant.

Historical research has revealed that the ECC Main Building is historically and culturally significant as a community landmark for civil rights and as cultural arts center for Southeastern San Diego, as well as for its association with local activist and educator Dr. Robert Matthews, the periods of significance for events, 1976-1991, as well as 1976-1992 period for person-association, are less than fifty years. Additional time has not passed to provide adequate historical perspective on these findings thus disqualifying the resource's significance. Moreover, the ECC Main Building has been heavily altered throughout the years including various additions on all elevations that are visible from the public right of way and no longer reflects its essential features to merit designation. Thus, the ECC Main Building does not qualify for the California Register.

Therefore, having no qualified historical resources present at either the CE MES or ECC project sites, no further analysis is needed to address the Project's potential impacts on historical resources, and the Project would not impose an adverse effect on historical resources. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would have less than significant impact on historic cultural resources.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.3.5.2 Threshold 2: Archaeological Resources

Threshold 2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

Educational Cultural Complex Campus

As described in Section 3.3.1.4, the records search identified no archaeological resources on the ECC project site. Buried cultural deposits have been identified within proximity to the project site during utilities trenching in previously undisturbed areas and the presence of Chollas Creek also increases the potential for buried cultural resources due to high prehistoric and historic use of water sources and the resources they provide. However, the ECC project site has been greatly disturbed with previous development, demolition, and the development of the current facilities since 1974. The multiple rounds of construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact cultural deposits on the project site. Therefore, the Cultural Resource Memo (Appendix D2) determined that there's very low potential to impact intact cultural deposits on ECC project. Impacts would be less than significant.

CE Mesa

As described in Section 3.3.1.4, the records search identified no archaeological resources on the ECC project site. Historically, the CE MES project site has been greatly disturbed with previous development of the current structure. Previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the CE MES project site. Impacts would be less than significant.

CE Miramar

As described in Section 3.3.1.4, the records search identified no cultural resources on the CE MIR project site. Historically, the CE MIR project site has been greatly disturbed with previous development of the current structure. The previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the CE MIR project site. Impacts would be less than significant.

West City Campus

As described in Section 3.3.1.4, the records search identified no cultural resources on the WCC project site. Historically, the WCC project site has been greatly disturbed with previous development of the current structure. The previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the WCC project site. Impacts would be less than significant.

Mid-City Expansion Site

As described in Section 3.3.1.4, the records search identified no cultural resources on the MCC Expansion project site. Historically, the MCC Expansion project site has been greatly disturbed with the previous development of the current structure in 1991. Previous construction would have

disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the MCC Expansion project site. Impacts would be less than significant.

Mid-City Campus, North City Campus, and Harbor View Campus

As described in Chapter 2, Project Description, the FMP proposes interior modifications and improvements at MCC, NCC, and HVC that would not require ground disturbance. Therefore, no impact to archaeological resources would occur.

Level of Significance Before Mitigation

Implementation of the FMP would not result in the disturbance of any archaeological resources. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.3.5.3 Threshold 3: Human Remains

Threshold 3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis

Program Level and Project Level

Human burials have occurred outside of formal cemeteries within the County, usually associated with prehistoric or precontact archaeological resource sites. However, as discussed in Section 3.3.5.2, Threshold 2, the Project has low potential for discovering prehistoric archaeological resources due to developed nature of the project sites. While the discovery of human remains is unlikely to occur, as discussed in Section 3.9, Tribal Cultural Resources, the consulting tribes have indicated that the potential nonetheless exists for unknown burials to be present within the FMP project sites, and ground-disturbing activities associated with the implementation of future projects could have the potential to disturb human remains. Therefore, in the unlikely event of the discovery of human remains during project grading, work shall halt in that area, and the procedures set forth in California Public Resources Code, Section 5097.98, and California Health and Safety Code, Section 7050.5, shall be undertaken. With adherence to existing regulations and Mitigation Measure MM-CUL-1, the project would not result in the disturbance of any human remains, including those interred outside formal cemeteries.

Level of Significance Before Mitigation

Implementation of the FMP could potentially result in inadvertent discovery of human remains. Impacts would be potentially significant.

Mitigation Measures

MM-CUL-1: 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, 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 by a forensic anthropologist on-site and in situ where they were discovered, unless the forensic anthropologist and the Native American representative agree to remove the remains to an offsite 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.

Level of Significance After Mitigation

Implementation of Mitigation Measure MM-CUL-1 would ensure that impacts to inadvertent discovery of human remain are reduced to less than significant level. No significant and unavoidable impact would remain.

3.3.6 Cumulative Impacts

The following sections address various potential cumulative impacts relating to cultural resources that could result from implementation of the Project.

3.3.6.1 Historical Resources

The geographic context for the cumulative analysis of historical resources is the County region as cumulative projects in the County have the potential to result in cumulative losses of historical and/or archaeological resources contributing to the historic context of the County. As discussed

above, the FMP would not adversely affect historical resources because the two buildings proposed for alteration, the CE MIR building and ECC Main Building, were determined not to be eligible for listing in the CRHR due to their lack of sufficient historical or architectural significance and/or integrity. In addition, the FMP improvements at the other SDCCE campuses would not alter buildings over 50 years of age that have been identified as potentially significant.

Other past, present, and reasonably foreseeable projects in the area could involve alterations to or development near historic-age resources and, depending on the circumstances, could result in cumulative impacts to historical resources. However, such projects would be subject to applicable federal, state, and local regulations governing the treatment of historical resources and would be required to evaluate and mitigate project-specific impacts. Because the FMP would not result in an adverse change to a historical resource, it would not contribute to a significant cumulative impact on historical resources. Therefore, the FMP's contribution to cumulative impacts would be less than significant.

3.3.6.2 Archaeological Resources

The geographic context for the cumulative analysis of archaeological resources is the County of San Diego. The FMP project sites have been previously developed and substantially disturbed, and records searches identified no archaeological resources within the project sites. Consequently, the potential for future development under the FMP to encounter intact archaeological deposits is low. Past development and ongoing urbanization throughout the County have resulted in substantial ground disturbance, while areas that retain intact native soils may continue to contain previously unidentified archaeological resources. Other past, present, and reasonably foreseeable projects involving ground-disturbing activities could therefore result in the disturbance or destruction of previously unknown archaeological resources. Such projects would be subject to applicable federal, state, and local regulations and appropriate mitigation measures requiring evaluation and appropriate treatment of archaeological resources if resources are discovered during project implementation. Although the possibility of encountering previously unknown archaeological resources cannot be completely discounted, the FMP would have a low potential to affect such resources and would not result in a cumulatively considerable contribution to a significant cumulative impact. Therefore, cumulative impacts to archaeological resources would be less than significant.

3.3.6.3 Human Remains

The geographic context for the cumulative analysis of human remains is the County. Cumulative development projects in the County would have the potential to encounter unknown, interred human remains during construction activities, which could result in a potentially significant cumulative impact. However, the Project is required implement MM-CUL-1 and other cumulative projects are also required to adherence to California Health and Safety Code, Section 7050.5, and California Public Resources Code, Section 5097.98. Compliance with proper protocols for the

accidental discovery of human remains during construction activities, similar to the Project, would ensure that impacts are reduced to less than significant level. No significant and unavoidable impacts would remain.

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3.4 Geology and Soils (Paleontological Resources)

This section evaluates the potential for impacts on geology and soils resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project). This analysis addresses potential impacts on the paleontological resources, particularly from ground disturbance associated with construction activities from buildout of the Project. All other issues pertaining to geology and soils (e.g., seismic-related hazards, landslides, soil erosion and topsoil loss, soil stability, expansive soils, support for septic tanks or alternative wastewater disposal systems) were determined to be less than significant with implementation of the Project and are evaluated in Section 4.4, Geology and Soils, of Chapter 4, Effects Found Not to Be Significant.

The SDCCE FMP project sites refer to all improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing the FMP on ECC, CE MES, CE MIR, WCC, and MCC Expansion sites.

3.4.1 Environmental Setting

This section describes the federal, state, and local regulatory framework adopted to address paleontological resources. All other issues pertaining to geology and soils are evaluated in Section 4.4.

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 in which they were originally buried. As a result, the potential for fossils in an area can be predicted based on known relationships between geologic formations and fossil

occurrences. Although typically it is assumed that fossils must be older than approximately 11,700 years, organic remains older than recorded human history or older than middle Holocene (about 5,000 radiocarbon years) can also be considered to represent fossils.

3.4.1.1 Educational Cultural Complex

The ECC project site is underlain by late Pleistocene- to Holocene-age young alluvial floodplain deposits and late Pleistocene-age old paralic deposits, Unit 6 (broadly equal to the Bay Point Formation). These geologic units and their paleontological sensitivity are summarized below. The San Diego Natural History Museum (SDNHM) has eight recorded fossil localities that lie within one mile of the ECC project site, seven of which are from the Bay Point Formation. The remaining locality is from the San Diego Formation.

Young alluvial floodplain deposits – Late Pleistocene- to Holocene-age (less than approximately 129,000 years old) young alluvial floodplain deposits underlie the northwestern portion of the Project site at the surface. These deposits generally consist of unconsolidated sandy, silty, or claybearing alluvium deposited by the action of recently active streams, in this case the South Fork of Chollas Creek. These deposits are assigned a low paleontological sensitivity based on their relatively young geologic age and lack of recorded fossil collection localities. However, these deposits may be underlain in the relatively shallow subsurface by a geologic unit with high paleontological sensitivity (i.e., the Bay Point Formation).

Quaternary old paralic deposits, Unit 6 (Bay Point Formation) – The nearshore marine deposits of the Pleistocene-age Bay Point Formation underlie most of the ECC project site at the surface and underlie young alluvial floodplain deposits in the subsurface. More specifically, these deposits rest on the Nestor terrace, and are equal to Unit 6, old paralic deposits. These deposits are late Pleistocene in age (approximately 120,000 years old). The SDNHM has seven recorded fossil collection localities from the Bay Point Formation within a one-mile radius of the ECC project site, of which five are assigned to the Broadway Faunal Horizon, which is also mapped under Unit 6. Collectively, these localities produced trace fossils, fossil remains of red algae, marine invertebrates (e.g., snails, clams, bryozoans, and barnacles), and extinct horse. The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates and marine vertebrates that have been recovered from these deposits.

3.4.1.2 Continuing Education Mesa

The CE Mesa project site is underlain by early Pleistocene-age very old paralic deposits, Unit 9 (broadly equal to the Lindavista Formation). These geologic units and their paleontological sensitivity are summarized below. The SDNHM has 13 recorded fossil localities that lie within one mile of the CE Mesa project site, one of which is from the Lindavista Formation. The remaining localities are from Eocene-age rock units.

Lindavista Formation (Very old paralic deposits, Unit 9) – The entirety of the CE MES project site is underlain at the surface by very old paralic deposits, unit 9 (broadly equal to the Lindavista Formation), which rest on the Linda Vista terrace and are early Pleistocene in age (approximately 855,000 years old). The SDNHM has one recorded fossil locality from the Lindavista Formation within a one-mile radius of the CE MES project site, which yielded internal and external molds of pholad clams. Elsewhere in San Diego County, the Lindavista Formation has produced remains of nearshore marine invertebrates (e.g., clams, snails, barnacles, and sand dollars), as well as sparse remains of marine vertebrates (e.g., sharks and baleen whales). Fossils have primarily been recovered from localities in Tierrasanta and Mira Mesa; elsewhere in San Diego County, including within the vicinity of the CE MES project site, the Lindavista Formation is assigned a moderate paleontological resource sensitivity.

3.4.1.3 Mid-City Campus Expansion

The MCC is underlain by early Pleistocene-age very old paralic deposits, Unit 8 (broadly equal to the Lindavista Formation), which are in turn underlain by the Pliocene- to early Pleistocene-age San Diego Formation. These geologic units and their paleontological sensitivity are summarized below. The SDNHM has 31 recorded fossil localities that lie within one mile of the Mid-City Expansion project site, 25 of which are from the San Diego Formation.

Lindavista Formation (Very old paralic deposits, Unit 8) – The entirety of the MCC Expansion site is underlain at the surface by very old paralic deposits, unit 8 (broadly equal to the Lindavista Formation), which rest on the Tierra Santa terrace and are early Pleistocene in age (approximately 930,000 years old). The SDNHM does not have any recorded fossil localities from the Lindavista Formation within a one-mile radius of the MCC Expansion site. Elsewhere in San Diego County, the Lindavista Formation has produced remains of nearshore marine invertebrates (e.g., clams, scallops, snails, barnacles, and sand dollars), as well as sparse remains of marine vertebrates (e.g., sharks and baleen whales). Fossils have primarily been recovered from localities in Tierrasanta and Mira Mesa; elsewhere in San Diego County, including within the vicinity of the MCC Expansion site, the Lindavista Formation is assigned a moderate paleontological resource sensitivity.

San Diego Formation – Marine sedimentary deposits of the late Pliocene- to early Pleistocene-age (approximately 3.5 to 1.5 million years old) San Diego Formation underlie the Lindavista Formation in the subsurface in the area surrounding the MCC Expansion site. The SDNHM has 25 fossil collection localities from the San Diego Formation within a one-mile radius of the MCC Expansion site, of which nine were assigned to the lower member and the remainder not assigned to an informal member. These fossil collection localities produced trace fossils, (e.g., burrows and borings), as well as fossil impressions or remains of marine invertebrates (e.g., forams, sponges, segmented worms, clams, snails, echinoids, ostracods, barnacles, crabs), marine vertebrates (e.g., sharks, rays, bony fishes, dolphins, toothed and baleen whales, walruses, seals, and seabirds), and

a terrestrial vertebrate (extinct horse). Elsewhere in southwestern San Diego County, the San Diego Formation has produced diverse assemblages of marine clams, scallops, snails, crabs, barnacles, sand dollars, sharks, rays, bony fishes, sea birds, and marine mammals (e.g., walrus, fur seals, sea cows, dolphins, baleen whales). Rare remains of terrestrial mammals, including cat, wolf, skunk, peccary, camel, antelope, deer, horse, and gomphothere, have also been recovered from the San Diego Formation, along with fossil wood and leaves of terrestrial plants. Based on the important fossil remains recovered from this geologic unit, the San Diego Formation has been assigned a high paleontological resource sensitivity.

West City Campus

The WCC project site is underlain by artificial fill, which is in turn likely underlain by late Pleistocene-age old paralic deposits, Unit 6 (broadly equal to the Bay Point Formation). These geologic units and their paleontological sensitivity are summarized below. The SDNHM has 29 recorded fossil localities that lie within one mile of the WCC project site, 22 of which are from the Bay Point Formation. The remaining localities are from Eocene-age rock units.

Artificial fill – Artificial fill derived from historical dredging is mapped at the surface of the entire WCC project site. Because artificial fill has been previously disturbed and may have been imported to a project site, any contained fossil remains have lost their original stratigraphic contextual data and are thus of little scientific value. For these reasons, artificial fill is assigned no paleontological sensitivity.

Bay Point Formation (Quaternary old paralic deposits, Unit 6) – The nearshore marine deposits of the Pleistocene-age Bay Point Formation may underlie the WCC project site in the subsurface. These deposits are late Pleistocene in age (approximately 120,000 years old).

The SDNHM has 22 recorded fossil collection localities from the Bay Point Formation within a one-mile radius of the WCC project site. Collectively, these localities produced trace fossils, fossil remains of vascular plants, marine invertebrates (e.g., forams, sponges, snails, clams, bryozoans, brachiopods, echinoids, barnacles, ostracods, shrimp, and crabs), marine vertebrates (e.g., rays and bony fishes), and terrestrial vertebrates (e.g., rodents, extinct horse, and mammoth). The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates and marine vertebrates that have been recovered from these deposits.

3.4.1.4 Continuing Education Miramar

The CE Miramar project site is underlain by mesa-capping early Pleistocene-age (approximately 1.16 million to 975,000 years old) very old paralic deposits (equal to the Lindavista Formation), as well as the conglomerate tongue of the middle Eocene-age (approximately 46 to 45 million years old) Friars Formation. Artificial fill associated with previous construction activities is also

anticipated to be present on the CE MIR project site. These geologic units and their paleontological sensitivity are summarized below. The SDNHM search identified four fossil localities within one-mile radius of the Miramar College campus, which the CE MIR is within. None were on the Miramar College campus itself. Of these, two localities are from the Lindavista Formation and two localities are from the Friars Formation.

Lindavista Formation – The SDNHM has two recorded fossil localities from the Lindavista Formation (referred to as "very old paralic deposits" or "Qvop6") within a one-mile radius of the CE MIR project site. These localities produced internal and external molds of at least six species of bivalves. Fossil localities are generally rare in the Lindavista Formation, but have produced remains of nearshore marine invertebrates (e.g., clams, scallops, snails, barnacles, and sand dollars) and sparse remains of sharks and baleen whales.

Friars Formation – The SDNHM has two recorded fossil localities from the Friars Formation (referred to as the Stadium Conglomerate in the geotechnical reports) located within a one-mile radius of the CE MIR project site, both of which are from the conglomerate tongue. These localities produced fossil remains of freshwater invertebrates (pulmonate snails) and terrestrial vertebrates (e.g., reptiles, opossums, insectivorans, rodents, protoceratid artiodactyls, and primates). A diverse assemblage of fossil mammals has been recovered from the Friars Formation in San Diego, including insectivorans, primates, rodent, creodonts, carnivorans, brontotheres, tapirs, and artiodactyls. The Friars Formation has also produced well-preserved marine invertebrate assemblages dominated by species of warm water, shallow marine mollusks, as well as localized concentrations of petrified wood and leaf compressions.

3.4.1.5 Summary

Table 3.4-1, Geologic Units Underlying SDCCE Campuses and Paleontological Resource Sensitivity Ratings, summarizes the geologic formations underlying each campus where substantial ground-disturbing activities are anticipated. The table identifies the geologic formation, its geologic age, and the corresponding paleontological resource sensitivity rating. Paleontological resource sensitivity is typically classified on a scale ranging from none to high.

Previously placed artificial fill is assigned no paleontological resource sensitivity because any fossils that may be present have been removed from their original geologic and stratigraphic context through prior disturbance and redeposition. Young alluvial floodplain deposits and colluvium are assigned low paleontological resource sensitivity due to their relatively young geologic age and because any preserved organic remains are likely to represent species that are still extant in the region.

The Lindavista, Bay Point, San Diego, and Friars Formation are assigned high paleontological resource sensitivity. Figure 3.4-1 through 3.4-1h, Geologic Map, illustrates geologic units anticipated at each campus.

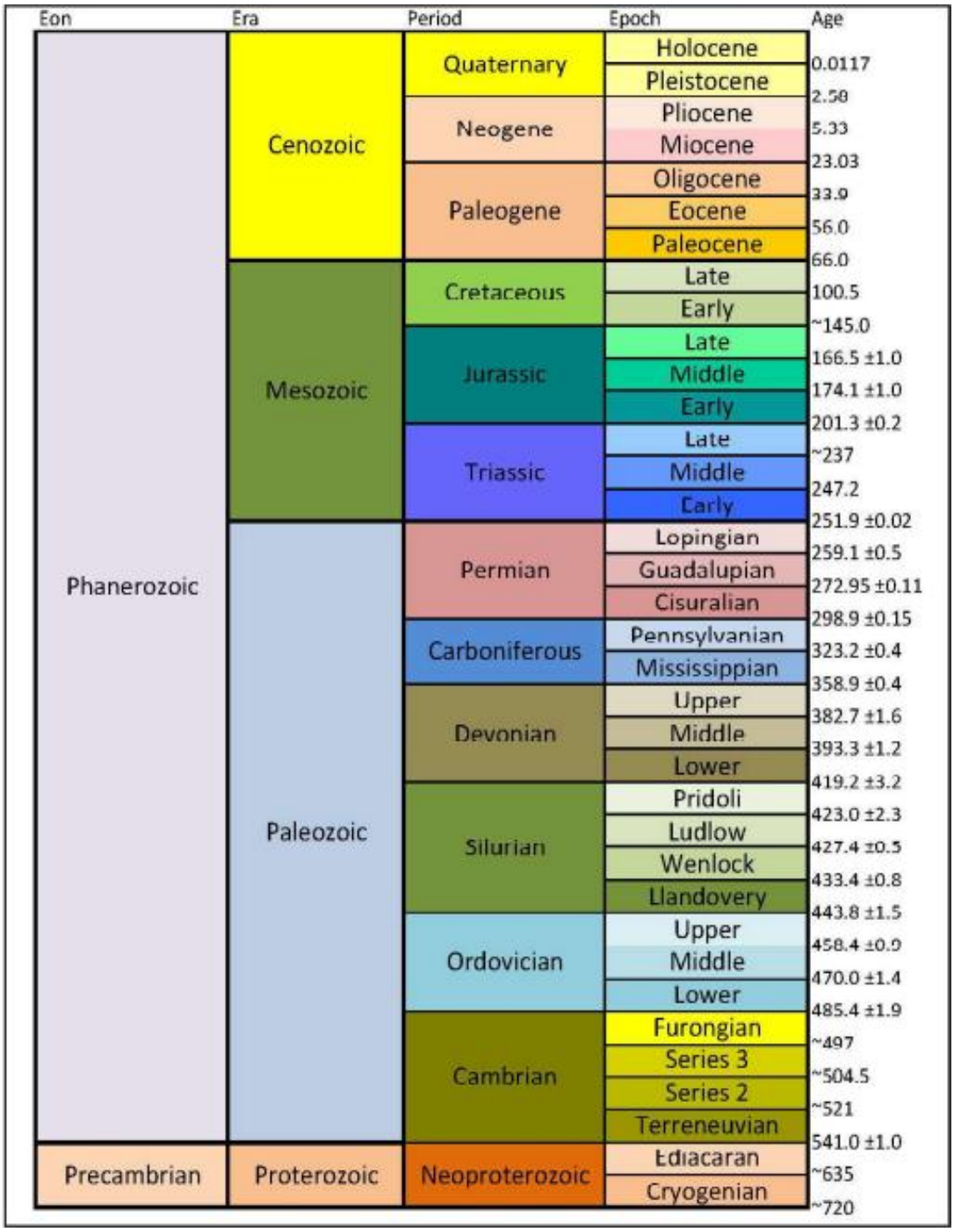
Table 3.4-1. Geologic Units Underlying SDCCE Campuses and Paleontological Resource Sensitivity Ratings

Geologic Unit	Project Site	Age	Paleontological Resource Sensitivity
Artificial fill	CE MIR, WCC	Recent	No/zero resource sensitivity
Young alluvial floodplain deposits and colluvium	ECC	Late Pleistocene to Holocene	Low resource sensitivity
Lindavista Formation	CE MES, CE MIR, MCC Expansion	Early Pleistocene	High resource sensitivity
Bay Point Formation	ECC, WCC	Late Pleistocene	High resource sensitivity
San Diego Formation	MCC Expansion	Late Pliocene- to early Pleistocene-age	High resource sensitivity
Friars Formation	CE MIR	Middle Eocene	High resource sensitivity

Source: Appendix E1 through Appendix E5, Paleontological Resources Data.

As shown in Table 3.4-2, Geologic Time Scale, the Holocene age ranges from approximately 11,700 years ago to present, Pleistocene age is about 2.59 million years ago to 11,700 years ago, Pliocene age is about 5.34 million years ago to 2.58 million years ago, and Eocene is about 56 million years ago to 33.9 million years ago.

Table 3.4-2. Geologic Time Scale



Source: USGS 2022.

3.4.2 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address geology and soils.

3.4.2.1 Federal

Paleontological Resources Preservation Act

This legislation (Public Law 111-011, Title VI, Subtitle D) directs the Secretaries of the U.S. Department of the Interior and U.S. Department of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the act incorporates most of the recommendations from the Secretary of the Interior's Assessment of Fossil Management on Federal and Indian Lands (USDI 2000). In passing the act, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The act codifies existing policies of the Bureau of Land Management, National Park Service, U.S. Forest Service, U.S. Bureau of Reclamation, and U.S. Fish and Wildlife Service and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport and theft and vandalism of fossils from federal lands
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Uniform definitions for "paleontological resources" and "casual collecting"
- Uniform requirements for curation of federal fossils in approved repositories

Antiquities Act (16 USC 431–433)

The Antiquities Act of 1906 states, in part, the following:

> That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court.

Although there is no specific mention of natural or paleontological resources in the act itself or in the act's uniform rules and regulations (43 CFR 3), the term "objects of antiquity" has been interpreted to include fossils by the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies. Permits to collect fossils on lands administered by

federal agencies are authorized under this act. However, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D

This legislation directs the Secretaries of the U.S. Department of the Interior and U.S. Department of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the act incorporates most of the recommendations from the Secretary of the Interior's report Assessment of Fossil Management on Federal and Indian Lands (USDI 2000). In passing the act, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The act codifies existing policies of the Bureau of Land Management, National Park Service, U.S. Forest Service, U.S. Bureau of Reclamation, and U.S. Fish and Wildlife Service and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport and theft and vandalism of fossils from federal lands
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Uniform definitions for "paleontological resources" and "casual collecting"
- Uniform requirements for curation of federal fossils in approved repositories

3.4.2.2 State

California Public Resources Code, Section 30244

California Public Resources Code, Section 30244, states that reasonable mitigation measures shall be required where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer.

California Public Resources Code, Section 5097

Paleontological resources are recognized as non-renewable resources and receive protection under the California Public Resources Code and California Environmental Quality Act (CEQA). California Public Resources Code, Sections 5097 through 5097.6, particularly Section 5097.5, are the primary statutes protecting paleontological resources on public lands.

California Public Resources Code, Section 5097.2, calls for site surveys on state lands proposed for construction projects to determine the presence of historic or pre-contact resources, including

paleontological sites or features, as well as recommendations concerning the preservation, photographing, recording, or excavation for any resources that may occur on the lands.

California Public Resources Code, Section 5097.3, calls for surveys on state lands proposed for construction projects to preserve or record any archaeological, paleontological, or historical features, which may be on the lands, after receiving the recommendations of the department.

California Public Resources Code, Section 5097.5, states the following:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands . . . . A violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with California Public Resources Code, Section 5097.5, for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. California Public Resources Code, Section 5097.5, also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts on paleontological resources from developments on public (state, county, city, and district) lands.

3.4.2.3 Local (Non-Regulatory)

City of San Diego Municipal Code

The City of San Diego (City) Municipal Code (SDMC) provides detailed development regulations related to grading and paleontological monitoring. SDMC Section 142.0151 requires paleontological resources monitoring in accordance with the General Grading Guidelines for Paleontological Resources in the City's Land Development Manual (which is incorporated by reference in the SDMC) for any of the following (City of San Diego 2026):

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.

If paleontological resources are discovered during grading, all grading in the area of discovery is required to cease until a qualified paleontological monitor has observed the discovery and the discovery has been recovered in accordance with the SDMC General Grading Guidelines for Paleontological Resources.

3.4.3 Method of Analysis

The analysis in this section is based on a paleontological records search conducted by the SDNHM for the following campuses. As part of the records search, SDNHM reviewed published geological maps covering the campuses and surrounding areas to determine the specific geologic units underlying each campus, and each geologic unit was subsequently assigned a paleontological resource sensitivity rating. In addition, SDNHM searched its paleontological collection records to determine whether any documented fossil collection localities occur within or near the following campuses:

- ECC
- CE MES
- CE MIR
- MCC Expansion
- WCC

The FMP does not propose ground-disturbing activities on MCC, NCC, and HVC project sites, therefore, no records searches were conducted for those campuses.

3.4.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Project would have a significant impact on geology and soils if it would:

- **Threshold 1:** Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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 a known fault. Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- **Threshold 2:** Result in substantial soil erosion or the loss of topsoil.
- **Threshold 3:** Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

- **Threshold 4:** Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- **Threshold 5:** 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.
- **Threshold 6:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Section 4.4 of this PEIR determined that the following thresholds would have less than significant impact or no impact, and these environmental topics will not be addressed further in this section of the PEIR:

- Threshold 1
- Threshold 2
- Threshold 3
- Threshold 4
- Threshold 5

3.4.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to geology and soils that could result from implementation of the Project.

3.4.5.1 Threshold 6: Paleontological Resources

Threshold 6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis

Paleontological resources are the remains and traces of pre-contact plant and animal life exclusive of man. Fossil remains such as bones, teeth, shells, leaves, and wood are found in the geologic deposits within which they were originally buried. Paleontological resources can be thought of as including not only the actual fossil remains but also the collecting localities and geologic formations containing those remains.

Program Level

As described in Section 3.4.1, Environmental Setting, the ECC, CE MES, CE MIR, and WCC project sites are underlain by Pliocene to Eocene-aged deposits (e.g., Lindavista Formation, Friars Formation, Bay Point Formation [Quaternary old paralic deposits], and San Diego Formation), geologic formations assigned with high paleontological resource sensitivity. Therefore, excavation for future development projects in these campuses may encounter paleontological resources, and

impact is potentially significant without mitigation. The FMP does not propose ground-disturbing activities on MCC, NCC, and HVC project sites, therefore, no impact on paleontological resources would occur on these project sites.

Project Level (Mid-City Expansion Site)

As described in Section 3.4.1, the MCC Expansion site is underlain by early Pleistocene-age very old paralic deposits, Unit 8 ([Qvop8] broadly equal to Lindavista Formation), which are in turn underlain by the Pliocene- to early Pleistocene-age San Diego Formation.

The MCC Expansion site has been previously disturbed and is currently developed with a vacant commercial building. However, development of the MCC Expansion site would involve subterranean parking structure and installation of site utilities that would impact previously undisturbed deposits of the Lindavista Formation and San Diego Formation, where both geologic deposits are classified as having high paleontological resource sensitivity. Therefore, impacts would be potentially significant, and implementation of mitigation measures would be required.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level for four project sites (ECC, CE MES, CE MIR, and WCC) and project-level for the MCC Expansion site would involve various ground-disturbing activities that have the potential to disturb paleontological resources. Impacts would be potentially significant.

Mitigation Measures

Program Level and Project Level

MM-GEO-1: **Initial Project Review.** Project grading plans for Education Cultural Center (ECC), Continuing Education (CE) Mesa (MES), CE Miramar (MIR), West City Campus (WCC), and Mid-City Campus (MCC) Expansion projects in previously undisturbed underlain by Pliocene to Eocene-aged deposits (e.g., Lindavista Formation, Friars Formation, Bay Point Formation, and San Diego Formation) shall be reviewed to determine the total cut volume associated with construction of each improvement project. A project-specific Geotechnical Investigation Report shall be consulted to determine where and at what depths these geologic units will be encountered and impacted. In the absence of site-specific geotechnical data, it shall be assumed that unweathered deposits of these geologic formation are present at depths of 2 feet or more below existing grade. Finally, if a paleontological records search has not been conducted within 1 year of project construction, an updated paleontological records search shall be requested from the San Diego Natural History Museum to determine whether there are documented fossil collection localities present on or within 100 feet of the site.

Based on the results of the previously mentioned 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 previously, implementation of Mitigation Measures MM-GEO-2 and MM-GEO-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 previously and the project occurs on or within 100 feet of an existing fossil locality, implementation of Mitigation Measures MM-GEO-2 and MM-GEO-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 previously (regardless of proximity to existing fossil localities), implementation of Mitigation Measure MM-GEO-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 Mitigation Measure MM-GEO-4 shall be required.

GEO-2: **Construction Monitoring.** Before the start of construction, a qualified project paleontologist shall be retained by the San Diego Community College District or its designated representative(s) to oversee the mitigation program (a project paleontologist is a person with a PhD 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 before 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 Pliocene to Eocene-aged deposits (e.g., Lindavista

Formation, Friars Formation, Quaternary Old Paralic deposits, Bay Point Formation, and San Diego Formation) to inspect exposures for unearthed fossils. The paleontological monitor shall determine if testing for the presence of microfossils, is appropriate during monitoring of the Friars Formation and the San Diego Formation for the presence of microfossils, which can be accomplished by collecting and screenwashing test samples of potentially fossil-bearing sediment. 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 the San Diego Community College District to signal completion of the mitigation program.

MM-GEO-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 cataloged as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes, photographs, 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 curate the recovered fossils and communicates this revised timeline to San Diego Community College District and the designated fossil repository. Donation of the fossils shall be accompanied by financial support for initial specimen storage, provided by the San Diego Community College District or its designated representative.

If fossils were discovered and salvaged during monitoring, an expanded summary report shall be prepared in place of the abbreviated summary report required under Mitigation Measure MM-GEO-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 cataloged fossils. The summary report shall be submitted to the designated fossil

repository and to the San Diego Community College District to signal completion of the mitigation program.

MM-GEO-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 the area. The construction contractor shall contact the San Diego Community College District, and the San Diego Community College District 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 Mitigation Measures MM-GEO-2 and MM-GEO-3) is required. The project paleontologist shall document their recommendation in a memorandum submitted to the San Diego Community College District, after which work may resume in the location of the discovery.

Level of Significance After Mitigation

Implementation of Mitigation Measures MM-GEO-1 through MM-GEO-4 would reduce program-level long-term impacts and project-level near-term impacts on paleontological resources to a less than significant level.

3.4.6 Cumulative Impacts

The following sections address potential cumulative impacts relating to paleontological resources that could result from implementation of the FMP.

3.4.6.1 Paleontological Resources

The geographic context for the analysis of cumulative impacts on paleontological resources is considered to be the City, including but not limited to various District campuses and their respective facilities master plans. Cumulative projects in the City and on District campuses have the potential to disturb sensitive geologic formations and the fossils that they contain. Future development in the region could require excavation at depths and in geologic units that could expose or damage paleontological resources, which would result in a significant cumulative impact. As discussed in Section 3.4.5.6, District campuses are underlain by geologic units with high paleontological sensitivity, and projects proposed in these areas would be required to follow the mitigation framework outlined in Mitigation Measures MM-GEO-1 through MM-GEO-4. Cumulative projects under the City's jurisdiction would be required to comply with SDMC Section 142.0151 (Paleontological Regulations), which addresses potential impacts on paleontological resources through construction monitoring programs and treatment and curation requirements for

discovered fossils, similar to the mitigation framework outlined for the Project. Other projects under the District's jurisdiction would also be required to go through their own CEQA process and implement similar mitigation measures to minimize impacts on paleontological resources. With the implementation of such mitigation measures and adherence to City regulations, cumulative impacts on paleontological resources from the identified cumulative projects would be considered less than significant, and the Project would not make a cumulatively considerable contribution to a significant cumulative impact on paleontological resources.

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Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

Harris & Associates

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Figure 3.4-1

Geologic Map - Index

San Diego College of Continuing Education Facilities Master Plan

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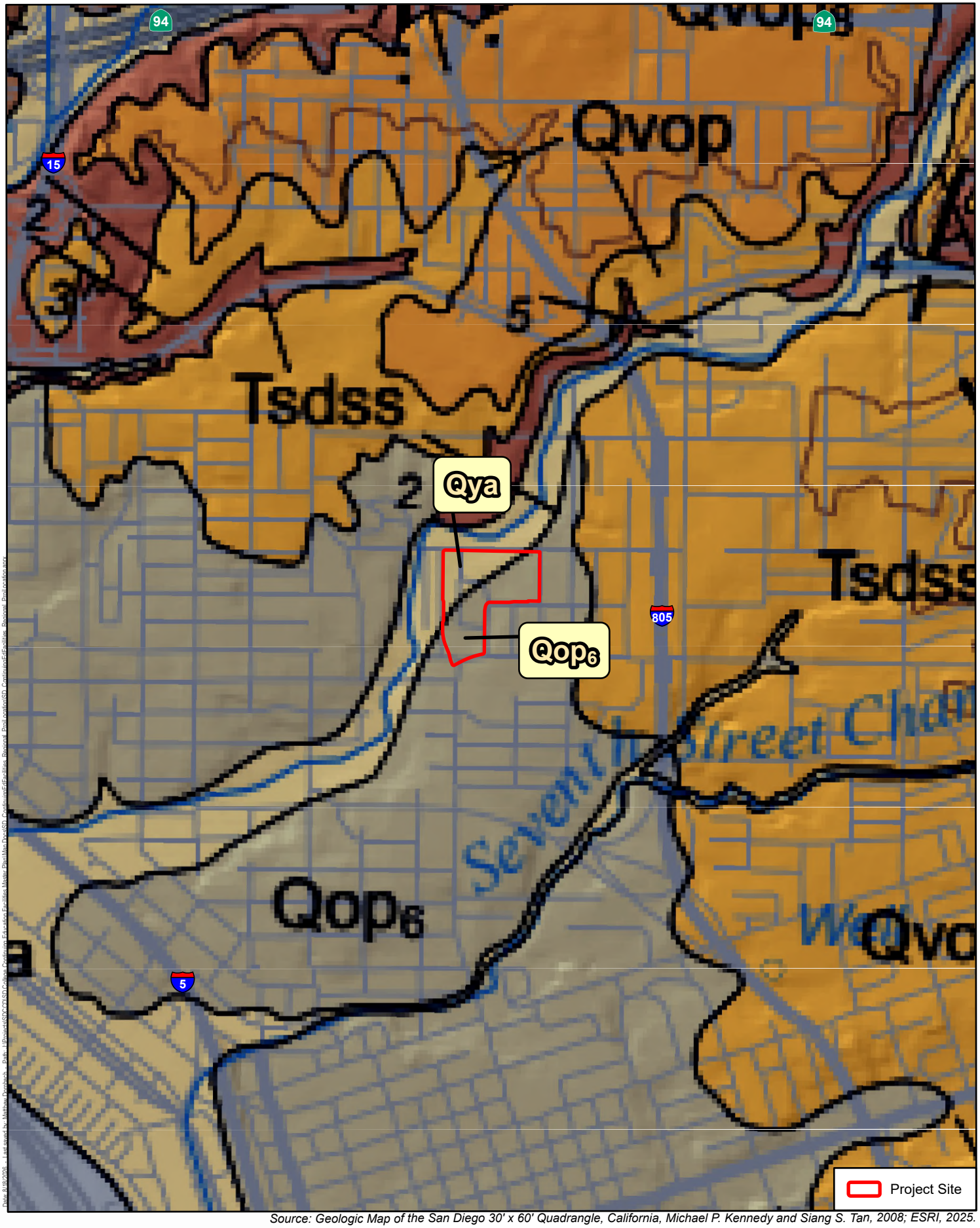

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1a

Geologic Map - ECC

San Diego College of Continuing Education Facilities Master Plan

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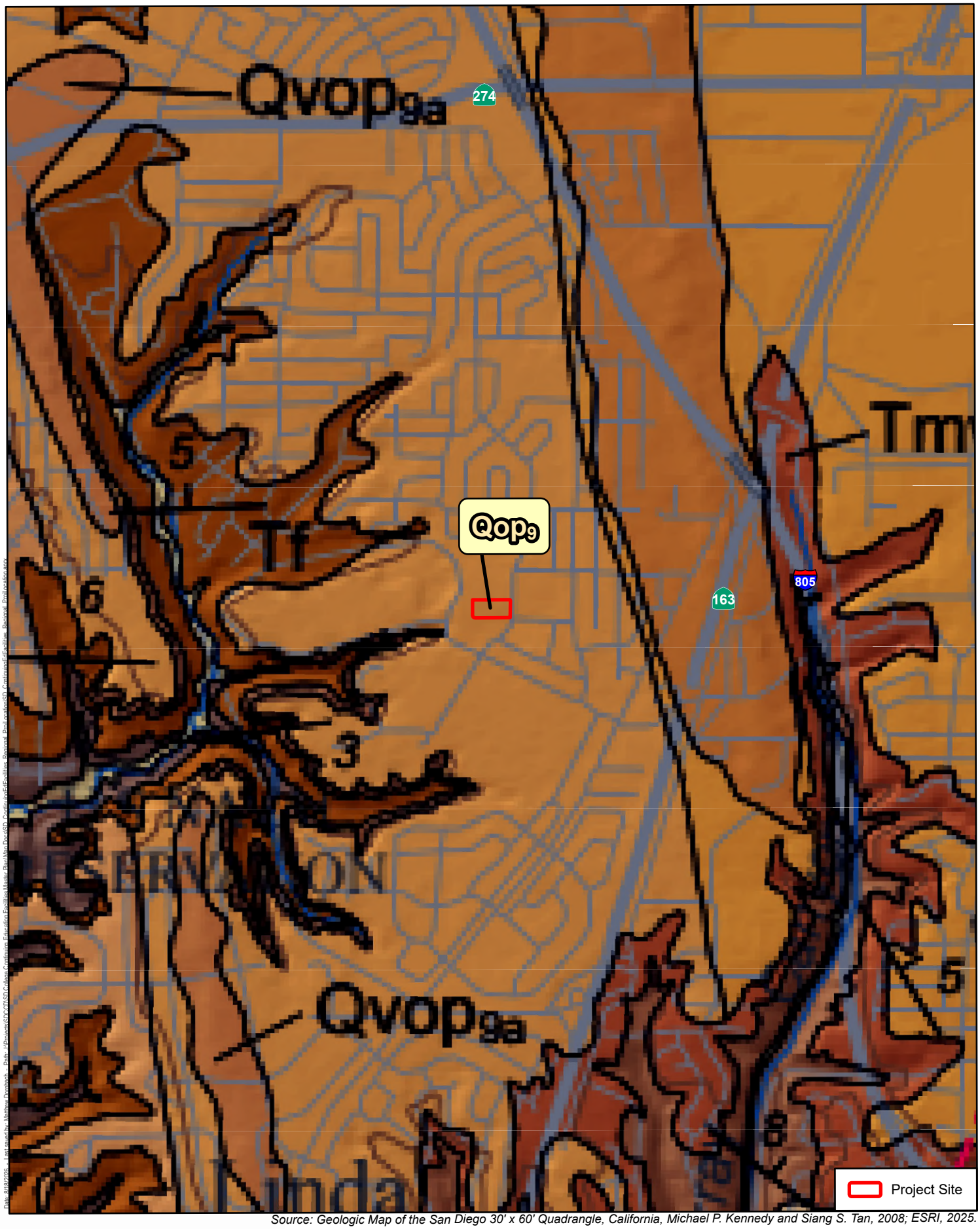

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1b

Geologic Map - CE Mesa

San Diego College of Continuing Education Facilities Master Plan

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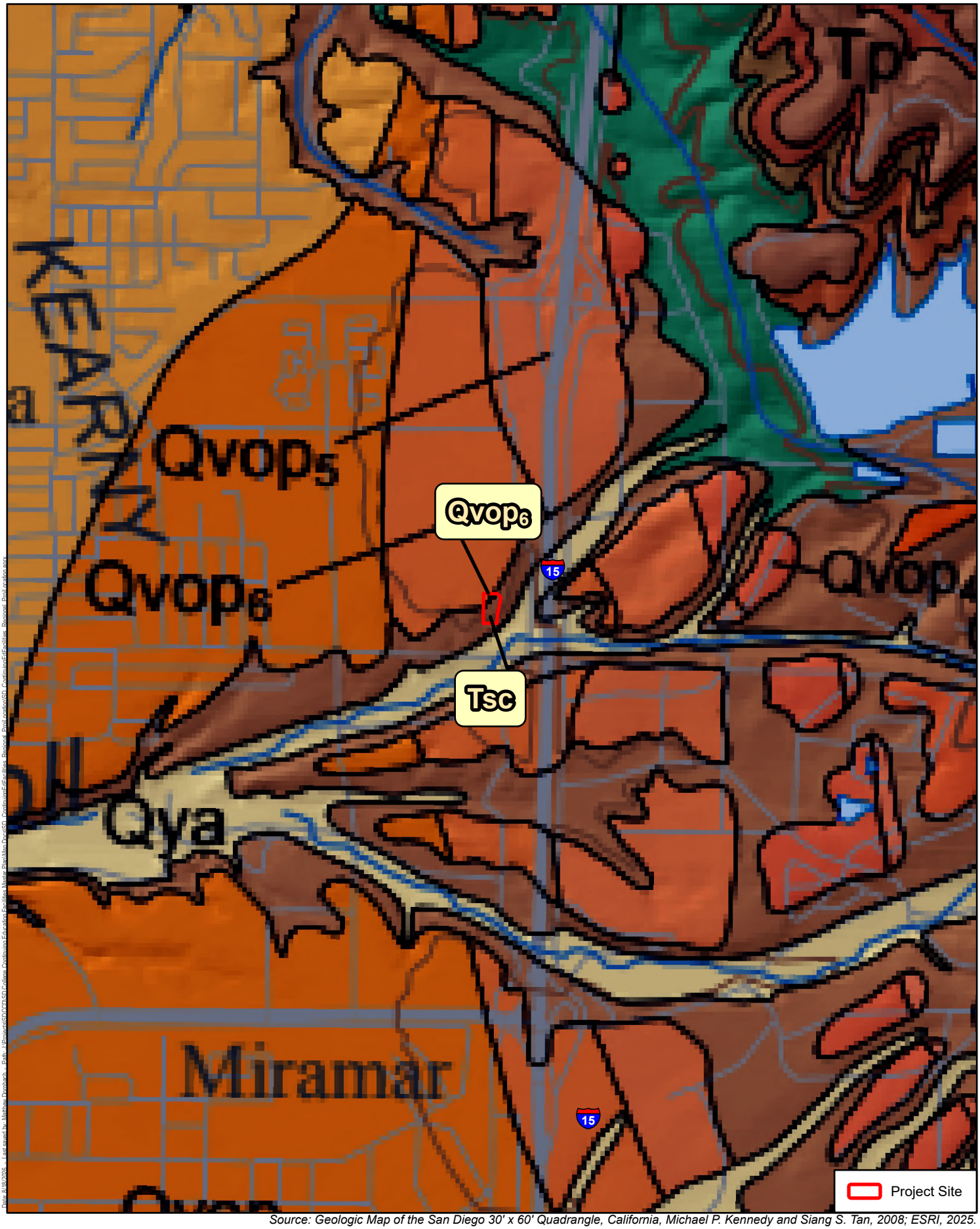

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1c

Geologic Map - CE Miramar

San Diego College of Continuing Education Facilities Master Plan

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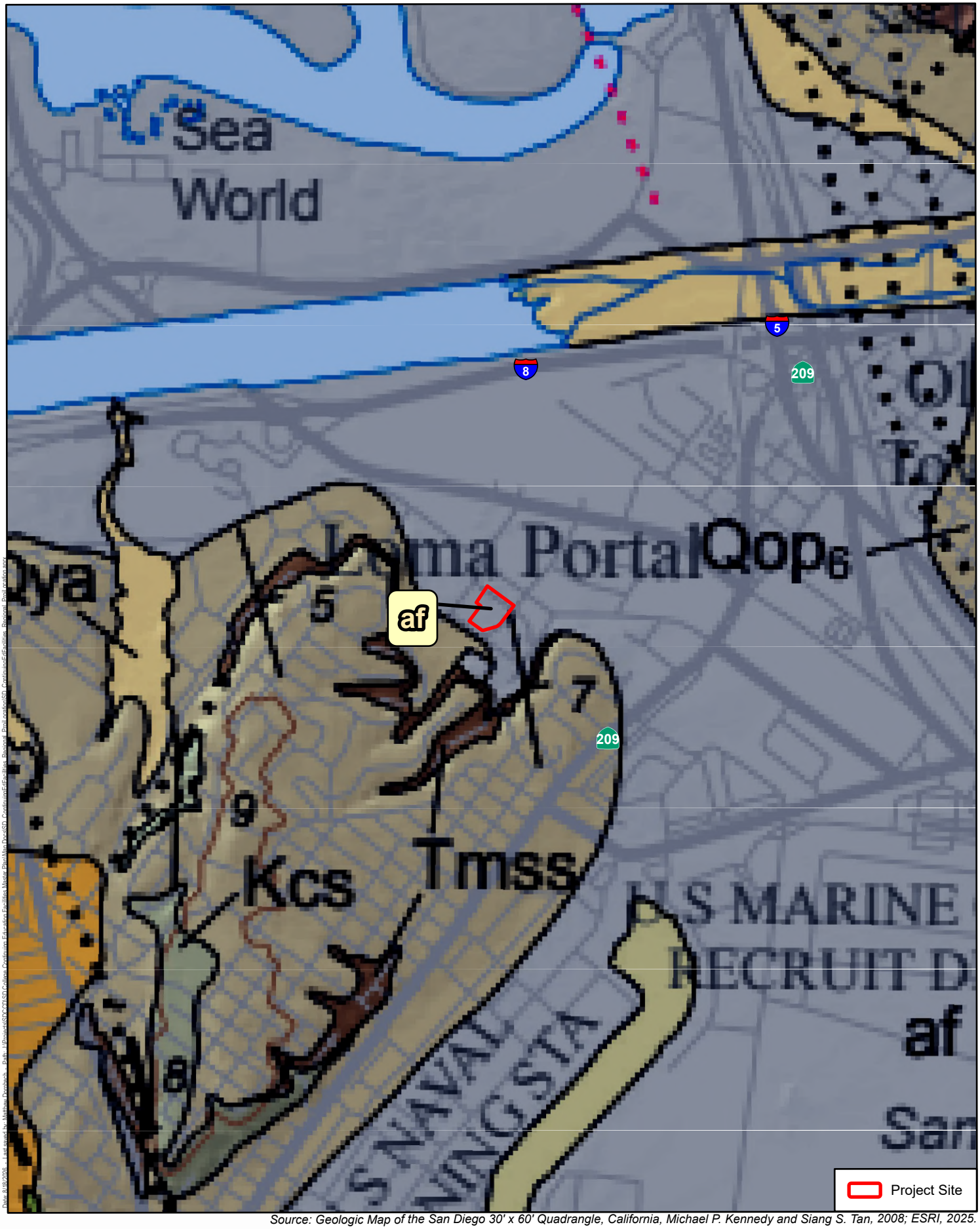

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1d

Geologic Map - West City

San Diego College of Continuing Education Facilities Master Plan

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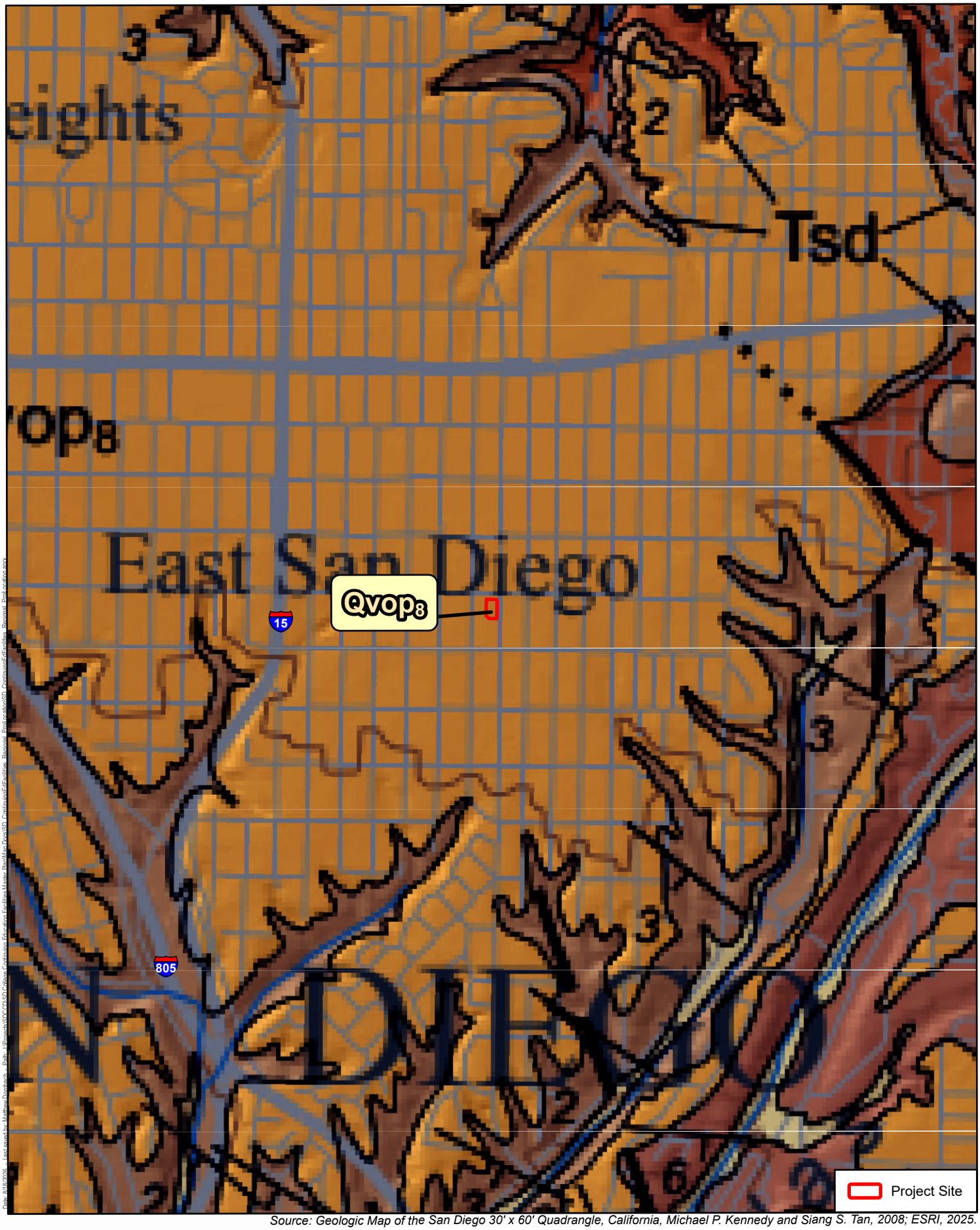

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1e

Geologic Map - Mid-City

San Diego College of Continuing Education Facilities Master Plan

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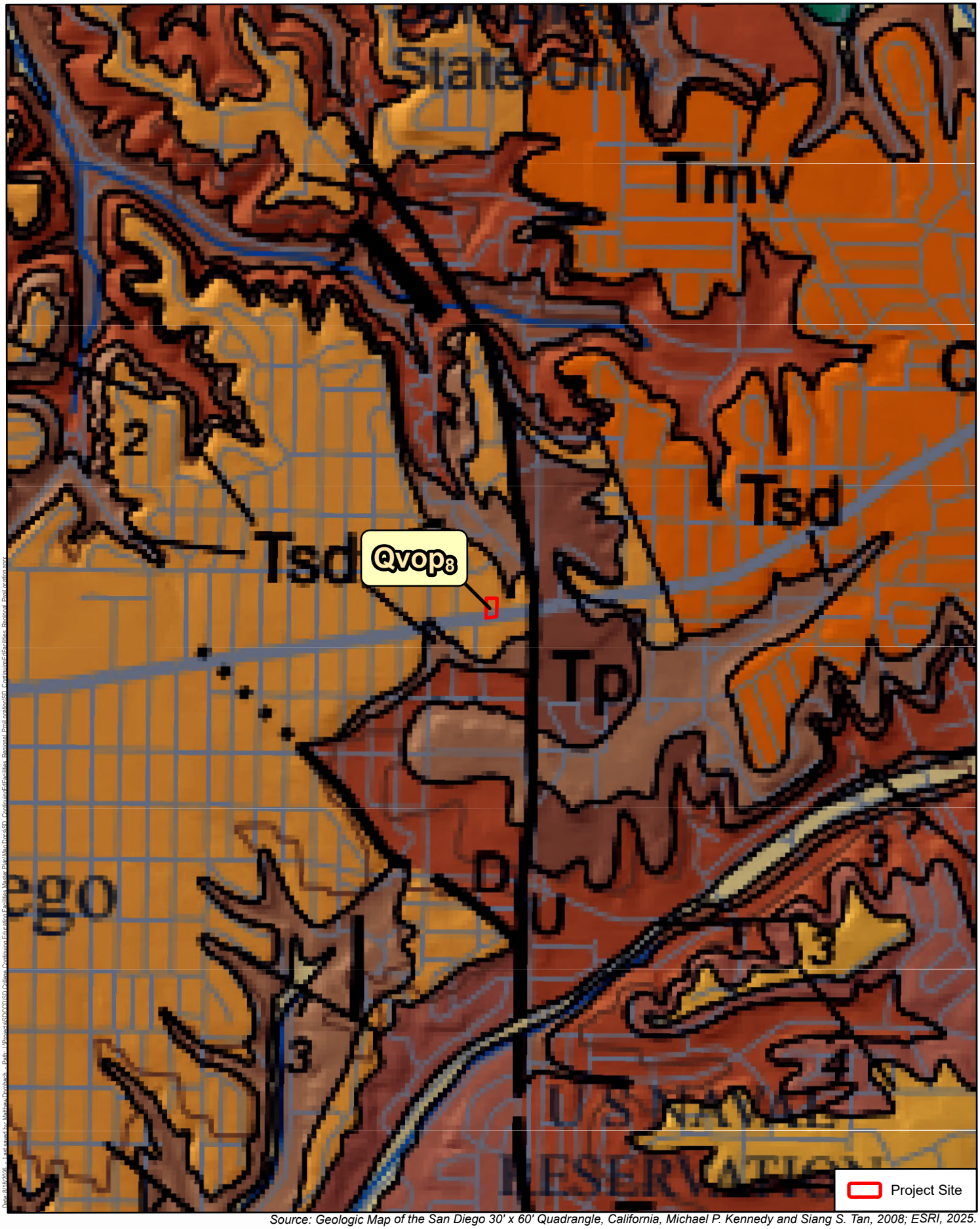

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1f

Geologic Map - Mid-City Expansion Site

San Diego College of Continuing Education Facilities Master Plan

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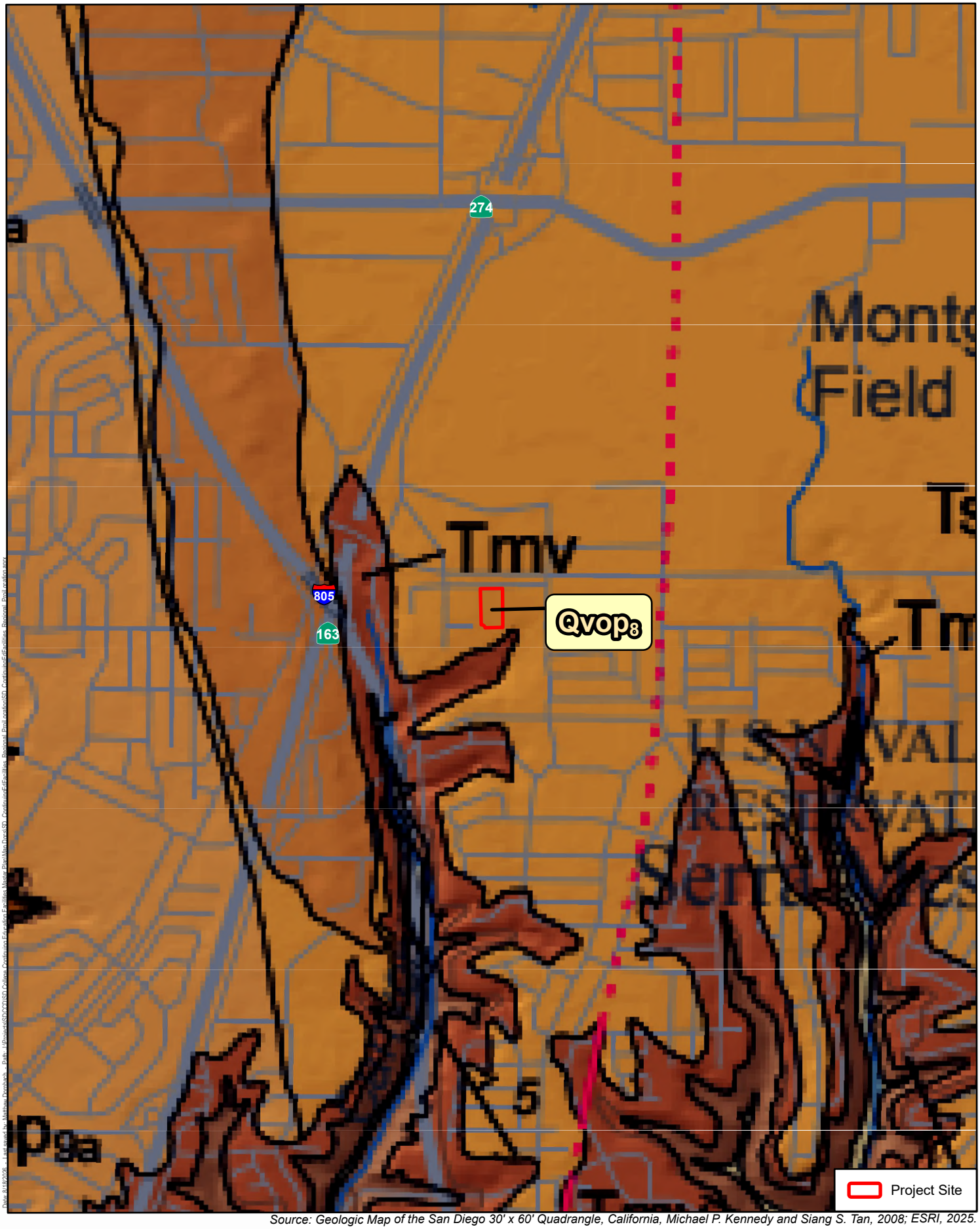

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1g

Geologic Map - North City

San Diego College of Continuing Education Facilities Master Plan

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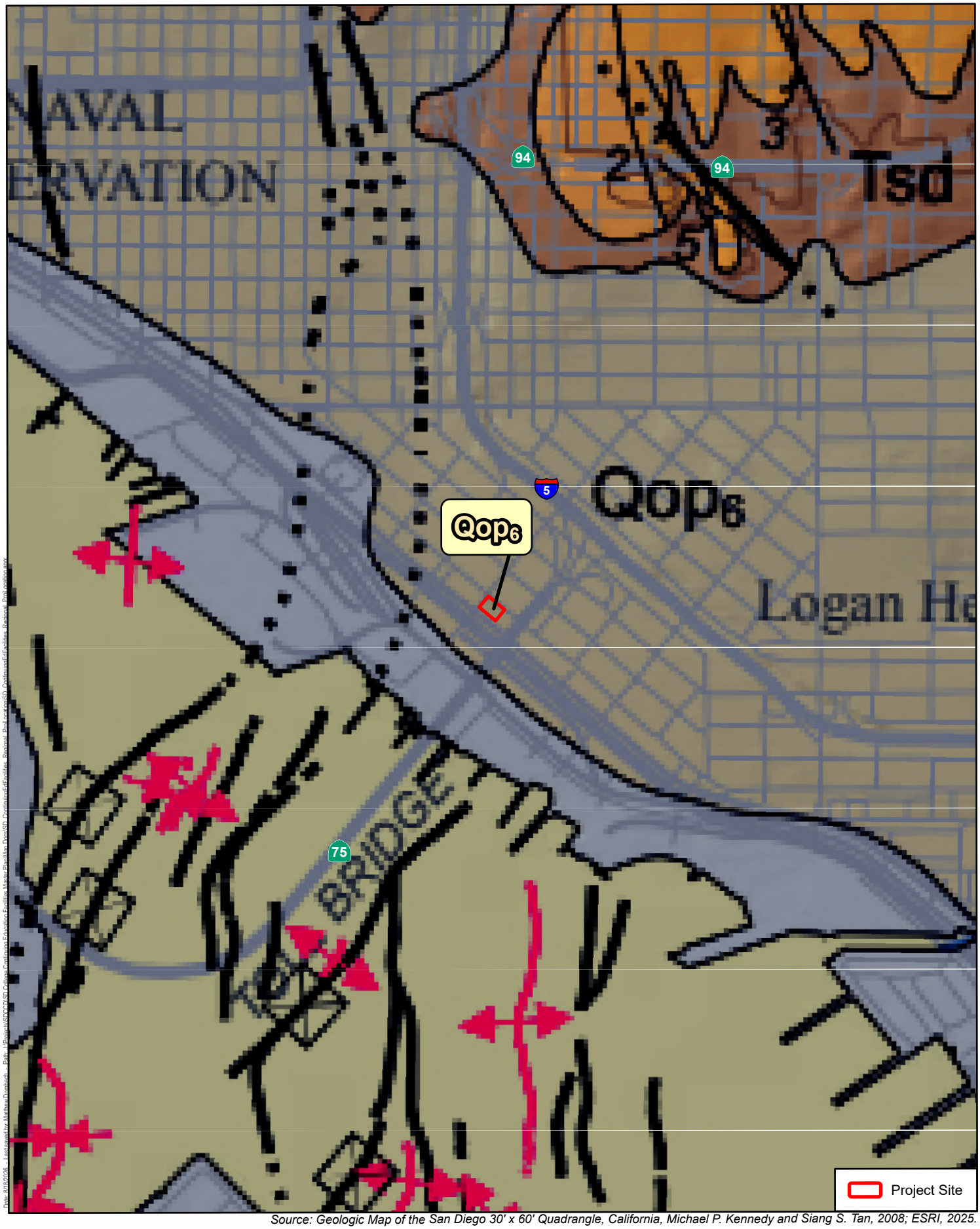

Source: Geologic Map of the San Diego 30' x 60' Quadrangle, California, Michael P. Kennedy and Siang S. Tan, 2008; ESRI, 2025.

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Figure 3.4-1h

Geologic Map - Harbor View

San Diego College of Continuing Education Facilities Master Plan

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3.5 Greenhouse Gas Emissions

This section evaluates the potential for impacts on greenhouse gas (GHG) emissions resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project).

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing FMP on the ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.5.1 Environmental Setting

The following sections describe the environmental setting for the Project as it relates to GHG emissions.

3.5.1.1 Global Climate Change Overview

Climate change refers to any substantial change in measures of climate (such as temperature, precipitation, or wind) lasting for decades or longer. Earth's climate has changed many times during the planet's history, including events ranging from ice ages to long periods of warmth. Historically, natural factors, such as volcanic eruptions, changes in Earth's orbit, and the amount of energy released from the sun, have affected Earth's climate. Some GHGs, such as water vapor, occur naturally and are emitted to the atmosphere through natural processes, while others are emitted through human activities. Beginning in the late 18th century, human activities associated with the Industrial Revolution changed the composition of the atmosphere and, therefore, very likely influenced Earth's climate.

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effects of GHGs, Earth's temperature would be approximately 86 degrees Fahrenheit (°F) cooler (Riebeek 2010). However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

The Global Carbon Project (2025) released an update of the global carbon budget for the year 2025. The projected atmospheric carbon dioxide (CO_2) concentration for 2025 was 425.7 parts per million (ppm), 53 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). The annual mean growth rate of atmospheric CO_2 has shown a steady increase, but has grown more slowly in the last decade (0.3 percent per year on average) compared to the previous decade (1.9 percent per year). The weakened land sink effect that resulted from a strong El Niño in 2024 recovered in 2025. Emissions from land use change, primarily deforestation and degradation fires, have decreased since their peak in the 1990s, partially offsetting growth in fossil fuel emissions (Global Carbon Project 2025).

3.5.1.2 Greenhouse Gases

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. The following gases are widely seen as the principal contributors to human-induced global climate change:[1]

- CO_2
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions increase GHG concentrations in the atmosphere and enhance the natural greenhouse effect, which scientists believe can cause global warming. While GHGs produced by human activities include naturally occurring GHGs (e.g., CO_2, CH_4, and N_2O), some gases (e.g., HFCs, PFCs, and SF_6) are completely new to the atmosphere. Certain other gases (e.g., water vapor) are short lived in the atmosphere compared to these GHGs, which remain in the atmosphere for significant periods of time and contribute to climate change in the long-term. Water vapor is generally excluded from the list of GHGs because it is short lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation).

[1] The GHGs listed are consistent with the definition in AB 32 (California Government Code, Section 38505), as discussed in this section.

For this PEIR, the term "GHGs" will refer collectively to the six gases identified in the bulleted list provided above. The following discussion summarizes the characteristics of the six primary GHGs.

Carbon Dioxide

In the atmosphere, carbon generally exists in its oxidized form as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Earth maintains a natural carbon balance, and when concentrations of CO_2 are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO_2 to the atmosphere. Natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of human-made CO_2, and consequently, the gas is building up in the atmosphere. The concentration of CO_2 in the atmosphere has risen approximately 30 percent since the late 1800s.

Methane

CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of CH_4 include fires, geologic processes, and bacteria that produce CH_4 in various settings (most notably wetlands). Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (e.g., the burning of coal, oil, and natural gas). As with CO_2, the major removal process of atmospheric CH_4 (a chemical breakdown in the atmosphere) cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.

Nitrous Oxide

N_2O is produced naturally by various biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for most natural source emissions. N_2O is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit N_2O. The quantity of N_2O emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in the state.

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride

HFCs are primarily used as substitutes for ozone (O_3)-depleting substances regulated under the Montreal Protocol.[2] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. No aluminum or magnesium production occurs in the State of California; however, rapid growth in the semiconductor industry, which is active in the state, has led to greater use of PFCs.

Global Warming Potential

The GHGs described previously vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another GHG. GWP is based on several factors, including the relative effectiveness of a GHG in absorbing infrared radiation and the length of time that the GHG remains in the atmosphere (referred to as "atmospheric lifetime"). The GWP of each GHG is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified period. GHG emissions are typically measured in terms of metric tons[3] (MT) of carbon dioxide equivalent (CO_2e). For example, N_2O is 298 times more potent at contributing to global warming than CO_2. Table 3.5-1, Global Warming Potential for Selected Greenhouse Gases, identifies the GWP for GHG relevant to typical land use development. The Project does not propose a source of HFCs, PFCs, or SF_6, and these GHG are not included in this analysis.

Table 3.5-1. Global Warming Potential for Selected Greenhouse Gases

Pollutant	Atmospheric Lifetime (Years)	GWP (100-Year)[2]
CO_2	~100[1]	1
CH_4	12	28
N_2O	121	298

Source: CAPCOA 2022. Consistent with CalEEMod, Version 2022.1.

Notes: CH_4 = methane; CO_2 = carbon dioxide; GWP = global warming potential; N_2O = nitrous oxide

[1] CO_2 has a variable atmospheric lifetime and cannot be readily approximated as a single number.

[2] The warming effects over a 100-year period relative to other GHGs.

3.5.1.3 Emissions and Inventories

Global Emissions

Worldwide anthropogenic GHG emissions in 2019 were approximately 59,000 million metric tons of CO_2e, an increase of about 12 percent compared to 2010, and 54 percent higher than 1990 levels.

[2] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the O_3 layer by phasing out the production of several groups of halogenated hydrocarbons that are believed to be responsible for O_3 depletion and are also potent GHGs.

[3] A metric ton is equal to approximately 1.1 tons.

CO_2 emissions from fossil fuel use and industrial processes are the largest contributors of CO_2e emissions (IPCC 2023).

United States Emissions

In 2022, the United States emitted approximately 6.3 billion MT CO_2e. Emissions increased in 2022 by 1 percent (after accounting for sequestration from the land sector) compared to the previous year. The increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel combustion. In 2022, CO_2 emissions from fossil fuel combustion increased by 1 percent compared to the previous year. This increase in fossil fuel consumption emissions was from increased energy use, due in part to the continued rebound in economic activity after the height of the COVID-19 pandemic. Emissions in 2022, after accounting for sequestration, were 17 percent below 2005 levels (USEPA 2026).

State of California Emissions

The California Air Resources Board (CARB) is responsible for developing the state GHG emissions inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities in the state and supports the Assembly Bill (AB) 32 Climate Change Program. CARB's current GHG emissions inventory covers the years 1990–2023 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

According to CARB emission inventory estimates, the state emitted approximately 360.4 MT CO_2e in 2023. Total U.S. emissions increased by 1.8 percent from 1990 to 2019, and emissions decreased from 2022 to 2023 by 3 percent. The transportation sector showed the largest decrease in emissions compared to 2022, but energy and industrial emissions also decreased. Solor power generation increased, and the decrease in industrial emissions was driven by lower emissions in the oil and gas production and processing sector, the liquid fuels refining and hydrogen production sector, and the cement sector, as well as reductions from other industrial sector fuel use.

3.5.2 Regulatory Setting

This section describes the federal, state, regional, District, and local (non-regulatory) regulatory framework adopted to address GHG emissions.

3.5.2.1 Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. In 2009, the USEPA issued a Final Rule for mandatory reporting of GHG emissions, which applies to fossil fuel and industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and requires annual emissions reporting. This rule does not regulate the

emission of GHGs; it only requires the monitoring and reporting of GHG emissions for those sources above certain thresholds.

Clean Air Act

On April 2, 2007, the U.S. Supreme Court ruled, in Massachusetts v. USEPA, that CO_2 is an air pollutant, as defined under the Clean Air Act, and that the USEPA has the authority to regulate GHG emissions. The USEPA announced the Endangerment Finding in 2009 that GHGs (including CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) threaten the public health and welfare of the American people. 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. The standards have continued to be updated to include additional standards for future vehicle model years regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In December 2021, the USEPA finalized revised national GHG emissions standards for passenger cars and light trucks for model years 2023–2026.

However, 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 3.5.2.2.

3.5.2.2 State

Assembly Bill 32 and Senate Bill 32: California Global Warming Solutions Act

In 2006, the California Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 requires CARB to reduce statewide GHG emissions to 1990 levels by 2020. As part of this legislation, CARB was required to prepare a "Scoping Plan" that demonstrates how the state will achieve this goal. The first Scoping Plan was adopted in 2011 and describes local governments as "essential partners" in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005–2008 levels (depending on when a full emissions inventory is available) by 2020. Senate Bill (SB) 32, signed in 2016, requires CARB to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030.

2022 Climate Change Scoping Plan

As directed by AB 32, CARB adopted the first Climate Change Scoping Plan (Scoping Plan) in December 2008, in accordance with California Health and Safety Code, Section 38561. The 2008

Scoping Plan included measures to address GHG emissions reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The most recent update to the Scoping Plan was adopted by CARB in December 2022 (2022 Scoping Plan). The 2022 Scoping Plan assesses progress toward the statutory 2030 target of at least 40 percent below 1990 emissions, in accordance with SB 32, and identifies a path to achieving carbon neutrality and reducing anthropogenic GHG emissions by 85 percent below 1990 levels by 2045, as directed by AB 1279 (CARB 2022, 2026).

Assembly Bill 1279: California Climate Crisis Act

AB 1279, enacted in September 2022, updates the goals of AB 32. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill established a specific target for statewide anthropogenic GHG emissions to be reduced to at least 85 percent below the 1990 levels by 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement various policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California, as specified. The bill also requires CARB to submit an annual progress report.

Assembly Bill 341: Commercial Recycling

AB 341 sets a statewide goal of 75 percent recycling, composting, or source reduction of solid waste by the year 2020. As required by AB 341, the California Department of Resources Recycling and Recovery (CalRecycle) adopted the Mandatory Commercial Recycling Regulation on January 17, 2012. The regulation was approved by the Office of Administrative Law on May 7, 2012. It became effective immediately and clarified the responsibilities in implementing mandatory commercial recycling. The Mandatory Commercial Recycling Regulation focuses on increased commercial waste diversion as a method to reduce GHG emissions. The regulation is designed to achieve a 5 million metric tons of CO_2 reduction in GHG emissions, which equates to roughly an additional 2–3 MT CO_2 of currently disposed commercial solid waste being recycled by 2020 and thereafter.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required the California Energy Commission (CEC) to prepare a state plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other state, federal, and local agencies. The SAF Plan presents strategies and actions that California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assesses various alternative fuels and develops fuel portfolios to meet California's goals to reduce petroleum

consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 1493: Clean Car Standards

Also known as "Pavley I," AB 1493 provided the nation's first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty automobiles to the maximum extent feasible. In January 2012, CARB adopted the Advanced Clean Cars Program to achieve additional GHG emissions reductions for passenger vehicles for model years 2017–2025. The program includes low-emissions vehicle regulations and zero-emissions vehicle regulations. Together, the two standards increased average fuel economy to roughly 43 miles per gallon in 2020 (and more for years beyond 2020). However, in 2025, Congress voted to disapprove the USEPA's actions to grant California waivers for several regulations in the model, including the clean car standards. These federal actions are currently being contested by the state (CARB 2026).

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

California Code of Regulations Title 24, Part 6

California Code of Regulations, Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Non-Residential Buildings), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although the standards were not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions, and energy-efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions.

The CEC adopted its 2008 Standards on April 23, 2008, in response to AB 32. The 2008 Standards were adopted to (1) provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs; (3) meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes every 3 years; and (4) meet the requirements of Executive Order (EO) B-18-12 and those in the Green Building Initiative to improve the energy efficiency of non-residential buildings through aggressive standards.

The latest update to the Title 24 Standards went into effect on January 1, 2026 (the 2025 Standards). The 2025 Standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. These standards will remain in place for 6 years, rather than the 3 years, as required by AB 130, described below.

California Green Building Standards Code (California Code of Regulations, Title 24, Part 11)

The California Green Building Standards Code (24 CCR Part 11) contains mandatory requirements for new residential and non-residential buildings throughout California. The code is Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations. The current 2025 Standards for new construction of and additions and alterations to residential and non-residential buildings went into effect on January 1, 2026.

The California Green Building Standards Code 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 Governor's directives. The code was established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impacts during and after construction.

The 2025 Standards include residential requirements for solar photovoltaic systems and electric vehicle (EV)-charging infrastructure, and increased residential requirements to be electric appliance-ready and require heat pumps in single-family homes for heating. Additionally, the California Green Building Standards Code contains requirements for stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resources conservation, and site irrigation conservation. The code provides design options that allow 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, such as heating and cooling equipment and lighting systems, function at maximum efficiency.

Executive Order B-30-15: 2030 Greenhouse Gas Emissions Reduction Target

On April 29, 2015, Governor Jerry Brown issued EO B3015, which set a GHG emissions target of 40 percent 1990 levels by 2030. This is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. The EO directs CARB to provide a plan with specific regulations to reduce statewide sources of GHG emissions. EO B-30-15 does not include a specific guideline for local governments.

Executive Order N-79-20: Zero-Emissions Vehicles

EO N-79-20, signed by Governor Gavin Newsom on September 23, 2020, directs the state to require that, by 2035, all new cars and passenger trucks sold in California be zero-emissions vehicles to reduce transportation GHG emissions, the primary source of emissions in the state. Following the EO, CARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero emissions by 2035 and that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emissions by 2045 where feasible.

Executive Order S-01-07: Low Carbon Fuel Standard

In 2007, Governor Arnold Schwarzenegger signed EO S-01-07, which mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that a low-carbon fuel standard for transportation fuels be established in California. CARB developed the low-carbon fuel standard regulation pursuant to the state's authority under AB 32 and the federal Clean Air Act and adopted it in 2009.

Executive Order S-3-05: Greenhouse Gas Emissions Reduction Targets

On June 1, 2005, Governor Schwarzenegger announced, through EO S-3-05, the following GHG emissions targets:

- By 2010, California shall reduce GHG emissions to 2000 levels.
- By 2020, California shall reduce GHG emissions to 1990 levels.
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

EO S-3-05 also laid out state agencies' responsibilities for implementation and reporting on progress toward these targets.

Senate Bill 97: California Environmental Quality Act Greenhouse Gas Emissions

SB 97, enacted in 2007, amended the California Environmental Quality Act (CEQA) to clearly establish that GHG emissions and their effects are required subjects of CEQA analysis. The legislation directed the Governor's Office of Planning and Research to develop Draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the resources agency to certify and adopt the CEQA Guidelines. CEQA Guidelines, Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guidelines amendments that became effective in 2010. The guideline sets forth the criteria needed in a GHG reduction plan that would allow for tiering and streamlining of CEQA analysis for development projects.

Senate Bill 350: California Renewables Portfolio Standards Program

The California Renewables Portfolio Standards program was established in 2002 under SB 1078 and accelerated in 2006 under SB 107 by requiring that 20 percent of electricity retail sales be served by renewable energy sources by 2010. Subsequent recommendations in California energy policy reports advocated a goal of 33 percent by 2020, and on November 17, 2008, Governor Schwarzenegger signed EO S-14-08, requiring electricity retailers to serve 33 percent of their load with renewable energy by 2020. In April 2011, SB X1-2 codified EO S-14-08, setting the new Renewables Portfolio Standards targets at 20 percent by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020 for electricity retailers. Most recently, Governor Brown signed SB 350 in October 2015, which extended the Renewables Portfolio Standards target by requiring retail sellers to procure 50 percent of their electricity from renewable energy resources by 2030.

Senate Bill 375: Sustainable Communities Strategy

SB 375, adopted in 2008, provided a new planning process coordinating land use planning, Regional Transportation Plans, and funding priorities to help California meet AB 32's GHG reduction goals. SB 375 requires Regional Transportation Plans, developed by Metropolitan Planning Organizations, to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans. The goal of the Sustainable Communities Strategy is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as transit-oriented development.

3.5.2.3 Regional

2025 San Diego Forward: The Regional Plan

San Diego Association of Governments (SANDAG) is the federally designated Metropolitan Planning Organization for the San Diego region. SANDAG serves as a forum for public decision-making on regional issues such as growth, transportation, and land use in San Diego County (County) and consists of representatives from each of the County's local jurisdictions. The 2025 Regional Plan was adopted by the SANDAG Board of Directors on December 12, 2025. The 2025 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements and balance transportation, land use, housing, and environmental needs, specifically GHG reductions. The plan plays a key role in reducing GHG emissions from mobile sources in the region. Strategies related to GHG emissions reduction include focusing future residential and employment growth in areas with a high concentration of transportation options, including fast and frequent transit, complete corridors, flexible fleets (on-demand, shared transportation services), and bikeways and walkways (SANDAG 2025).

3.5.2.4 District

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.

2023 District Climate Action Plan

The San Diego Community College District's (District or SDCCD) 2023 Climate Action Plan (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 2023 District CAP additionally includes various recommendations for next steps but does not make commitments regarding GHG emissions reductions or specific implementation actions. In accordance with CEQA Guidelines, Section 15183.5, the 2023 District CAP is not a CEQA-qualified CAP and therefore cannot be used for streamlining GHG analyses for future District development projects.

2025 District Design Guidelines & Standards Manual

Sustainability & Climate Strategy

Section 1.3, Sustainability & Climate Strategy, of the District Design Guidelines & Standards Manual (2025) includes the CAP, 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 of the District Design Guidelines & Standards Manual is further described below (District 2025).

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 state, local, and District-adopted sustainability policies. District-adopted sustainability standards include the following (District 2025):

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 (District 2025):

- 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 (Sustainable Performance) 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 (Sustainable Performance); however, this is determined on a case-by-case basis based on the feasibility of incorporating such features into a renovation project (District 2025).

District Board of Trustees Policies and Administrative Procedures

Board Policy 6970: Green Building Policy and Major Renovation Standards

The District Board of Trustees 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, and 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 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 and requiring that at least 5 percent of a project's total energy is generated on site from renewable sources.

3.5.2.5 Local (Non-Regulatory)

The District is not subject to local zoning or land use planning documents, including the City of San Diego's (City's) 2022 CAP and associated implementing regulations. However, because the FMP project sites are in the City, a summary of the City's 2022 CAP strategy is provided below for informational purposes.

2022 City of San Diego Climate Action Plan

The City adopted an updated qualified CAP in August 2022 that builds on its 2015 CAP and establishes a community-wide goal of net-zero emissions by 2035. The 2022 CAP was developed in response to state legislation and policies aimed at reducing California's GHG emissions, described previously, including EO B-55-18, which was codified by AB 1279, and calls for California to achieve carbon neutrality by 2045. The 2022 CAP sets the target emissions level for 2035 at net-zero emissions and sets a science-based, fair share target for 2030 based on net-zero

emissions in 2035. It is anticipated that the City would achieve a reduction of 8,774,000 MT CO_2e by 2035 with implementation of the 2022 CAP. However, additional reductions would be required to achieve net-zero emissions. The 2022 CAP relies on significant City and regional actions, continued implementation of federal and state mandates, and local strategies with associated action steps for target attainment (City of San Diego 2022).

The overall strategies to achieve the 2022 CAP target include decarbonization of the built environment, access to clean and renewable energy, reduction of VMT through land use and transportation options, CH_4 capture and waste diversion, resilient infrastructure, habitat restoration, and pursuit of emerging climate actions (City of San Diego 2022).

3.5.3 Method of Analysis

As discussed in Section 3.5.4, Thresholds of Significance, the significance of Project emissions is determined based on Project consistency with 2022 Scoping Plan priority design features. However, construction and operation GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.45, and assumptions consistent with Section 3.1, Air Quality. Detailed modeling inputs and output are provided in Appendix B, Air Quality/GHG Data.

As detailed in Section 3.1, project-specific construction emissions are calculated for the MCC Expansion project to represent worst-case emissions from individual campus construction and operation, except demolition quantity. The MCC Expansion project would require approximately 3,500 SF of demolition, compared to 26,580 on the CE MIR campus. Therefore, the CE MIR demolition quantity is assumed to represent a worst-case demolition phase.

Operational emissions assume 400 new average daily vehicle trips as calculated for Section 3.8, Transportation. Area sources are calculated using CalEEMod default assumptions for the proposed building size. Modeling conservatively assumes default natural gas use, although natural gas use would be limited to use for educational programs, such as culinary arts.

3.5.4 Thresholds of Significance

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

- **Threshold 1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- **Threshold 2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.5.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to GHG emissions that could result from implementation of the Project.

3.5.5.1 Threshold 1: Generation of Greenhouse Gas Emissions

Threshold 1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

Program Level and Project Level

An inventory of GHG emissions from FMP construction and operation is provided below for informational purposes, followed by an evaluation of the FMP for consistency with the 2022 Scoping Plan. As described above, a project that complies with the 2022 Scoping Plan local strategy recommendations would have a less than significant GHG emissions impact.

GHG emissions from construction would result from operation of construction equipment and vehicle and truck trips for workers and haul trips. As outlined in Section 3.5.3, Method of Analysis, construction of the MCC Expansion project represents a worst-case construction scenario for projects under the FMP. Construction of the MCC Expansion project is calculated to result in total emissions of 544 MT CO_2e (refer to Appendix B).

As outlined in Chapter 2, Project Description, the HVC (formerly CHA) and NCC improvements do not include major exterior buildings improvements and no demolition or earthwork would be required. Minimal construction emissions would occur at these existing campuses. Improvements at the existing MCC campus would also require only minimal construction for interior and wayfinding improvements.

Timing and duration of construction at the remaining four campuses (ECC, CE MES, CE MIR, WCC) is currently unknown. Conservatively assuming that these projects would require a construction effort similar to the MCC Expansion, total construction emissions from FMP implementation would be 2,720 MT CO_2e. As discussed above, significance of Project emissions is determined through consistency with the 2022 Scoping Plan. However, construction under the FMP would require typical construction practices that would not result in GHG emissions beyond what is necessary for Project implementation. Individual construction projects of this scale would not result in GHG emissions that would make a cumulatively considerable contribution to global climate change.

Following construction, GHG emissions from FMP projects would be similar to existing conditions. New and replacement buildings would be constructed according to District sustainability standards,

including eliminating use of natural gas for heating, and would result in similar or reduced energy emissions compared to existing campus operations. Some natural gas use would continue as necessary for programming purposes, such as for culinary arts and pottery kilns. However, these are existing program offerings, and use would be similar to existing conditions. The campuses are currently subject to use of landscaping equipment, solid waste disposal, energy, refrigerants, and potable water, and the campus improvements would result in minimal net increase of emissions from these sources because most campus improvements support existing education programs. The FMP's primary purpose is not to support future enrollment growth but to provide SDCCE with the space, flexibility, and capacity to accommodate existing and reasonably foreseeable program needs as enrollment patterns, course offerings, and instructional modalities evolve. Enrollment will fluctuate from year to year and could rise or fall depending on the cycle. The MCC Expansion, ECC, MES, CE MIR and WCC campus improvements are intended to support limited growth over time with building expansion. The size of new buildings at ECC, CE MES, CE MIR, and WCC project sites do not exceed the proposed new facilities at the MCC Expansion project site; therefore, the MCC Expansion project is a representative worst-case scenario for the remaining FMP projects.

The total estimated operational GHG emissions from operation of one single campus, and a total from five campus expansions combined (ECC, CE MES, CE MIR, WCC, MCC Expansion) are provided in Table 3.5-2, Operational Greenhouse Gas Emissions. The cumulative campus scenario conservatively assumes MCC Expansion emissions for the other FMP projects, including a net increase of 400 daily vehicles trips and new natural gas use. As described above, improvements to the ECC, CE MES, CE MIR, and WCC project sites would upgrade existing facilities with newer more efficient facilities, and would continue to serve the population local to the campus area, which would reduce the net increase in emissions compared to existing conditions. As such, Table 3.5-2, Operational Greenhouse Gas Emissions, provides a conservative estimate of the total net increase in GHG emissions from FMP implementation.

Table 3.5-2. Operational Greenhouse Gas Emissions

Emission Sources	Buildout Emissions (MT CO_2e)
Vehicular (Mobile)	364
Area	2
Energy[a]	175
Water/Wastewater	49
Solid Waste	1
Refrigerants	<1
MCC Expansion Total GHG Emissions	**592**
Total Net New GHG Emissions (5 Campuses)	**2,930**

Source: CalEEMod, Version 2022.1.1.45. Refer to Appendix B for model output.

Notes: GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

The 2022 Scoping Plan identifies 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 2022 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 2022 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 3.5.4, consistency with the 2022 Scoping Plan was determined to be an appropriate methodology for assessment of Project GHG emissions impact significance because implementation of these strategies would represent the Project's "fair share" contribution to meeting state GHG reduction targets.

2022 Scoping Plan Appendix D Table 1 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 3.5-3, FMP Project Scoping Plan Consistency Analysis.

Table 3.5-3. FMP Project 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 in existing campus parking lots. For example, CE MIR shares parking with the existing Miramar College, which includes charging stations in the G3 Parking Structure. Additionally, as outlined in Section 2.4.1, Master Plan Overview, FMP priorities include increasing EV-charging station availability. The FMP would not result in any changes to District fleet vehicle requirements. Implementation of the FMP would not conflict with District efforts regarding the conversion of fleet vehicles to ZEVs.
Transportation Electrification	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 result in a change in the District fleet, and it 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 are currently

Table 3.5-3. FMP Project Scoping Plan Consistency Analysis

2022 Scoping Plan Priority Areas	2022 Scoping Plan Priority GHG Reduction Strategies	Project Consistency Statement
		available in existing SDCCE parking lots, and the FMP proposes to add charging facilities.
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 are intended to replace the lost parking stalls for building expansions and not to accommodate student growth. The expanded building areas are intended to provide SDCCE with the space, flexibility, and capacity to accommodate existing and reasonably foreseeable program needs as enrollment patterns, course offerings, and instructional modalities evolve and would not result in increased VMT due to the provision of excessive parking (refer to discussion of parking pricing below).
VMT Reduction	Implement Complete Streets policies and investments, consistent with General Plan Circulation Element requirements	**Consistent.** The FMP provides improvements to existing SDCCE campuses within the existing SDCCE boundaries and would affect off-site roadways except MCC Expansion project where a new SDCCE campus would be developed. The FMP Project Sites are already being served by existing surrounding streets and the FMP is not intended to accommodate additional growth to affect roadway capacity or travel patterns. No land use changes would occur on the FMP Project Site other than the MCC Expansion site to affect public rights-of-way surrounding the existing SDCCE campuses. Any impacts on public right-of-way due to MCC Expansion project would be coordinated with the City and the District would comply with complete streets policies, consistent with General Plan Circulation Element requirements, as applicable. Although the District is not subject to zoning or development regulations, the District is required to adhere to plans and standards such as the City's Complete Streets Policy or General Plan Circulation Element as they relate to roadway operation and

Table 3.5-3. FMP Project Scoping Plan Consistency Analysis

2022 Scoping Plan Priority Areas	2022 Scoping Plan Priority GHG Reduction Strategies	Project Consistency Statement
		safety. The FMP would not impede implementation of these policies or future complete street improvements on City roadways. The FMP also includes elements to improve on-campus circulation and safety, such as providing better wayfinding for all campuses and connections to the surrounding community. NCC improvements also include coordinating with the City to enhance the pathway from the bus stops to the building entrance.
VMT Reduction	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, micro-transit, etc.	**Consistent.** The FMP would make improvements within existing campus footprints, except the MCC Expansion. The MCC Expansion site is in a developed area currently served by transit. Existing bus stops are on El Cajon Boulevard, including within approximately 700 feet of the MCC Expansion site. The District would continue to provide transit passes for sale at the discounted student rate established by San Diego Metropolitan Transit System.
VMT Reduction	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 new pedestrian gathering spaces to allow for more walkable and pedestrian-friendly campus at ECC and provide bike lockers or secure storage at MCC. Additionally, the MCC Expansion site is on an existing bus route. The project includes increasing security and accessibility to underground bike parking.
VMT Reduction	Implement parking pricing or transportation demand management pricing strategies	**Consistent.** Parking on District campuses 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.
VMT Reduction	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 make improvements within existing campus footprints, which are in developed neighborhoods currently served by transit. Additionally, the MCC

Table 3.5-3. FMP Project Scoping Plan Consistency Analysis

2022 Scoping Plan Priority Areas	2022 Scoping Plan Priority GHG Reduction Strategies	Project Consistency Statement
		Expansion site is in an existing developed area and is on an existing bus route.
VMT Reduction	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 existing campuses, which are fully developed with campus uses and surrounded by urban development. The exception is the MCC Expansion site, which is also on a previously developed site surrounded by existing 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 & Standards Manual, except natural gas use required for educational programs. 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 and requiring that at least 5 percent of a project's total energy is generated on site from renewable sources.
Building Decarbonization	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 3.5.2.4.
Building Decarbonization	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 & 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

Table 3.5-3. FMP Project Scoping Plan Consistency Analysis

2022 Scoping Plan Priority Areas	2022 Scoping Plan Priority GHG Reduction Strategies	Project Consistency Statement
		equipment, and replaces gas-powered equipment with electric equivalents when replacement is needed.
Building Decarbonization	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	**Consistent.** The District currently operates solar panel systems on campus facilities 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 improvements, the District would continue to evaluate the feasibility of incorporating such technology on campus as it is available and economically feasible.
Building Decarbonization	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.** District campuses currently host solar power generation systems. New solar panels are not currently specifically proposed for new buildings; however, additional renewable energy production and storage technologies are considered by the District as feasible.

Source: CARB 2022.

Notes: EV = electric vehicle; kW = kilowatt; VMT = vehicle miles traveled; ZEV = zero-emissions vehicle

As shown in Table 3.5-3, the FMP would not impede implementation of the GHG reduction strategies identified in the 2022 Scoping Plan. Rather, many of the District policies that would be implemented for FMP 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.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to the generation of GHG emissions.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.5.5.2 Threshold 2: Conflict with Applicable Plan

Threshold 2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

Program Level and Project Level

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 low-carbon fuel standard, 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 3.5.5.1, 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 for new land use development. As demonstrated in Table 3.5-3, the FMP would be consistent with the priority GHG reduction strategies identified in Appendix D to 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 3.5.5.1 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 recommend that each campus submits to the Chancellor's Office measurable sustainability objectives, including carbon emissions baselines, carbon emissions inventories, and local CAPs,

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 commute sources are outside 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 specialized construction types (e.g., historical buildings) that are not regulated through the current energy codes.

As summarized in Section 3.5.2.4, 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, except specialized equipment required for educational programs, and would therefore reduce emissions from natural gas use and 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. CE MES is a LEED Silver Certified Building. 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 in 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 3.5.2.4. 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 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. Refer to Section 3.5.2.4 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 electric 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. ECC project improvements include photovoltaic panels. New solar panels are not specifically proposed for other new buildings to be constructed under the FMP, but may be installed to the feasible. The District has additionally identified the goal of decreasing energy consumption through metering on-campus buildings, using cool roofs, and using 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 & Standards Manual, it is the policy of the District for all projects to be as energy efficient and as space efficient as possible. FMP projects would continue to incorporate energy efficiency features into their design and minimize the use of natural gas in support of these goals.

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 system (MS4) 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 its 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 using 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 MS4 requirements. Low-impact development strategies would also be incorporated into campus 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. For example, the ECC campus improvements include restroom renovations to reduce water use by installing waterless urinals.

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, districts and community colleges are encouraged to 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 & 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 SDCCE campuses would continue to maintain this program, including at the MCC Expansion site, and implementation of the FMP improvements would not impede implementation of this program. In addition, the District Design Guidelines & 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. 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 to achieve a score that meets the baseline sustainability requirements outlined in the Sustainability Levels section of the District Design Guidelines & Standards Manual. As such, the FMP would implement the Purchasing and Procurement goals during the construction and operation phases of each project 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 FMP campuses are in developed neighborhoods, and the new MCC Expansion site is accessible via existing bus service and 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. Improvement priorities under the FMP include increased availability of EV-

charging stations college-wide. In addition, ECC improvements include new pedestrian promenades and connecters, and electric charging stations, MCC improvements include bike lockers or secure storage, HVC improvements include enhancing bike parking security, and other campuses would include new wayfinding signage for more walkable and pedestrian-friendly campuses. 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. In addition, projects implemented under the FMP that include a food service, such as a new coffee shop or kiosk on the CE Mesa campus, 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.

Summary

The FMP would not conflict with or obstruct implementation of CARB's 2022 Scoping Plan or the California Community Colleges Sustainability and Climate Action goals. This impact would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to conflicts with applicable plans, policies, or regulations.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.5.6 Cumulative Impacts

Generation of Greenhouse Gas Emissions and Conflict with Applicable Plan

The geographic scope of consideration for GHG emissions is global, as such emissions contribute, on a cumulative basis, to global climate change. By nature, GHG impacts are cumulative because they are the result of combined worldwide emissions over many years, and additional development would incrementally contribute to this cumulative impact. As such, the impact analysis presented above also serves as the Project's cumulative impact analysis related to GHG emissions. This approach is consistent with the supporting documentation published by the California Natural Resources Agency when disseminating the SB 97-related CEQA amendments, which indicated that the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact. Therefore, as identified in Section 3.5.5, Project Impacts and Mitigation, the Project would not generate GHG emissions that could have a significant impact on the environment and would not conflict with plans adopted for the purpose of reducing GHG emissions. Implementation of the FMP would result in less than significant cumulative impacts related to GHG emissions.

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3.6 Hazards and Hazardous Materials

This section evaluates the potential for impacts on hazards and hazardous materials resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project).

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the PEIR analysis focuses on environmental impacts from implementing FMP on ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.6.1 Environmental Setting

Poor management or misuse of toxic chemicals (e.g., pesticides, herbicides, fertilizers) or dangerous substances (e.g., petroleum, natural gas, and radioactive, flammable, or explosive materials) can lead to significant release or spill of hazardous materials, potentially resulting in evacuations, injuries, and fatalities. The FMP area includes existing continuing education campuses and one expansion site that's currently developed with a commercial building surrounded by residential and light industrial uses in the City of San Diego. Current and former uses involving hazardous materials resulting in the potential for past and ongoing site contamination are not anticipated in the FMP area, except hazardous materials commonly found in urban areas that include cleaning and metal solvents, pesticides/herbicides, paints, oils, and lubricants.

The following sections describe the environmental setting for the Project as it relates to hazards and hazardous materials.

3.6.1.1 Hazardous Sites

California Government Code, Section 65962.5, requires the California Environmental Protection Agency to compile, maintain, and update specified lists of hazardous materials release sites. California Environmental Quality Act (CEQA) (Public Resources Code [PRC], Section 21092.6) requires the lead agency to consult the lists compiled pursuant to California Government Code, Section 65962.5 to determine if the FMP area is identified on any of the following lists:

- **USEPA National Priorities List:** Lists all sites under the United States Environmental Protection Agency (USEPA) Superfund program, which was established to fund the cleanup of contaminated sites that pose risks to human health and the environment.
- **USEPA CERCLIS and Archived Sites:** The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list contains 15,000 sites nationally identified as hazardous sites. This would also involve a review of archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.
- **USEPA RCRA Information System (RCRIS or RCRAInfo):** The Resource Conservation and Recovery Information System (RCRIS) is a national inventory system for hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List:** The California Department of Toxic Substances Control (DTSC) maintains the Hazardous Waste and Substances Sites (Cortese) List as a planning document for use by state and local agencies to comply with CEQA by providing the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database (CalSites).
- **DTSC HazNet:** DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS:** Leaking Underground Storage Tank Information System (LUSTIS). The State Water Resources Control Board (SWRCB) maintains an inventory of underground storage tanks and leaking underground storage tanks, which tracks unauthorized releases.

The DTSC's EnviroStor database and the SWRCB's GeoTracker database are the online databases that track hazardous materials release sites on the lists compiled pursuant to Government Code, Section 65962.5. EnviroStor is the DTSC's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or where further investigation may be warranted. GeoTracker is the SWRCB's database system, used by the state board, regional boards, and local agencies to track and archive compliance data from authorized and unauthorized discharges of waste to land, as well as unauthorized releases of hazardous substances from underground storage tanks.

A review of the DTSC's EnviroStor database indicates no active sites requiring cleanup or evaluation due to the release of hazardous materials on or within 0.25 mile of the ECC, CE MES, WCC, and MCC Expansion project sites. The CE MIR project site is identified as containing Linda Vista Landing Field, which is listed as "Action Required" for Military Evaluation (DTSC 2026). Additional description of the CE MIR project site as it relates to the former military uses is provided in Section 3.6.1.2.

A review of the SWRCB's GeoTracker database indicates various case-closed Cleanup Program and LUST (Leaking Underground Storage Tank) sites, with no active sites requiring cleanup or evaluation due to the release of hazardous materials on or within 0.25 mile of ECC, CE MES, CE MIR, and MCC Expansion project sites (SWRCB 2026).

There is an open assessment case approximately 340 feet of the WCC project site at 3645 Midway Drive involving indoor air, soil, and soil vapor contamination related to the chlorinated solvents tetrachloroethene (PCE) and trichloroethene (TCE). The San Diego Regional Water Quality Control Board is performing regulatory cleanup oversight for this site.

3.6.1.2 CE MIR Historic Military Use

Historic Use

The Miramar College campus, which CE MIR is part of, was largely undeveloped until the 1940s when the Navy acquired the site and built the Linda Vista Valley Auxiliary Field also known as Hourglass Field. The Miramar College campus was used as an auxiliary airfield for Naval Air Sation (NAS) San Diego and was later used as an emergency landing strip for NAS Miramar. Practice bombing was conducted at the airfield using practice bombs equipped with spotting charges. The property was also used for the storage of surplus buildings. The land was relinquished to civilian aircraft use after World War II. From 1957 to 1959, the site was used by the California Sports Car Club and the San Diego Regional Sports Car Club of America.

In 1961 the Navy transferred the land at no cost to the San Diego Unified School District, which at the time managed community colleges. The transfer came with the stipulation that the land be developed for educational purposes, requiring that a school be constructed on the site. Miramar College opened in 1969 as the Miramar Regional Occupational Training Center for police and firefighter training. Since then, Miramar College has expanded into a comprehensive community college offering transfer and expanded career training programs. Miramar Campus is currently occupied by various academic and job training buildings, athletic and recreational facilities, open space, and internal campus roads and parking lots.

Formerly Used Defense Sites

The U.S. Army is the Department of Defense's lead agency responsible for the cleanup of properties formerly owned, leased, or otherwise possessed by the United States and under the jurisdiction of the Secretary of Defense prior to October 1986 (USACE 2020). These sites are known as Formerly Used Defense Sites (FUDS). The U.S. Army Corp of Engineers (USACE) executes the FUDS Program on behalf of the U.S. Army and Department of Defense. Potential FUDS must be reviewed for the origin and extent of contamination or munitions, past and present ownership, and other policies before approval for Department of Defense-funded cleanup.

3.6.1.3 Hazardous Materials

Hazardous materials are defined as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous wastes, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The following provides programs currently being offered at ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites. ECC and WCC include programs such as skilled and technical trades programs that include electronics, HVAC, plumbing, upholstery, welding, and metal fabrication, automotive technology, pottery, and culinary arts that uses that could handle hazardous materials in various quantities. Other campuses (CE MES, CE MIR, MCC, NCC, and HVC) do not involve hazardous materials in courses and would only be used for buildings and grounds cleaning and maintenance:

- Automotive – ECC
- Business, Accounting, and Entrepreneurship (includes online courses) – ECC, MCC, NCC, HVC, WCC
- Child Development – ECC, CE MES, CE MIR, HVC, MCC, WCC
- Citizenship – ECC, CE MIR, MCC, WCC, HVC
- Clothing and Textiles – WCC
- Digital Media and Programming – NCC
- Emeritus – ECC, CE MIR, WCC, MCC, NCC, WCC, HVC
- English as a Second Language (ESL) – ECC, CE MES, CE MIR, WCC, MCC, NCC, HVC
- Healthcare Careers – HVC
- High School Diploma/Equivalency – ECC, MCC, NCC, HVC
- Hospitality and Culinary Arts – ECC, WCC

- Information Technology (includes online courses) – NCC, ECC, MCC
- Skilled and Technical Trades – ECC, MCC

3.6.1.4 Hazardous Waste

A hazardous waste is any waste that may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness, or pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, disposed of, or otherwise managed (California Health and Safety Code, Section 25141). Hazardous materials and wastes can result in public health hazards if improperly handled; released into the soil or groundwater; or released into the air through vapors, fumes, or dust.

3.6.1.5 Airport-Related Hazards

The FMP Project Sites are located within airport influence areas (AIAs) associated with Marine Corps Air Station (MCAS) Miramar, San Diego International Airport (SDIA), Montgomery-Gibbs Executive Airport (MYF), and North Island Navy Air Station (Halsey Field) Airport. The applicable airport land use compatibility plans identify various noise, overflight, safety, and airspace protection areas within these AIAs, as described below. Figure 3.6-1 through 3.6-1d, Airport Land Use Compatibility Plan, show the AIAs for these airports and FMP Project Sites. Figure 3.6-2a through 3.6-2d, Airport Noise Contours, illustrates airport noise contour maps and locations of the FMP Project Sites. Figure 3.6-3a through 3.6-3d, Airport Safety Zones, illustrates airport safety zones and locations of the FMP Project Sites.

The ECC project site is located approximately 4.7 miles southwest of SDIA and within the AIA of the SDIA Airport Land Use Compatibility Plan (ALUCP). The site is also located within the SDIA Airspace Protection Area and Overflight Area (SDCRAA 2025, 2026).

The CE MES project site is located approximately 0.9 mile southwest of MYF and within Review Area 2 of the AIA identified in the MYF ALUCP. The site is also located approximately 4.5 miles north of SDIA and within the SDIA AIA (SDCRAA 2010, 2026).

The CE MIR project site is located approximately 1.85 miles north of MCAS Miramar and within Review Area 2 of the AIA identified in the MCAS Miramar ALUCP (SDCRAA 2020). The CE MIR is also within the SDIA AIA. The site is outside the MCAS Miramar noise exposure and safety zone contours.

The WCC project site is located approximately 1 mile northwest of SDIA and within the SDIA AIA. The site is within the SDIA 65-decibel Community Noise Equivalent Level (CNEL) Noise Exposure Contour, Overflight Area, and Airspace Protection Area.

HVC is approximately 2.6 miles southeast of the SDIA and is within the SDIA AIA and Critical Surface Area.

The NCC project site is located approximately 0.23 mile south of the MYF runway and within the MYF AIA, Review Area 1, Airport Safety Zone 6 (Traffic Pattern Zone), and Airport Overflight Notification Area. The site is also within the SDIA AIA, Critical Surface Area, and Overflight Area.

3.6.1.6 Emergency Response and Evacuation

The County of San Diego's (County's) Office of Emergency Services provides Evacuation Planning Map Books that identify emergency relocation and evacuation routes throughout the County and organize geographic areas into predefined Genasys Evacuation Zones (County of San Diego 2024). These zones allow emergency officials to identify, communicate, and manage evacuations efficiently. During an actual major disaster requiring emergency evacuation, the San Diego Police Department coordinates with other agencies to identify transportation and evacuation points for relocating people to safe areas. The San Diego Police Department may issue evacuation warnings or orders by zone and update the public-facing evacuation map as conditions change. Major ground transportation corridors, including interstates, highways, and major arterials, provide primary evacuation routes during evacuation efforts. Although the County's Office of Emergency Services maintains GIS data depicting evacuation routes, the specific routes used during an emergency are determined based on the location and extent of the incident and prevailing conditions. Route selection may consider factors such as roadway capacity, bottlenecks, traffic flow, and the location and movement of the incident. Alternative routes may also be identified or implemented as conditions change.

3.6.1.7 Wildfire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) maps Fire Hazard Severity Zones (FHSZs) throughout California and identifies federal, state, and local responsibility areas for fire protection. Fire Hazard Severity Zones are based on factors such as vegetation (fuel), topography, fire history, and climate, and are classified as Moderate, High, or Very High fire hazard.

Within its local responsibility area, the City of San Diego (City) has adopted a Very High Fire Hazard Severity Zone (VHFHSZ) map that expands upon the hazard areas recommended by CAL FIRE. The map was developed in coordination with the City of San Diego Fire-Rescue Department and CAL FIRE to identify areas with very high fire hazard, where measures such as vegetation management and fire-resistant building standards can be implemented to reduce wildfire risk and minimize the potential loss of life, property, and natural resources. Areas designated as VHFHSZs are generally characterized by steep slopes, limited precipitation, and abundant vegetation that can serve as wildfire fuel.

According to the City's 2024 VHFHSZ, none of the campuses are located within a VHFHSZ (City of San Diego 2025).

The FMP Project Sites are all developed and do not contain steep slopes or native vegetation.

3.6.2 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address hazards and hazardous materials.

3.6.2.1 Federal

Resource Conservation and Recovery Act

Federal hazardous waste laws are largely promulgated under the Resource Conservation and Recovery Act (RCRA) (40 Code of Federal Regulations, Part 260), as amended by the Hazardous and Solid Waste Amendments of 1984 (which are primarily intended to prevent releases from leaking USTs). These laws provide for the "cradle to grave" regulation of hazardous wastes. Specifically, under RCRA, any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of. The USEPA has the primary responsibility for implementing the RCRA, although individual states can obtain authorization to implement some or all RCRA provisions.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations, which requires the U.S. Department of Transportation Office of Hazardous Materials Safety to generate regulations for the safe transportation of hazardous materials. Hazardous Materials Transportation Act

Comprehensive Environmental Response, Compensation, and Liability Act

The 1980 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, provides federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Federal actions related to CERCLA are limited to sites on the National Priorities List for cleanup activities, with listings based on the USEPA's Hazard Ranking System. The Hazard Ranking System is a numerical ranking system used to screen potential sites based on criteria such as the likelihood and nature of the hazardous material release and the potential to affect people or environmental resources. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986, as outlined below.

Superfund Amendments and Reauthorization Act

SARA is primarily intended to address the emergency management of accidental releases and to establish state and local emergency planning committees responsible for collecting hazardous

material inventory, handling, and transportation data. Specifically, under Title III of SARA, a nationwide emergency planning and response program established reporting requirements for businesses that store, handle, or produce significant quantities of hazardous or acutely toxic substances as defined under federal laws. Title III of SARA also requires each state to implement a comprehensive system to inform federal authorities, local agencies, and the public when significant quantities of hazardous or acutely toxic substances are stored or handled at a facility. This data is made available to the community at large under the "right-to-know" provision, with SARA also requiring annual reporting of continuous emissions and accidental releases of specified compounds.

3.6.2.2 State

California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are codified in California Code of Regulations Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generation, transportation, treatment, storage, and disposal facilities. Because California is a fully authorized state under the RCRA, most RCRA regulations are integrated into Title 22. The California Environmental Protection Agency and California Department of Toxic Substances Control (DTSC) regulate hazardous waste more stringently than the USEPA through Title 22, which does not include as many exemptions or exclusions as the equivalent federal regulations. Similar to the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than the RCRA does. The state has compiled a number of additional regulations from various California Code of Regulations titles related to hazardous materials, wastes, and toxics into California Code of Regulations Title 26 (Toxics) and provides additional related guidance in Titles 23 (Waters) and 27 (Environmental Protection), although California hazardous waste regulations are still commonly referred to as Title 22.

Title 24 of the California Code of Regulations provides a number of requirements related to fire safety, including applicable elements of Part 2, the California Building Code; Part 2.5, the California Residential Code; and Part 9, the California Fire Code. Specifically, California Building Code, Chapter 7 (Fire and Smoke Protection Features), includes standards related to building materials, systems, and assembly methods to provide fire resistance and prevent the internal and external spreading of fire and smoke (such as the use of non-combustible materials and fire/ember/smoke barriers). California Building Code, Chapter 9 (Fire Protection Systems), provides standards regarding when fire protection systems (such as alarms and automatic sprinklers) are required, as well as criteria for their design, installation, and operation. Section R327 of the California Residential Code provides fire-related standards for building design, materials, and treatments. The California Fire Code establishes minimum standards to safeguard public health and safety from hazards, including fire in new and existing structures. Specifically, this includes requirements related to fire hazards from building use/occupancy (e.g., access for

firefighting equipment/personnel and the provision of water supplies), the installation or alteration/removal of fire suppression or alarm systems, and the management of vegetative fuels and the provision of defensible space.

California Health and Safety Code

The California Environmental Protection Agency/DTSC has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code, Section 25531 et seq., incorporates the requirements of SARA and the federal Clean Air Act as they pertain to hazardous materials. Under the California Accidental Release Prevention Program (California Health and Safety Code, Sections 25531–25545.3), certain businesses that store or handle more than 500 pounds, 55 gallons, or 200 cubic feet (for gases) of acutely hazardous materials at their facilities are required to develop and submit a Risk Management Plan to the appropriate local authorities, the designated local administering agency, and the USEPA for review and approval. The Risk Management Plan is intended to satisfy federal "right-to know" requirements and provide basic information to regulators and first responders, including identification/quantification of regulated substances used or stored on site, operational and safety mechanisms in place (including employee training), and potential on- and off-site consequences of release and emergency response provisions.

Under California Health and Safety Code, Sections 25500–25532, businesses handling or storing certain amounts of hazardous materials are required to prepare a Hazardous Materials Business Emergency Plan, which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program. Hazardous Materials Business Emergency Plans are also required to include a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material and must be prepared prior to facility operation (with updates and amendments required for appropriate circumstances such as changes in business location, ownership, or operations).

Pursuant to California Health and Safety Code, Chapter 6.11, the California Environmental Protection Agency established the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program), which consolidated a number of existing state programs related to hazards and hazardous materials. The Unified Program allows the designation of Certified Unified Program Agencies (CUPAs) to implement associated state regulations within their jurisdiction. For businesses in the City, applicable hazardous materials plans (such as Risk Management Plans and Hazardous Materials Business Emergency Plans) are submitted to and approved by the County Department of Environmental Health and Quality, Hazardous Materials Division (HMD), which is the local CUPA as outlined below under County requirements.

Division 12 (Fires and Fire Protection) of the California Health and Safety Code provides several standards related to fire protection methods, including requirements for the management of vegetation comprising a potential fire hazard under Part 5, Chapters 1–3.

Investigation and Cleanup of Contaminated Sites

The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) have legal authority to regulate site cleanup via Division 7 of the California Water Code, SWRCB plans and policies, and Regional Water Quality Control Plans (Basin Plans). The RWQCBs oversee the dischargers' (i.e., responsible parties') activities pertaining to the cleanup of pollution at sites to ensure that the dischargers clean up and abate the effects of discharges in a manner that promotes attainment of either background water quality or the best water quality that is reasonable if background levels of water quality cannot be restored considering all demands being made and to be made on those waters and the total values involved, beneficial and detrimental, economic and social, and tangible and intangible. The SWRCB manages the program on a statewide basis by overseeing the Site Cleanup Program budget, maximizing the collection of debt owed to the state, establishing contracts for special projects, and conducting Site Cleanup Program roundtables with the RWQCBs on a quarterly basis to share information; discussing ways to facilitate procedures and improve the program; and updating the regions on any changes or additions to existing procedures. The SWRCB is also sometimes involved with petitions that are filed by an aggrieved person to review an action or failure to act by a RWQCB, as described in California Water Code, Section 13320. Currently, the RWQCBs actively oversee 3,452 cleanup sites, and an additional 1,616 sites in backlog are awaiting RWQCB regulatory oversight.

The Site Cleanup Program regulates and oversees the investigation and cleanup of "non-federally owned" sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program vary and include but are not limited to pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields.

Hazardous Materials Transportation

The California Highway Patrol and California Department of Transportation are the state agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. These agencies also govern permitting for hazardous materials transportation within the state.

California Department of Forestry and Fire Protection – State Responsibility System

Legislative mandates passed in 1981 (Senate Bill 81) and 1982 (Senate Bill 1916) require CAL FIRE to develop and implement a system to rank fire hazards in California. Areas are rated as moderate, high, or very high based primarily on the assessment of different fuel types. CAL FIRE also identifies responsibility areas for fire protection, including federal responsibility areas, state responsibility areas, and local responsibility areas.

Cortese List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. California Government Code, Section 65962.5, requires the California Environmental Protection Agency to develop at least annually an updated Cortese List that includes hazardous waste facilities and sites listed by DTSC, Department of Health Services lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks or a discharge of hazardous wastes or materials into the water or groundwater. Other state and local government agencies are required to provide additional sites with a known migration of hazardous waste/material for inclusion in the Cortese List.

The DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides the DTSC's component of Cortese List data by identifying the Annual Workplan (now referred to state response and/or federal Superfund) and backlog sites listed under California Health and Safety Code, Section 25356. In addition, the DTSC's Cortese List includes certified with operation and maintenance sites.

GeoTracker provides the SWRCB component of Cortese List data by identifying all USTs for which an unauthorized release is filed; solid waste disposal facilities from which there is a migration of hazardous waste, and for which the SWRCB notified DTSC; and all cease and desist and cleanup or abatement orders concerning the discharge of hazardous material wastes. GeoTracker contains records for sites that require cleanup, such as Leaking UST Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites.

Environmental Health Standards for the Management of Hazardous Waste

These environmental health standards (California Code of Regulations, Title 22, Division 4.5, Section 66001 et seq.) establish requirements for the management and disposal of hazardous waste in accordance with the provisions of the state Hazardous Waste Control Act and federal RCRA.

State Water Resources Control Board

Construction General Permit (2009-0009-DWQ)

Construction activities that disturb 1 acre or more of land must obtain coverage under the SWRCB Construction General Permit (Order 2009-0009-DWQ, as amended by Order 2010-0014-DWQ, Order 2012-006-DWQ, and 2022-0057-DWQ). Under the terms of the permit, applicants must file a complete an accurate Notice of Intent and permit registration documents with the SWRCB. Applicants must also demonstrate conformance with applicable construction best management practices and prepare a construction stormwater pollution prevention plan containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project area.

Site Cleanup Program

The Site Cleanup Program regulates and oversees the investigation and cleanup of "non-federally owned" sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program vary and include but are not limited to pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. The types of pollutants encountered at the sites include solvents, pesticides, heavy metals, and fuel constituents.

The SWRCB and RWQCBs have legal authority to regulate site cleanup via Division 7 of the California Water Code, SWRCB plans and policies, and Regional Water Quality Control Plans (Basin Plans). The RWQCBs oversee the dischargers' (i.e., responsible parties') activities pertaining to the cleanup of pollution on sites to ensure that the dischargers clean up and abate the effects of discharges in a manner that promotes attainment of either background water quality or the best water quality that is reasonable if background levels of water quality cannot be restored, considering all demands being made and to be made on those waters and the total values involved, beneficial and detrimental, economic and social, and tangible and intangible.

There are five main types of funding mechanisms for sites in the Site Cleanup Program: (1) voluntary cleanups executed and funded by the discharger; (2) Cleanup and Abatement Order cleanups executed and funded by the discharger; (3) cleanups executed by the RWQCB or another public agency, county, municipality, or city and funded by the state via the Cleanup and Abatement Account; (4) Site Cleanup Subaccount Program; and (5) brownfield cleanup using available grants and loans.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (California Health and Safety Code, Chapter 6.11, Sections 25404–25404.9)

This program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the environmental and emergency response programs and provides authority to the Certified Unified Program Agency. The Certified Unified Program Agency for the District is the County's Department of Environmental Health, Hazardous Materials Division (HMD), which has the responsibility and authority to implement and enforce the requirements listed in Chapter 6.5 (starting with Section 25100), Chapter 6.67 (starting with Section 25270), Chapter 6.7 (starting with Section 25280), Chapter 6.95 (starting with Section 25500), and Sections 25404.1 and 25404.2, including the following:

1. **Aboveground Petroleum Storage Act Requirements for SPCC Plans.** Facilities with a single tank or cumulative aboveground storage capacities of 1,320 gallons or greater of petroleum-based liquid product (e.g., gasoline, diesel, lubricants) must develop an SPCC plan. An SPCC plan must be prepared in accordance with the oil pollution prevention guidelines in Code of Federal Regulations, Title 40, Section 112. This plan must describe the procedures, methods, and equipment needed at the facility to prevent discharges of petroleum from reaching navigable waters. A registered professional engineer must certify the SPCC plan, and a complete copy of the plan must be maintained on site.
2. **California Accidental Release Prevention Program.** This program requires any business that handles more than threshold quantities of an extremely hazardous substance to develop a Risk Management Plan. The Risk Management Plan is implemented by the business to prevent or mitigate releases of regulated substances that could have off-site consequences through hazard identification, planning, source reduction, maintenance, training, and engineering controls.
3. **Hazardous Materials Business Plan/Hazardous Materials Inventory Statements.** Hazardous Materials Business Plans contain basic information regarding the location, type, quantity, and health risks of hazardous materials or waste. Each business must prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material or waste or an extremely hazardous material in quantities greater than or equal to the following:
   - 55 gallons for a liquid
   - 500 pounds for a solid
   - 200 cubic feet for any compressed gas
   - Threshold planning quantities of an extremely hazardous substance
4. **Hazardous Waste Generator Program.** This program regulates businesses that generate any amount of a hazardous waste. Proper handling, recycling, treating, storing, and disposing of hazardous waste are key elements to this program.

5. **Tiered Permitting Program.** This program regulates the on-site treatment of hazardous waste.
6. **UST Program.** This program regulates the construction, operation, repair, and removal of USTs that store hazardous materials or waste.

3.6.2.3 Regional

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The 2023 San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared to comply with the Disaster Mitigation Act of 2000 and increase disaster planning funding for the region. It is intended to educate the public, help serve as a decision-making tool, supplement and enhance local policies regarding disaster planning, and improve multi-jurisdiction coordination. The Multi-Jurisdictional Hazard Mitigation Plan identifies coastal storms/erosion/tsunamis, dam failure, earthquakes, and landslides among the top hazards in the County due to the potential loss of life, injuries, and damage to property, as well as the potential for associated disruptions of public services.

San Diego County Air Pollution Control District

The San Diego County Air Pollution Control District (SDAPCD) has jurisdiction over air quality programs in the County. State and local government projects, as well as private sector projects, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD.

Under the requirements of the California Clean Air Act, each local air district is required to develop its own strategies to achieve both state and federal air quality standards for its air basin (CARB 2025). The Regional Air Quality Strategy (RAQS) was initially adopted by the SDAPCD in 1992 and has generally been updated on a triennial basis in accordance with state requirements (SDAPCD 2023). The SDAPCD developed the 2022 Revision of the RAQS for the San Diego Air Basin pursuant to California Clean Air Act requirements to identify feasible emission-control measures to provide progress in the County toward attaining the state O_3 standard. The pollutants addressed are VOCs and NO_x, precursors to the photochemical formation of O_3.

The RAQS control measures focus on emission sources under the SDAPCD's authority because the District has more control over these sources (SDAPCD 2023). These sources include stationary emission sources (such as power plants, manufacturing and industrial facilities) and some area-wide sources (such as water heaters, architectural coatings, and consumer products). However, the emission inventories and emission projections in the RAQS reflect the impact of all emission sources and all control measures, including vehicle emissions that are under the jurisdiction of CARB, because the SDAPCD is responsible for reflecting federal, state, and local measures in a single plan to achieve state O_3 standards in the San Diego Air Basin.

The SDAPCD is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. Development projects in the City may be subject to the following SDAPCD rules (as well as others):

- **Rule 1206, Asbestos Removal, Renovation, and Demolition**. Requires the proper identification, removal, handling, and disposal of asbestos for any construction Project.

Airport Land Use Compatibility Plans

Under the California State Aeronautics Act (California Public Utilities Code [PUC], Section 21670 et seq.), the San Diego County Regional Airport Authority (SDCRAA) serves as the Airport Land Use Commission (ALUC) for San Diego County. The ALUC is responsible for adopting Airport Land Use Compatibility Plans for 16 public use and military airports within the county. ALUCPs provide policy guidance on appropriate surrounding land uses to safeguard public health, safety, and welfare, while protecting airports from the encroachment of incompatible development. ALUCPs establish policies and compatibility criteria addressing four primary factors: noise, overflight, safety, and airspace protection.

Pursuant to Public Resources Code, Section 21096, and CEQA Guidelines, Section 15154, lead agencies must evaluate potential airport hazard and noise impacts for projects located within an AIA. FMP Project Sites occur within the AIAs for the SDIA, MCAS Miramar, and MYF.

San Diego International Airport ALUCP

The SDIA ALUCP was adopted by the SDCRAA in February 2025 to promote compatibility between airport operations and surrounding land uses. The ALUCP is intended to protect the continued operation of the airport while safeguarding the health, safety, and welfare of occupants of nearby properties by establishing policies and standards for compatible land uses. The ALUCP provides compatibility criteria for local agencies in the preparation and amendment of land use plans, zoning ordinances, and development approvals affecting properties within the AIA. The SDIA AIA encompasses areas where airport-related noise, safety, airspace protection, and overflight factors may affect land use compatibility. The AIA is defined by the outermost boundaries of the combined safety zones, 60 dB CNEL noise contour, airspace protection area, and overflight area. The ALUCP establishes separate compatibility policies, standards, and maps for each of these four compatibility factors.

Marine Corps Air Station Miramar ALUCP

The MCAS Miramar ALUCP was adopted by the SDCRAA in October 2008 and subsequently amended in December 2010 and November 2011 to promote compatibility between MCAS Miramar and surrounding land uses. The ALUCP provides for the orderly development of land surrounding the airport in a manner that is compatible with existing and future military aviation operations while protecting public health, safety, and welfare. The ALUCP establishes

compatibility policies and criteria applicable to local agencies in the preparation or amendment of land use plans, zoning ordinances, and development approvals, as well as to project applicants proposing development within the AIA. The MCAS Miramar AIA identifies areas where airport-related noise, safety, airspace protection, and overflight factors may affect land use compatibility or require restrictions on development. To facilitate implementation of the ALUCP, the AIA is divided into Review Area 1 and Review Area 2. Review Area 1 encompasses the airport's noise and safety compatibility factors, while Review Area 2 includes the portions of the airspace protection and overflight compatibility factors located outside Review Area 1 (SDCRAA 2008). Projects within the applicable review areas are evaluated for consistency with the compatibility policies and criteria established in the ALUCP.

Montgomery-Gibbs Executive Airport ALUCP

The MYF ALUCP was adopted by the San Diego County Regional Airport Authority in December 2010 and subsequently amended to promote compatibility between Montgomery-Gibbs Executive Airport and surrounding land uses. The ALUCP provides for the orderly development of land surrounding the airport in a manner that is compatible with existing and future airport operations while protecting public health, safety, and welfare. The ALUCP establishes compatibility policies and criteria applicable to local agencies in the preparation or amendment of land use plans, zoning ordinances, and development approvals, as well as to project applicants proposing development within the AIA. The MYF AIA identifies areas where airport-related noise, safety, airspace protection, and overflight factors may affect land use compatibility or require restrictions on development. To facilitate implementation of the ALUCP, the AIA is divided into Review Area 1 and Review Area 2. Review Area 1 encompasses the airport's noise and safety compatibility factors, while Review Area 2 includes the portions of the airspace protection and overflight compatibility factors located outside Review Area 1. Projects within the applicable review areas are evaluated for consistency with the compatibility policies and criteria established in the ALUCP.

County of San Diego Department of Environmental Health and Quality, Unified Program Facility Permit

All businesses in the County that conduct any of the following activities are required by AB 2286 to obtain and maintain a valid Unified Program Facility Permit through the California Environmental Reporting System: handle or store hazardous materials; are part of the California Accidental Release Prevention Program; generate or treat hazardous wastes; generate or treat medical waste; store at least 1,320 gallons of aboveground petroleum; and/or, own or operate USTs. A Unified Program Facility Permit has commonly been referred to as a Hazardous Materials Permit or a Health Permit. It is a permit issued by the County Department of Environmental Health and Quality to regulated facilities. The Unified Program is the consolidation of six state-regulated environmental programs into one program under the Cal/EPA. The goal of the program is to achieve consistency, consolidation and coordination in the regulation of the following six programs:

- Aboveground Petroleum Storage Act
- California Accidental Release Prevention
- Hazardous Materials Business Plan (HMBP)
- Hazardous Materials Management and Inventory Program
- Hazardous Waste and Hazardous Waste Treatment Program
- Underground Storage Tank Program

A CUPA is the agency responsible for the implementation and regulation of the Unified Program, and the County DEH has been the CUPA for San Diego County since 1996.

The County DEH has the following requirements related to hazards and hazardous materials.

- Plan Check: Depending on the nature of construction, a Hazardous Materials Plan Check review may be necessary for buildings to be cleared for occupancy. Information on Plan Check requirements can be found at https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hazmat/hmd_plan_check.html.
- Hazardous Materials Business Plan: If chemicals/hazardous materials/hazardous wastes stored in project will hold a volume greater than or equal to 55 gallons, 500 pounds or 200 cubic feet each (e.g. gasoline, diesel fuel, lubricating oil, grease, cleaning products, landscaping chemicals and fertilizers, and solvents, etc.), the facility owner/operators(s) are required to submit a Hazardous Materials Questionnaire to the Hazardous Materials Division (HMD) and complete a Hazardous Materials Plan Check review prior to operation. Any proposed activities involving the storage and handling of hazardous materials will require the owner/operator and/or contractor(s) to comply with local and state laws and regulations. Additional information on HMBP requirements can be found at https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hazmat.html.
- Hazardous Waste: All construction-related hazardous wastes (e.g. waste gasoline, waste diesel fuel, waste lubricating oil/grease, waste cleaning products, waste landscaping chemicals and fertilizers, and waste solvents, etc.) generated and stored onsite must be properly labeled and handled in manner to prevent release to the environment. Contractor(s) must ensure any hazardous wastes generated onsite during construction is properly disposed by registered hazardous waste transporter and compliant with local and state laws and regulations. Additional information on Hazardous Waste requirements can be found at https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hazwaste.html.
- Aboveground Petroleum Storage: If one operation has greater than or equal to 1,320 gallons of petroleum (e.g. gasoline, diesel, oil, used oil, etc.) stored in aboveground tanks and containers 55-gallons or greater in size, or that has at least one Tank In An Underground Area (TIUGA), then they are subject to regulatory requirements under

the California Aboveground Petroleum Storage Act (APSA), and a Spill Prevention, Control and Countermeasures (SPCC) Plan may be required. Facilities storing an aggregate of 10,000 or more gallons of petroleum must have their SPCC plan certified by a professional engineer. Additional information on APSA can be found at https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hmd_apsa.html.

- Underground Storage Tanks: If an underground storage tank (UST) that previously held a hazardous substance is unexpectedly discovered during the Project, the property owner/operator shall apply to the HMD for a removal permit in accordance with state law before removing the tank and connected piping. Additional information can be found at https://www.sandiegocounty.gov/content/sdc/deh/hazmat/ust/hmd_ust_construction.html.

San Diego County Emergency Operations Plan

The San Diego County Emergency Operations Plan is a comprehensive emergency management system that provides for a planned response to natural disaster situations, technological incidents, and nuclear defense operations (County of San Diego 2022). The Emergency Operations Plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the County's population. The Emergency Operations Plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

3.6.2.4 District

District Design Guidelines and Standards Manual

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. The following general specifications related to hazardous materials are anticipated to apply to future projects

Removal and Disposal of Hazardous Materials

The general conditions related to removal and disposal of hazardous materials require that hazardous materials, including asbestos, lead, or polychlorinated biphenyls, are managed safely and in compliance with federal, state, and local regulations related to these materials. Before

construction begins, a hazardous materials survey must be conducted to identify materials that require specialized handling. If hazardous materials are present, a contractor licensed for abatement and removal activities must be employed to conduct such activities. During construction, the general specifications require containment zones to be established and all construction personnel to be trained and provided appropriate personal protective equipment. Waste manifests must document the proper transportation and disposal of hazardous materials. Once removal activities are complete, air and surface clearance testing is required to confirm the area is free of contamination.

Board Policies and Administrative Procedures

Board Policies 3505 (Emergency Response Plan) and 7415 (Fire, Earthquake, and Disaster Safety) direct the Chancellor to establish procedures that ensure that the District implements a plan to be activated in the event of an emergency or the occurrence of a natural disaster or hazardous condition. This plan must comply with the National Incident Management System, the Standardized Emergency Management System, and should incorporate the functions and principles of the Incident Command System, the Master Mutual Aid Agreement, and other relevant programs. The plan must also identify training requirements for District employees depending on their assigned roles within the emergency plan.

Board Policy 6800 (Occupational Health and Safety) authorizes the District Chancellor to create and implement an Occupational Health and Safety Program. The program consists of appropriate policies, programs, and procedures to:

1. Identify and evaluate all workplace hazards, including methods to mitigate identified hazards.
2. Delegate responsibility for the implementation and enforcement of the District's Injury and Illness Prevention Plan at each of the District's places of operation.
3. Train all employees, supervisors, and managers in the recognition of workplace hazards and proper safe work practices.
4. Ensure that all employees will comply with safe work practices.
5. Create a system of communications between management and employees to promote a safe working environment, including means for employees to inform the District of potential hazards without the fear of retaliation.
6. Investigate the causes of accidents and illnesses.
7. Correct unsafe or unhealthy conditions or practices in a timely manner.

San Diego Miramar College

Emergency Plan. The San Diego Miramar College Emergency plan outlines basic organization and procedures utilizing the Standardized Emergency Management System for responding to an emergency affecting any location owned and operated by San Diego Community College District.

It is designed to ensure the safety and well-being of employees and students during emergencies. It includes detailed evacuation procedures, designated assembly points, and regular drills.

Miramar College Chemical Hygiene Plan. The San Diego Miramar College Chemical Hygiene Plan (CHP) provides direction to minimize the exposure of employees, students, and the community to hazardous chemicals. The CHP sets out provisions to control the exposure and release of hazardous chemicals by way of control methods, work practices, and personal protective equipment. The goal of the CHP is to control the intentional and unintentional movement of hazardous chemicals at San Diego Miramar College. The CHP is applicable to all physical science laboratories, maintenance and facilities operations that uses or stores hazardous chemicals or generates hazardous waste. All employees who handle non-household chemicals or household chemicals that are used in bulk amounts are also covered by the CHP.

Mesa College

Safety Plans. In compliance with the California Health and Safety Code regulations , the District has developed a HMBP training program for the Mesa College campus (District 2023a). This plan provides the written employee training plan for hazardous materials safety and emergency response on campus. The HMBP describes procedures for the safe handling of hazardous materials, including hazardous waste; directions for the use of emergency response equipment and materials; procedures for coordination with local emergency response organizations when necessary; and emergency response procedures for a release or threatened release of hazardous materials.

The Chemical Hygiene Program developed for the campus provides further direction to minimize the exposure of employees, students, and the community to hazardous chemicals (District 2022). This program sets out provisions to control the exposure and release of hazardous chemicals through control methods, work practices, and use of personal protective equipment. The program is applicable to laboratories and maintenance and facilities operations that use or store hazardous chemicals or generate hazardous waste.

Mesa College Campus has Evacuation Zones maps to facilitate evacuation during emergency. CE MES is identified as Evacuation Zone 13 in the Campus Evacuation Maps (Mesa 2026). The maps show where to gather in the event of building evacuation within the campus. In the event of campus evacuation, the procedure is to exit through the nearest campus exit and follow the directions of the San Diego Community College District Police Department or other emergency preparedness personnel.

3.6.2.5 Local (Non-Regulatory)

While the District is not subject to local zoning or land use planning documents, the campus is located adjacent to the City's right-of-way. Hazards on campus or in adjacent parts of the City may

also require coordination between the District and City. Therefore, a summary of City policies related to hazards and hazardous materials is provided below.

San Diego Municipal Code Hazardous Materials

The San Diego Municipal Code Hazardous Waste Establishment regulations (Chapter 4, Article 2, Division 8) enable the Health Officer to establish a program to monitor establishments where hazardous wastes are produced, stored, handled, disposed of, treated, or recycled, and to provide health care information and other appropriate technical assistance on a 24-hour basis to emergency responders in the event of a hazardous waste incident involving community exposure. The Disclosure of Hazardous Materials regulations (Chapter 4, Article 2, Division 9) establish a system for the provision of information on potential hazards or hazardous materials in the community, including appropriate education and training.

San Diego Municipal Code Public Right-of-Way

Chapter 6, Article 2, Division 12 of the San Diego Municipal Code governs excavation in the public right-of-way within the City and establishes that traffic control is required for any project that encroaches into the public right-of-way. This includes public improvement projects, construction activities, and all other work occurring within City right-of-way areas such as sidewalks, streets, alleys, medians, and parking spaces. The intent of this section is to ensure public safety, maintain traffic flow, and coordinate temporary disruptions to the transportation network. Obtaining a Public Right-of-Way Permit requires submittal of a Traffic Control Plan meeting California Manual on Uniform Traffic Control Devices and City standards as a condition of permit approval.

3.6.3 Method of Analysis

The following impact analysis evaluates the effects from hazards and hazardous materials that may result with implementation of the construction and operational activities associated with each project category. Based upon the existing conditions described above, the impact analysis assesses the direct and indirect impacts related to hazards and hazardous materials and determines whether the project would trigger a threshold listed below. Mitigation measures are provided, where applicable.

3.6.4 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the project would have a significant impact on noise if it would result in:

- **Threshold 1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Threshold 2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- **Threshold 3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- **Threshold 4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- **Threshold 5:** For a Project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project area.
- **Threshold 6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold 7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

3.6.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to noise that could result from implementation of the project.

3.6.5.1 Threshold 1: Transportation, Use, and Disposal of Hazardous Materials

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

Impact Analysis

Construction

Program Level and Project Level

Construction of facilities under the FMP would involve the routine use of construction equipment and materials containing hazardous substances, including fuels, lubricants, hydraulic fluids, paints, adhesives, solvents, and other construction-related chemicals. These materials would be transported to and from project sites, used during construction, and disposed of as necessary.

The routine transport, storage, use, and disposal of hazardous materials during construction would be conducted in accordance with applicable federal, state, and local regulations governing hazardous materials and hazardous waste. These regulations include, but are not limited to, the Toxic Substances Control Act, Resource Conservation and Recovery Act, and California Hazardous Waste Control Act, which establish requirements for the proper management and disposal of hazardous materials and wastes. In addition, the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration regulates the transportation of hazardous materials through requirements governing packaging, labeling, shipping, vehicle loading, and transporter registration.

Compliance with these regulatory requirements would minimize the potential for accidental releases and exposure to hazardous materials during construction. Accordingly, construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Operation

Program Level

With the exception of the MCC Expansion site, all project sites are existing SDCCE campuses that currently operate educational programs, as described in Section 3.6.1, Environmental Setting. The MCC Expansion site is currently vacant and contains a former commercial restaurant building. Implementation of the FMP would expand and modernize campus facilities but would not introduce educational programs that would substantially increase the type or quantity of hazardous materials used beyond those commonly associated with existing community college operations.

Similar to existing conditions, campus operations would continue to involve routine use of small quantities of hazardous materials for custodial and facility maintenance activities, including cleaning products, paints, pesticides, fertilizers, and other maintenance supplies. Certain instructional programs, such as automotive technology, welding, HVAC, plumbing, electronics, manufacturing and metal fabrication, and healthcare training, may also use limited quantities of materials such as fuels, oils, compressed gases, refrigerants, solvents, adhesives, laboratory chemicals, and other industry-standard instructional materials. These materials are routinely used in educational settings and would not represent a substantial increase over existing campus operations.

All hazardous materials used during operation would continue to be stored, handled, transported, and disposed of in accordance with applicable federal, state, and local regulations and established District health and safety procedures. Compliance with these requirements would minimize the potential for accidental releases or exposure that could pose a significant hazard to the public or the environment.

Therefore, implementation of the FMP would not create a significant hazard through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Project Level (MCC Expansion)

The MCC Expansion project would accommodate programs including nursing, culinary arts, business information technology, Disabled Students Programs and Services, and Emeritus. These programs would not involve the routine use, transport, or disposal of substantial quantities of hazardous materials. Hazardous materials used during operation would primarily consist of common custodial and facility maintenance products, landscaping chemicals, and limited instructional materials associated with nursing and culinary programs.

As discussed in the program-level analysis, these materials would be routinely stored, handled, transported, and disposed of in accordance with applicable federal, state, and local regulations and District health and safety procedures. Consequently, operation of the MCC Expansion project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Level of Significance Before Mitigation

Implementation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.5.2 Threshold 2: Accidental Releases

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

Impact Analysis

Construction

Program Level and Project Level

Accidental Release of Common Hazardous Materials

Construction activities would involve the use, storage, and transport of hazardous materials commonly associated with building construction, including petroleum products (e.g., diesel fuel, gasoline, motor oil, and hydraulic fluid), as well as paints, adhesives, solvents, fuels, lubricants, and other construction-related chemicals. Accidental spills or releases of these materials could occur during equipment fueling, maintenance, storage, or transport and could expose construction workers, nearby campus occupants, the public, or the environment to hazardous substances.

Construction contractors would be required to comply with all applicable federal, state, and local regulations governing the transportation, storage, handling, and disposal of hazardous materials, including requirements administered by the USEPA, DTSC, California Occupational Safety and Health Administration (Cal/OSHA), and the San Diego RWQCB. Compliance with these regulations requires proper storage and labeling of hazardous materials, spill prevention measures, employee training, implementation of appropriate containment measures, and proper cleanup and

disposal of accidental releases. Regulatory compliance substantially reduces the potential for reasonably foreseeable upset and accident conditions involving hazardous materials during construction. Accordingly, impacts related to accidental releases of common construction hazardous materials would be less than significant.

Encountering Asbestos-Containing Materials and Lead-Based Paint

Implementation of the Facilities Master Plan would involve partial or complete demolition of existing buildings at ECC, CE MES, CE MIR, and the MCC Expansion site. Interior walls and ceilings may also be demolished as part of renovation projects at NCC and Harbor View.

Because some existing buildings were constructed before asbestos-containing materials (ACMs) and lead-based paint (LBP) were widely regulated, demolition or renovation activities could disturb these materials if present, potentially resulting in the release of hazardous substances to the air or surrounding environment.

However, demolition and renovation activities would be conducted in accordance with the District Design Guidelines & Standards Manual and all applicable federal and state regulations governing ACMs and LBP. Prior to demolition or renovation, the District requires preparation of a hazardous materials survey by a California Department of Public Health Certified Lead Inspector/Assessor and a Cal/OSHA Certified Asbestos Consultant. If ACMs or LBP are identified, removal and disposal would be performed by appropriately licensed and certified contractors using approved containment, handling, transportation, and disposal procedures before demolition activities begin.

Compliance with these existing regulatory requirements and District procedures would ensure that hazardous building materials are identified, properly abated, and disposed of in accordance with applicable regulations, thereby minimizing the potential for accidental releases during demolition or renovation. Therefore, impacts associated with accidental releases of ACMs or LBP during construction would be less than significant.

Formerly Used Defense Site

The CE MIR campus is located within the boundaries of the former Linda Vista Valley Auxiliary Field, a property identified by the U.S. Department of Defense as a FUDS. Because of the site's historical military use, ground-disturbing activities have the potential to encounter munitions and explosives of concern (MEC), unexploded ordnance (UXO), munitions debris (MD), or other military-related explosive hazards that may remain from historical military operations.

Although no known explosive hazards have been documented within the specific construction areas, future projects implemented under the Facilities Master Plan could require excavation into previously undisturbed soils where the presence of military-related materials cannot be ruled out. If MEC, UXO, or other explosive hazards were encountered during construction, inadvertent

disturbance could result in detonation or the release of hazardous constituents, posing a substantial hazard to construction workers, students, the public, and the environment.

Because future construction projects at CE MIR could encounter military-related explosive hazards during ground disturbance, implementation of the Facilities Master Plan could expose workers and the public to reasonably foreseeable upset and accident conditions involving the release of hazardous materials or explosive hazards. This impact would be potentially significant.

Operation

Program Level and Project Level

Operation of campus facilities under the Facilities Master Plan would not substantially change the types or quantities of hazardous materials currently used throughout the District. Hazardous materials used during operation would continue to consist primarily of routine maintenance, custodial, landscaping, laboratory, and facility maintenance products, including commercial cleaning products, solvents, lubricants, paints, fertilizers, and similar materials.

As discussed under Threshold 1, each campus would continue to comply with applicable federal, state, and local regulations governing the use, storage, transport, and disposal of hazardous materials. Existing District health and safety procedures include employee training, proper storage and labeling of hazardous materials, maintenance of spill response equipment, implementation of spill containment and cleanup procedures, emergency notification protocols, and evacuation procedures when necessary. These requirements reduce both the likelihood of accidental releases and the potential consequences should a release occur.

Implementation of the Facilities Master Plan would not increase the routine use of hazardous materials beyond those typically associated with educational campus operations, nor would it place students, employees, or the public in substantially greater proximity to hazardous materials than under existing conditions. Accordingly, the potential for reasonably foreseeable upset or accident conditions involving the release of hazardous materials during operation would be less than significant.

Level of Significance Before Mitigation

Ground-disturbing activities could encounter potential contamination or munitions from munitions and explosives of concern, unexploded ordnance, munition debris. This could result in a significant hazard to the public or the environment. Impacts would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure MM-HAZ-1 would reduce the potential for the accidental release of hazardous materials to less than significant by developing procedures that must be followed during construction activities in the event munitions and explosives of concern,

unexploded ordnance, munition debris are discovered during construction as well as providing awareness briefings for contractors so that they are trained in the procedures.

MM-HAZ-1: Prepare a Munitions Response Plan. Prior to construction involving ground disturbance at Continuing Education Miramar campus, the San Diego Community College District (District) shall prepare and implement a Munitions Response Plan (MRP), prepared by a qualified unexploded ordnance (UXO) professional experienced with Formerly Used Defense Sites.

The MRP shall outline, at a minimum, procedures to recognize suspected munitions and explosives of concern, unexploded ordnance, munition debris, or other explosive hazards, to retreat to a safe location away from the suspected hazards, and to report in the event of discovery, as described in the following requirements.

Construction Worker Training. Before beginning ground-disturbing activities, all District personnel, contractors, subcontractors, and construction inspectors who may work within excavation areas shall receive unexploded ordnance awareness training conducted by a qualified UXO professional. The training shall include:

- Recognition of MEC, UXO, MD, and other potential explosive hazards;
- Required stop-work procedures;
- Evacuation procedures and establishment of appropriate exclusion zones;
- Notification requirements and emergency response procedures.
- Any personnel joining the project after construction has begun shall receive the same training before performing work involving ground disturbance.

Pre-construction Screening. Where determined appropriate by the qualified UXO professional based on historical information or site conditions, pre-construction geophysical screening (such as magnetometer, electromagnetic, ground-penetrating radar, or other appropriate methods) shall be performed to identify potential subsurface anomalies. Any such screening is intended to assist in assessing the risk of unexploded ordnance presence and identifying areas requiring additional evaluation; and shall not be considered certification that the site is free of unexploded ordnance or used to provide unexploded ordnance clearance for ground-disturbing activities.

Construction Monitoring. A qualified UXO professional shall monitor ground-disturbing activities in areas identified by the MRP as having the potential to contain MEC, UXO, MD, or other military-related explosive hazards. The qualified UXO professional shall have the authority to stop work if suspected explosive hazards are encountered.

Discovery Procedures. If suspected munitions and explosives of concern (MEC), unexploded ordnance (UXO), munitions debris (MD), or other military-related

explosive hazards are encountered, all work within the vicinity of the discovery shall immediately cease, personnel shall evacuate the area to a safe distance, and the area shall be secured to prevent unauthorized access. The contractor shall immediately notify the District, emergency responders, and the qualified unexploded ordnance (UXO) professional. The qualified UXO professional shall coordinate with the appropriate local bomb squad, the U.S. Army Corps of Engineers (as the agency responsible for the Formerly Used Defense Sites Program), and any other agency having jurisdiction. Ground-disturbing activities shall not resume within the affected area until the responding agency with jurisdiction has determined that the hazard has been appropriately evaluated and any necessary response actions have been completed.

Significance of Impact After Mitigation

With implementation of MM-HAZ-1, potential impacts related to the MEC, UXO, MD, or other military-related explosive hazards that may remain from historical military operations at CE MIR campus would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. Therefore, impacts would be less than significant, and no significant and unavoidable impacts would remain.

3.6.5.3 Threshold 3: Hazardous Emissions within 0.25 Mile of School

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

Impact Analysis

Program Level and Project Level

The following schools are located within one-quarter mile of project sites that could be improved under the Facilities Master Plan (FMP):

- **ECC:** Baker Elementary School, west of the campus.
- **CE Mesa:** San Diego Met High School, west of the campus, and Kearny High School and Audeo Charter School southeast of the campus.
- **CE Miramar:** Walker Elementary School and Wangenheim Middle School, west of the campus.
- **WCC:** No existing or proposed schools are located within one-quarter mile.
- **MCC Expansion:** Horace Mann Middle School, southeast of the site.

Construction

Construction activities would involve the temporary use of hazardous materials commonly associated with building construction, including fuels, lubricants, paints, adhesives, solvents, and

similar products. These materials would be handled in accordance with applicable federal, state, and local regulations governing hazardous materials management, including requirements for proper storage, handling, spill prevention, and disposal. As discussed under Thresholds 1 and 2, compliance with these requirements would minimize the potential for accidental releases and prevent exposure of nearby sensitive receptors, including schools, to hazardous materials during construction.

Construction equipment and haul trucks would also generate diesel exhaust emissions. However, as evaluated in Section 3.1, Air Quality, construction-related emissions of criteria pollutants and toxic air contaminants would not result in significant impacts. Accordingly, construction activities would not expose students or school personnel at nearby schools to hazardous emissions at levels that would constitute a significant hazard.

Therefore, construction impacts related to hazardous emissions or hazardous materials within one-quarter mile of an existing or proposed school would be less than significant.

Operation

Operation of facilities under the FMP would not substantially increase the use, storage, or handling of hazardous or acutely hazardous materials beyond those already being used at the SDCCE campuses. Implementation of the FMP would modernize and expand existing educational facilities but would not introduce land uses or educational programs that would substantially increase the type or quantity of hazardous materials handled on campus or generate hazardous emissions that could affect nearby schools. As discussed under Thresholds 1 and 2, compliance with existing hazardous materials management requirements would minimize the potential for accidental releases and ensure that hazardous materials are safely stored, handled, and disposed. Hazardous materials used during operation would continue to consist primarily of routine custodial, maintenance, landscaping, laboratory, and instructional materials, all of which would continue to be managed in accordance with applicable federal, state, and local hazardous materials regulations.

Accordingly, operation of the FMP would not expose students or staff at existing or proposed schools within one-quarter mile of project sites to hazardous emissions or hazardous or acutely hazardous materials. Operational impacts would be less than significant.

Significance of Impact

Implementation of the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.5.4 Threshold 4: Hazardous Materials Sites

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

Impact Analysis

Program Level and Project Level

California Government Code, Section 65962.5, requires the California Environmental Protection Agency to compile and update a list of hazardous materials release sites, commonly referred to as the Cortese List. The Cortese List includes sites identified by several state agencies as having confirmed releases of hazardous materials requiring investigation or remediation, including hazardous waste facilities, hazardous waste discharges, public drinking water wells affected by hazardous substances, leaking underground storage tank (LUST) sites, and certain solid waste disposal facilities.

As described in Section 3.6.1.1, a review of the DTSC EnviroStor database and the SWRCB GeoTracker database was conducted for each project site.

The review determined that ECC, CE Mesa, WCC, and the MCC Expansion site are not listed on the Cortese List or other hazardous materials lists compiled pursuant to Government Code, Section 65962.5. Although several closed hazardous materials cases have been documented in the vicinity of these campuses, the cases have been closed by the applicable regulatory agencies and do not indicate the presence of hazardous materials contamination on the project sites.

The CE MIR campus contains the former Linda Vista Landing Field, which is identified in the DTSC EnviroStor database as a Military Evaluation site with an "Action Required" status. However, the Military Evaluation listing is not a hazardous materials site listed pursuant to Government Code, Section 65962.5, and therefore does not constitute a Cortese List site. As discussed under Threshold 2, CE MIR is located within a FUDS, where there is the potential to encounter MEC, UXO, MD, or other military-related explosive hazards during ground-disturbing activities. This potential hazard is addressed through Mitigation Measure MM-HAZ-1 and does not alter the conclusion under this threshold because the site is not included on the Cortese List.

The GeoTracker database also identifies an active Cleanup Program site approximately 340 feet east of the WCC campus at 3645 Midway Drive involving tetrachloroethene (PCE) and trichloroethene (TCE) contamination in soil, soil vapor, and indoor air. The site is under regulatory

oversight by the San Diego Regional Water Quality Control Board. However, the contamination is located off site, and there is no evidence that it extends beneath the WCC campus or would expose future campus users to hazardous materials. Therefore, the presence of this off-site cleanup case does not indicate that the WCC campus is located on a hazardous materials site listed pursuant to Government Code, Section 65962.5.

Accordingly, none of the project sites are located on a site included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. Implementation of the Facilities Master Plan would not create a significant hazard to the public or the environment associated with a listed hazardous materials site. Impacts would be less than significant.

Significance of Impact

The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.5.5 Threshold 5: Hazards from Nearby Airports

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact Analysis

Program Level and Project Level

San Diego International Airport ALUCP

Several project sites are located within the AIA of a public airport and are therefore subject to the applicable airport land use compatibility policies. The applicable ALUCPs establish policies addressing airport-related noise, safety, airspace protection, and aircraft overflight. These policies are intended to minimize potential conflicts between airport operations and surrounding land uses and to ensure that development does not create hazards to aircraft operations or expose people to incompatible aircraft noise levels.

The project sites are subject to the applicable ALUCPs as described below. The FMP does not propose residential uses at the project sites. Therefore, aircraft overflight notification requirements

applicable specifically to new residential development would generally not apply to the proposed improvements. Nevertheless, the location of the project sites within designated overflight areas is considered in evaluating potential airport-related effects on people who may occupy or work at the project sites.

The SDIA ALUCP establishes compatibility policies for areas within the SDIA AIA, including policies addressing noise, safety, airspace protection, and overflight. Chapter 4 of the SDIA ALUCP identifies airspace protection areas and establishes maximum allowable structure elevations intended to prevent development from interfering with aircraft operations. In addition, the Federal Aviation Administration (FAA), under 14 Code of Federal Regulations, Part 77, establishes standards for identifying potential obstructions to navigable airspace. Proposed construction that exceeds applicable Part 77 notification criteria may require FAA notification and review.

Compliance with an applicable ALUCP and, where required, FAA notification or review would ensure that future development does not conflict with applicable airport safety and airspace protection requirements. Based on the characteristics of the proposed improvements and the applicable airport compatibility criteria, the project sites would not be expected to result in an airport-related safety hazard or expose people residing or working at the project sites to excessive aircraft noise.

Education Cultural Complex

The ECC project site is located within the SDIA AIA, within the Airspace Protection Area, and within an Overflight Area (SDCRAA 2025, 2026). The SDIA ALUCP identifies a maximum structure elevation of approximately 460 feet above mean sea level (MSL) for the project site (SDCRAA 2026). The proposed improvements would include new construction not exceeding 50 feet in height. Based on an existing site elevation of approximately 49 feet MSL (whatismyelevation.com 2026), a structure of this height would have an approximate elevation of 99 feet MSL and would therefore remain substantially below the applicable maximum structure elevation identified by the SDIA ALUCP.

Accordingly, implementation of the FMP at the ECC site would not result in development that penetrates the applicable airspace protection surface or create an obstruction to navigable airspace. The project site is also outside the SDIA noise contours. Therefore, implementation of the proposed improvements would not expose people working at the site to excessive aircraft noise.

The ECC site is located within the SDIA Overflight Area (SDCRAA 2026); however, the FMP does not propose residential development at the site. The overflight policies therefore would not result in a safety hazard associated with the proposed improvements. In addition, the proposed improvements would not include features identified as potential hazards to aircraft operations, such as wildlife attractants, excessive glare, or visual or electronic interference.

Based on the above, implementation of the FMP at the ECC site would not result in an airport-related safety hazard or expose people residing or working in the project area to excessive aircraft noise. Impacts would be less than significant.

West City Campus

The WCC project site is located approximately one mile northwest of SDIA and within the SDIA AIA. The site is within the SDIA 65 dB Community Noise Equivalent Level (CNEL) Noise Exposure Contour, Overflight Area, and Airspace Protection Area.

The SDIA ALUCP identifies educational facilities, including colleges, universities, and vocational or trade schools, as compatible land uses within noise contours ranging from 60 to 75 dB CNEL, provided that interior noise levels are attenuated to 45 dB CNEL with windows and doors closed. The WCC campus currently includes a two-story building at an elevation of approximately 13 feet MSL. The proposed expansion would occur north of the existing building and would consist of approximately two- to three-story development. The proposed development would remain substantially below the maximum allowable structure elevation of approximately 351 feet MSL identified for the site.

Therefore, the proposed improvements would not result in an obstruction to navigable airspace. In addition, the proposed educational use is identified as compatible within the applicable SDIA noise exposure range, subject to the applicable interior noise attenuation requirements. The project would therefore not expose people working at the WCC site to excessive aircraft noise, provided applicable ALUCP building standards are incorporated into project design.

The WCC site is also within the SDIA Overflight Area. However, the FMP does not propose residential development at the site, and the overflight notification requirements applicable to new residential development would therefore not apply.

Based on the above, implementation of the FMP at the WCC site would not result in an airport-related safety hazard or expose people residing or working in the project area to excessive aircraft noise. Impacts would be less than significant.

MCC Expansion

The MCC Expansion project site is located within the SDIA AIA, including the Airspace Protection Area, Critical Surface Area, and Overflight Area (SDCRA 2025, 2026). The SDIA ALUCP establishes maximum allowable structure elevations within these areas to protect navigable airspace and aircraft operations, including runway approach and departure operations. The maximum structure elevation applicable to the MCC Expansion site is approximately 1,705 feet MSL (SDCRAA 2026).

The proposed improvements at MCC Expansion project site would be a three-story building and is not anticipated to exceed 50 feet in height. Based on an existing site elevation of approximately 388 feet MSL (whatismyelevation.com 2026), the resulting structure elevation would be approximately 438 feet MSL and would therefore remain substantially below the applicable maximum structure elevation. The proposed improvements would not penetrate the applicable airspace protection surface or create an obstruction to navigable airspace.

The MCC Expansion site is outside the SDIA noise contours (SDCRAA 2025, 2026). Therefore, implementation of the proposed improvements would not expose people working at the site to excessive aircraft noise. The site is also within the SDIA Overflight Area; however, the FMP does not propose residential development at the site. The proposed improvements would not include features that could create potential hazards to flight, such as wildlife attractants, excessive glare, or visual or electronic interference with aircraft operations.

Based on the above, implementation of the FMP at the MCC Expansion site would not result in an airport-related safety hazard or expose people residing or working in the project area to excessive aircraft noise. Impacts would be less than significant.

MCAS Miramar ALUCP

CE Miramar

The CE MIR project site is located approximately 1.85 miles north of Marine Corps Air Station (MCAS) Miramar and within the AIA identified in the MCAS Miramar ALUCP (SDCRAA 2020). The MCAS Miramar ALUCP establishes compatibility policies addressing airport-related noise, safety, airspace protection, and overflight. The AIA is divided into Review Area 1 and Review Area 2. Review Area 2 includes areas subject to overflight notification, airspace protection, and FAA height-notification compatibility factors outside Review Area 1.

The CE MIR project site is located within Review Area 2 but is outside the MCAS Miramar noise exposure and safety zone contours. Therefore, implementation of the FMP at the CE MIR site would not expose people working at the site to excessive aircraft noise or subject them to safety risks associated with aircraft operations.

The airspace protection policies identified in the MCAS Miramar ALUCP are intended to prevent development from obstructing navigable airspace or otherwise interfering with aircraft operations. Map MIR-3 of the ALUCP identifies airspace protection surfaces above which structures or other objects may constitute potential airspace obstructions. The CE MIR project site is beyond the approximately 978-foot MSL airspace protection boundary, corresponding to an allowable structure elevation approximately 500 feet above the MCAS Miramar airport elevation of 478 feet MSL. The existing CE MIR building is one story, and the proposed replacement building would

be two stories. The proposed building would remain substantially below the applicable airspace protection surface and would not result in an obstruction to navigable airspace.

The proposed CE MIR improvements would also not include uses or features that could create potential hazards to aircraft operations, including wildlife attractants, excessive glare, visual interference, or electronic interference. The FMP does not propose residential uses at CE MIR; therefore, residential overflight notification requirements would not apply.

Based on the above, implementation of the FMP at the CE MIR site would not result in an airport-related safety hazard or expose people residing or working in the project area to excessive aircraft noise. Impacts would be less than significant.

CE Mesa

The CE MES project site is located within Review Area 2 of the AIA associated with Montgomery-Gibbs Executive (MYF) Airport and within the AIA associated with SDIA (SDCRAA 2010, 2026). The site is therefore subject to applicable compatibility requirements associated with both airports.

Under the Montgomery-Gibbs Executive Airport ALUCP, Review Area 2 includes policies addressing airspace protection and overflight notification. Overflight notification requirements apply to new residential development and therefore would not apply to the CE MES project because the FMP does not propose residential development at the site.

The CE MES site is also within the FAA Height Notification Area. Under 14 Code of Federal Regulations, Part 77, Subpart B, proposed construction or alterations that exceed applicable notification criteria must be reported to the FAA for review. The applicable Part 77 airspace surface at the CE MES site is approximately 577.3 feet MSL. The existing site elevation is approximately 364 feet MSL. Based on the anticipated building height of approximately 50 feet, the proposed improvements would remain below the applicable Part 77 airspace surface. Because the final building height has not yet been established, future project-specific design would be subject to verification against the applicable FAA and airport land use compatibility requirements.

The CE MES site is also located within the SDIA Critical Surface Area associated with the Runway 27 IFR Non-Standard Departure Surface, which establishes a maximum structure elevation of approximately 1,362 feet MSL, and within the SDIA Overflight Area (SDCRAA 2010, 2026). Based on the anticipated building height and existing site elevation, the proposed improvements would remain substantially below the applicable SDIA maximum structure elevation. The site is outside the applicable noise exposure and safety zone contours identified for the airports.

The proposed improvements would not include residential uses. Therefore, residential overflight notification requirements would not apply. In addition, the District would be required to comply

with applicable airport land use compatibility requirements and FAA notification requirements, as applicable, during project-specific design and permitting.

Based on the above, implementation of the FMP at the CE MES site would not be expected to result in an obstruction to navigable airspace, an airport-related safety hazard, or exposure of people working at the site to excessive aircraft noise. Compliance with applicable ALUCP requirements and FAA notification and review requirements, as applicable, would further ensure that future improvements do not conflict with protected airspace or airport operations. Impacts would be less than significant.

Conclusion

The project sites that are located within an airport AIA are subject to applicable airport land use compatibility policies addressing aircraft noise, airspace protection, safety, and overflight. The proposed improvements would consist primarily of educational and campus-related facilities and would not introduce residential uses at the project sites. The proposed development would remain below the applicable maximum structure elevations and airspace protection surfaces identified in the applicable ALUCPs, based on the site elevations and anticipated building heights identified above. Sites within applicable airport noise areas would remain compatible with the applicable educational land use and interior noise attenuation requirements.

Where future project-specific design could affect compliance with an applicable FAA height-notification requirement or airport land use compatibility standard, the District would be required to demonstrate compliance during subsequent project design and permitting. Such compliance would ensure that proposed structures do not obstruct navigable airspace or otherwise interfere with aircraft operations.

Therefore, implementation of the FMP would not result in an airport-related safety hazard or expose people residing or working in the project area to excessive aircraft noise. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the project would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.5.6 Threshold 6: Emergency Response or Evacuation Plans

Threshold 6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

Program Level

Construction

No major exterior constructions are proposed on MCC, NCC, and HVC project sites, and proposed improvements on these project sites would not impair or physically interfere with any emergency response or evacuation plan.

Project construction would consist of the demolition, renovation, and construction of campus buildings and facilities within the FMP Project Sites. Construction activities could require temporary lane closures or other localized traffic control measures along adjacent roadways to accommodate equipment, material deliveries, or utility work. If not properly managed, these temporary disruptions could impede emergency vehicle access.

Construction activities would be conducted in accordance with applicable City and District requirements, including the implementation of traffic control measures and preparation of traffic control plans, if required by the City, to maintain emergency vehicle access and minimize disruptions to the surrounding roadway network. Roadway closures would not be permitted without prior authorization from the City. Emergency access to and through the campus would be maintained throughout construction, and temporary traffic control would be coordinated to avoid interference with emergency response and evacuation routes. Because emergency access would be maintained during construction, the FMP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, construction impacts would be less than significant.

Operation

Project operation would involve the use of new and renovated buildings within the existing SDCCE campus boundaries. The FMP would not alter the existing circulation pattern in a manner that would obstruct or reduce access for emergency responders. New and renovated facilities would continue to provide emergency vehicle access in accordance with applicable provisions of the California Fire Code and other applicable fire and life safety requirements. Site plans would be reviewed by the San Diego Fire Department and the District during the design review process to ensure adequate emergency access, fire lanes, and fire protection features are maintained.

Emergency preparedness and response for District facilities are governed by the San Diego Community College District Emergency Action Plan Guide Incorporated with San Diego

Community College District (SDCCD) Emergency Plan (District 2023b) which establishes procedures for emergency response, evacuation, and coordination with emergency service providers. The Project would not alter or conflict with implementation of this plan. Off-site emergency access and evacuation would continue to occur via the existing public roadway network under the direction of the District Police Department, the San Diego Fire Department, or other emergency response personnel, as appropriate.

Therefore, operation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Operational impacts would be less than significant.

Project Level (MCC Expansion)

Construction

Construction activities on the MCC Expansion Site could require temporary lane closures or other localized traffic control measures along Marcellena Road and/or El Cajon Boulevard to accommodate equipment, material deliveries, or utility work. If not properly managed, these temporary disruptions could impede emergency vehicle access. Any construction work within the City's right-of-way would be required to adhere to the City's regulatory requirements pursuant to the City of San Diego Municipal Code, Section 129.0701 et seq. (Right-of-Way Permits) that may require a Traffic Control Plan. Emergency access to and through the campus would be maintained throughout construction, and temporary traffic control would be coordinated to avoid interference with emergency response and evacuation routes subject to the satisfaction of the City Engineer. These traffic management controls could include coordination with local emergency services, training for flagman for emergency vehicles traveling through the work zone, etc. These measures would ensure that ingress and egress from the project site would not interfere with traffic flows and emergency access for areas surrounding the project site. Roadway closures would not be permitted without prior authorization from the City. Because emergency access would be maintained during construction, the MCC Expansion project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, construction impacts would be less than significant.

Operation

The MCC Expansion project would not alter the existing off-site roadway network or circulation pattern in a manner that would obstruct or reduce access for emergency responders. The project has two street frontages, although the underground parking structure access would be provided via Marcellena Road. Emergency vehicle access would be provided in accordance with applicable provisions of the California Fire Code and other applicable fire and life safety requirements. Site plans would be reviewed by the San Diego Fire Department and the District during the design review process to ensure adequate emergency access, fire lanes, and fire protection features are

maintained. In the event of emergency where off-site emergency evacuation is needed, the San Diego Police Department would provide evacuations, public emergency notification, and traffic control. Therefore, the MCC Expansion project would not impair an adopted emergency response plan or emergency evacuation plan.

Level of Significance Before Mitigation

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.5.7 Threshold 7: Wildland Fire

Threshold 7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Impact Analysis

Program Level and Project Level

According to the City of San Diego Very High Fire Hazard Severity Zone Map, (City of San Diego 2025), all project sites are located within a local responsibility area. Portions of the ECC, CE Mesa, and MCC Expansion project sites are located within a Very High Fire Hazard Severity Zone (VHFHSZ), while the remaining campuses are located outside, but in close proximity to, designated VHFHSZs. As shown on Figures 3.6-4a through 3.6-4e, Wildfire Hazard Zones, a substantial portion of the City of San Diego is designated as a VHFHSZ.

Implementation of the FMP would involve modernization, renovation, replacement, and expansion of facilities on existing developed SDCCE campuses. The FMP would not result in the development of new campuses in previously undeveloped wildland areas or substantially expand the urban-wildland interface. Accordingly, the Project would not place a substantial number of new people or structures in areas with wildfire exposure beyond existing campus conditions.

Portions of ECC, CE MES, and MCC Expansion project sites are located within VHFHSZs and would continue to be subject to wildfire risk. However, new buildings and site improvements would be designed and constructed in accordance with the applicable California Building Code, California Wildland-Urban Interface Code, California Fire Code, and District design standards. These requirements include, as applicable, the use of ignition-resistant construction materials, Class A roof

assemblies, ember-resistant construction, automatic fire sprinkler and fire alarm systems, emergency vehicle access, fire hydrants and water supply, fuel management and defensible space, and other fire protection features intended to reduce wildfire risk and improve life safety. Although not within a VHFHSZ, other campuses are also adjacent to VHFHSZs, and would also be subject to applicable building and design standards to reduce fire hazards.

In addition, implementation of the FMP would not impair emergency access or evacuation routes, nor would it alter the District's existing emergency response and evacuation procedures. Compliance with applicable building and fire codes would ensure that new and renovated facilities incorporate current wildfire protection standards that are more protective than those in effect when many existing campus buildings were originally constructed.

Therefore, implementation of the FMP would not directly or indirectly expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including in areas where wildlands are adjacent to urbanized areas. Impacts would be less than significant.

Level of Significance Before Mitigation

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.6.6 Cumulative Impacts

The following sections address various potential cumulative impacts relating to hazards and hazardous materials that could result from implementation of the project. The geographic scope for cumulative impacts related to hazards and hazardous materials varies depending on the nature of the potential impact as stated under each issue area. For example, hazardous materials and accidental releases are generally localized and airport hazards generally confined to the relevant airport safety/influence area contribute to the particular hazard.

3.6.6.1 Transportation, Use, and Disposal of Hazardous Materials

The geographic scope for the cumulative analysis of hazardous materials includes the areas surrounding the FMP project sites that could reasonably be affected by hazardous materials use, transport, storage, or disposal associated with implementation of the FMP in combination with other reasonably foreseeable development. Future growth and redevelopment pursuant to the City

of San Diego General Plan and implementation of other District master plans, including the Miramar College, Mesa College, and City College Master Plans are also considered.

Development under the General Plan buildout scenario and implementation of the District master plans would result in construction and operation of additional residential, commercial, institutional, and other development that could involve the transport, storage, use, and disposal of hazardous materials. Construction activities associated with these projects would similarly involve common construction-related hazardous materials, such as fuels, lubricants, hydraulic fluids, paints, solvents, adhesives, and other chemicals. During operation, some development could involve the routine use of hazardous materials associated with maintenance, landscaping, commercial activities, laboratories, educational programs, or other uses.

However, the cumulative use and transport of hazardous materials would be subject to the same comprehensive federal, state, and local regulatory requirements that govern the FMP. These requirements establish standards for the transportation, handling, storage, use, and disposal of hazardous materials and hazardous wastes and are specifically intended to prevent or minimize accidental releases and associated risks to people and the environment. Applicable requirements include, but are not limited to, the Toxic Substances Control Act, Resource Conservation and Recovery Act, California Hazardous Waste Control Law, and U.S. Department of Transportation requirements governing the transportation of hazardous materials. In addition, individual projects would be required to comply with applicable local hazardous materials, fire, building, and emergency response requirements and any project-specific conditions imposed during the development review process.

As discussed in Section 3.6.1.4, Threshold 1, implementation of the FMP, including the MCC Expansion would not substantially increase the quantity or type of hazardous materials used at SDCCD campuses compared with existing campus operations. The other SDCCD master plans would likewise be required to comply with applicable hazardous materials regulations as part of project construction and operation. The cumulative development scenario therefore would not result in an unregulated or uncontrolled increase in hazardous materials use that, in combination with implementation of the FMP, would create a significant cumulative hazard to the public or environment. Rather, each individual project would be required to comply with applicable hazardous materials regulations and site-specific requirements that would minimize the potential for accidental releases, improper handling, or exposure. Compliance with these requirements would prevent the incremental contribution of individual projects, including the FMP, from resulting in a cumulatively significant impact.

Accordingly, implementation of the FMP, including the MCC Expansion project, would not result in a cumulatively considerable contribution to a significant cumulative impact related to the routine

transport, use, or disposal of hazardous materials. The cumulative impact would be less than significant, and no mitigation measures are required.

3.6.6.2 Accidental Releases

Implementation of the FMP, together with other reasonably foreseeable development within the City of San Diego, including improvements under other SDCCD campus master plans, could result in concurrent construction activities involving the use, storage, transport, and disposal of hazardous materials. These activities could include the use of fuels, lubricants, solvents, paints, adhesives, and other construction-related materials. Demolition and renovation activities could also disturb ACMs, LBPs, or other hazardous building materials in existing structures. However, construction activities associated with the FMP and other reasonably foreseeable projects would be required to comply with applicable federal, state, and local requirements governing the handling, storage, transportation, and disposal of hazardous materials. Therefore, impacts are anticipated to be individually less than significant, and not cumulatively significant.

The CE MIR project presents a site-specific consideration, along with the larger Miramar College, which the CE MIR is surrounded by, because of the campus' affiliation with the former military use as discussed in Section 3.6.1.2. This potential is distinct from the typical hazardous materials risks associated with construction at Mesa College, City College, and other SDCCD facilities.

The potential for encountering military-related explosive hazards represents a potentially significant project-level impact and require mitigation measure. However, the risk is confined to areas with the relevant historical military use, and projects outside the former Linda Vista Valley Auxiliary Field would not contribute to the specific MEC/UXO hazard. Therefore, the cumulative condition is primarily addressed through project-specific measures applicable to ground disturbance at CE MIR and Miramar College, rather than through cumulative mitigation applicable to other SDCCD campuses. Therefore, impacts are anticipated to be individually less than significant with mitigation, and not cumulatively significant.

Operation of the FMP Project Sites, together with continued operation and implementation of other SDCCD facilities and reasonably foreseeable development within the City of San Diego, would involve the routine use, storage, and disposal of hazardous materials associated with educational, maintenance, custodial, landscaping, laboratory, and facility operations. These materials would generally include cleaning products, solvents, lubricants, paints, fertilizers, and similar products.

Although cumulative development could increase the overall amount of hazardous materials used within the geographic scope, the individual facilities would continue to be subject to applicable federal, state, and local requirements governing hazardous materials management. Compliance with these measures would reduce the likelihood and potential consequences of accidental releases.

The operation of the FMP would not introduce an unusual type or substantially greater quantity of hazardous materials into the area, nor would it substantially increase the exposure of the public or sensitive receptors to hazardous materials relative to existing campus operations. As with the FMP, implementation of other SDCCD master plans at Mesa College, Miramar College, and City College, and development projects in the City would be subject to comparable regulatory requirements. Because potential operational releases would be localized and regulated on a facility-specific basis, cumulative development would not be expected to result in a significant increase in the potential for reasonably foreseeable upset or accident conditions involving the release of hazardous materials. Therefore, cumulative impacts associated with the operational use, storage, transport, or disposal of hazardous materials would be less than significant.

3.6.6.3 Hazardous Emissions within 0.25 Mile of School

The geographic context for cumulative impacts related to hazardous materials and schools includes other SDCCD facilities identified in the District's master plans and reasonably foreseeable development within the City of San Diego located within one-quarter mile of an existing or proposed school. As with the FMP, these projects would be required to comply with applicable federal, state, and local regulations governing the use, storage, handling, transportation, and disposal of hazardous materials. These requirements minimize the potential for accidental releases and associated exposure of school occupants.

The FMP Project Sites, with the exception of the MCC Expansion site, are currently operating CE campuses. The cumulative analysis identified one existing or proposed primary or secondary school within one-quarter mile of an FMP Project Site. The FMP would not involve the emission of hazardous substances or the routine handling of hazardous or acutely hazardous materials, substances, or waste in a manner that would expose nearby schools to a significant hazard. Therefore, even when considered in combination with other SDCCD facilities and reasonably foreseeable development within the City of San Diego, the FMP would not make a cumulatively considerable contribution to a significant cumulative impact related to hazardous emissions or the handling of hazardous materials within one-quarter mile of an existing or proposed school.

3.6.6.4 Hazardous Materials Sites

The geographic context for cumulative impacts related to hazardous materials and schools includes other SDCCD facilities identified in the District's master plans and reasonably foreseeable development within the City of San Diego. As discussed in Section 3.6.4.4, none of the FMP project sites (ECC, CE MES, CE MIR, WCC, and MCC Expansion) are included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. Future cumulative projects within the City of San Diego or under other SDCCD master plans could be proposed on properties that contain listed hazardous sites. However, in these cases, such projects would undergo project-level environmental review, potentially including preparation of Phase I

and/or Phase II Environmental Site Assessments or similar studies to evaluate the condition of any identified hazards. Cumulative projects proposing development on a potential hazardous materials site would be required to remediate existing site contamination consistent with applicable regulations and under the oversight of applicable regulatory agencies prior to construction or occupancy. Because implementation of the FMP would not construct facilities on any Cortese List site, it would not contribute to potential contamination hazards. With adherence to existing regulations, cumulative impacts resulting from the development of hazardous materials sites would be less than significant.

3.6.6.5 Hazards from Nearby Airports

The geographic context for the analysis of cumulative impacts relative to airport land use plans and airport safety/noise hazards encompasses the AIA of each applicable airport within the region, including SDIA, MCAS Miramar, and MYF, noting that some AIAs overlap (such as at the CE MES project site). The FMP and other SDCCD master plans would not introduce any structures that would exceed allowable heights encroach into protected airspace surfaces, or expose site occupants to excessive aircraft noise or safety hazards. Although cumulative developments under the General Plan buildout could introduce these structures, all future cumulative projects within these AIAs are subject to individual project-level review for consistency with the applicable ALUCPs and FAA 14 Code of Federal Regulations, Part 77 notification criteria. Proposed structures must conform to maximum allowable elevations, noise attenuation building standards, and land use safety restrictions.

As discussed in Section 3.6.4.5, Threshold 5, implementation of the FMP does not propose residential uses, and all planned building heights (generally 1 to 3 stories) would remain substantially below the maximum allowable structure elevations and critical airspace protection surfaces for all overlapping AIAs. Additionally, proposed uses are compatible with applicable noise contours (with interior attenuation incorporated as required at WCC). Therefore, the Project's contribution to cumulative airport safety and noise impacts would not be cumulatively considerable.

3.6.6.6 Emergency Response or Evacuation Plans

The geographic context for the analysis of cumulative impacts relative to emergency response and evacuation plans encompasses the City of San Diego General Plan buildout and other SDCCD master plans. Construction and operation associated with future cumulative development could result in temporary road closures, traffic congestion, or physical obstructions that could impede emergency access or evacuation routes. Implementation of the FMP may require temporary lane or right-of-way closures during construction. However, off-site construction activities would adhere to City regulatory requirements, such as Right-of-Way Permits and Traffic Control Plans, and maintain continuous emergency vehicle access under local fire and district safety guidelines. Furthermore, permanent operations would comply with California Fire Code design standards to

ensure unobstructed access. Therefore, the Project's contribution to cumulative impacts associated with emergency response or evacuation plans would not be cumulatively considerable.

3.6.6.7 Wildland Fire

The geographic context for the cumulative analysis of wildland fire hazards encompasses buildout under the City of San Diego General Plan and development associated with other San Diego Community College District master plans. A substantial portion of the City, including areas surrounding or encompassing SDCCD campuses, is designated within Very High Fire Hazard Severity Zones (VHFHSZs). Future cumulative development in these areas could increase exposure to wildfire risks at the urban-wildland interface. However, all new cumulative construction within the City and District would be required to comply with modern fire and safety regulations—including the California Building Code, California Wildland-Urban Interface Code, and California Fire Code—which mandate ignition-resistant materials, ember-resistant construction, Class A roofing, automatic sprinklers, defensible space/fuel management, and adequate emergency access.

Implementation of the Facilities Master Plan (including the project-level MCC Expansion) would modernize and renovate existing developed campuses rather than expanding into undeveloped wildlands. All proposed improvements would adhere to mandatory building and fire codes, enhancing structural fire resilience beyond existing conditions without impairing emergency evacuation routes. Therefore, the project's contribution to cumulative wildland fire risks would not be cumulatively considerable.

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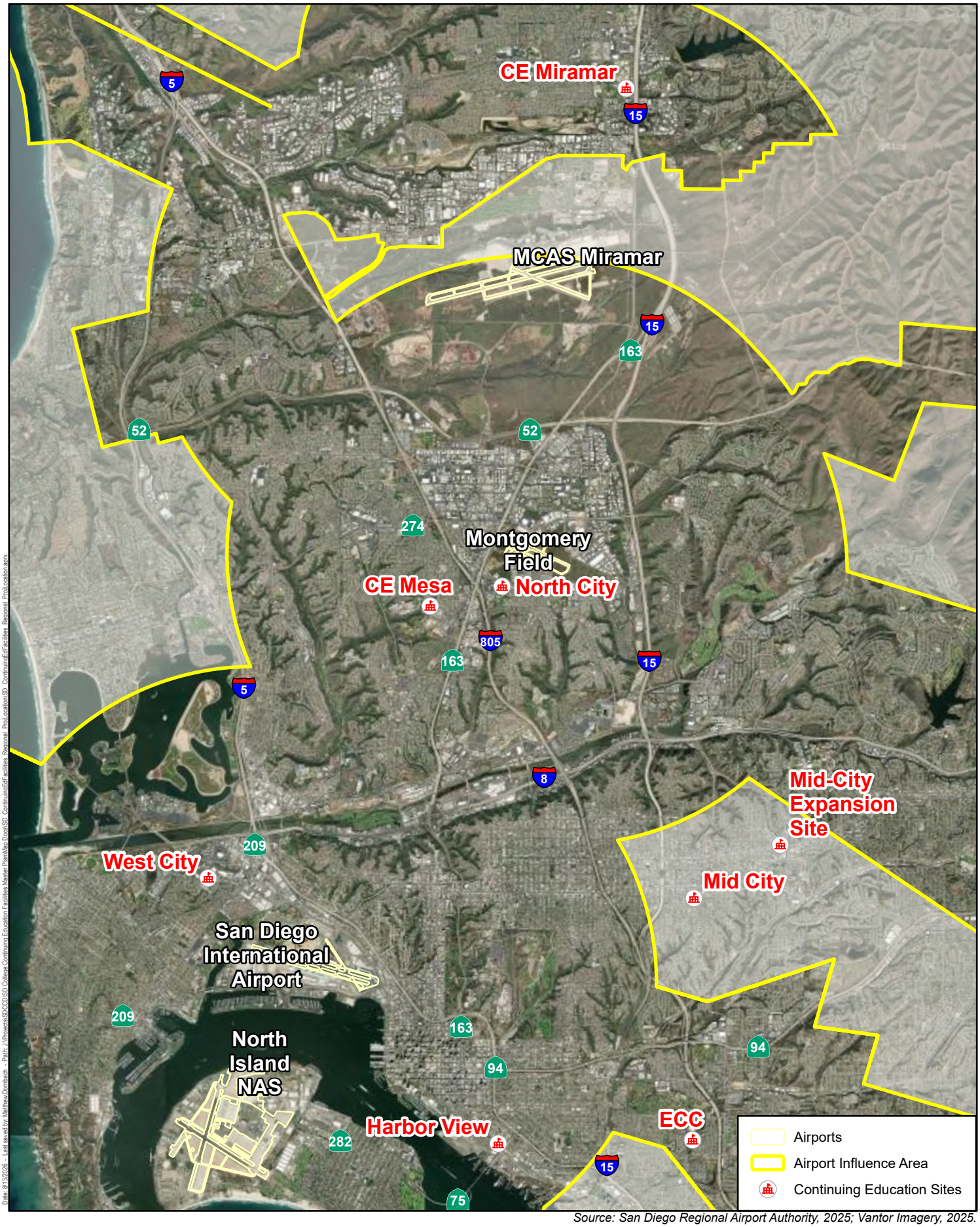

Source: San Diego Regional Airport Authority, 2025; Vantor Imagery, 2025.

Harris & Associates

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Figure 3.6-1

Airport Land Use Compatibility Plan

San Diego College of Continuing Education Facilities Master Plan

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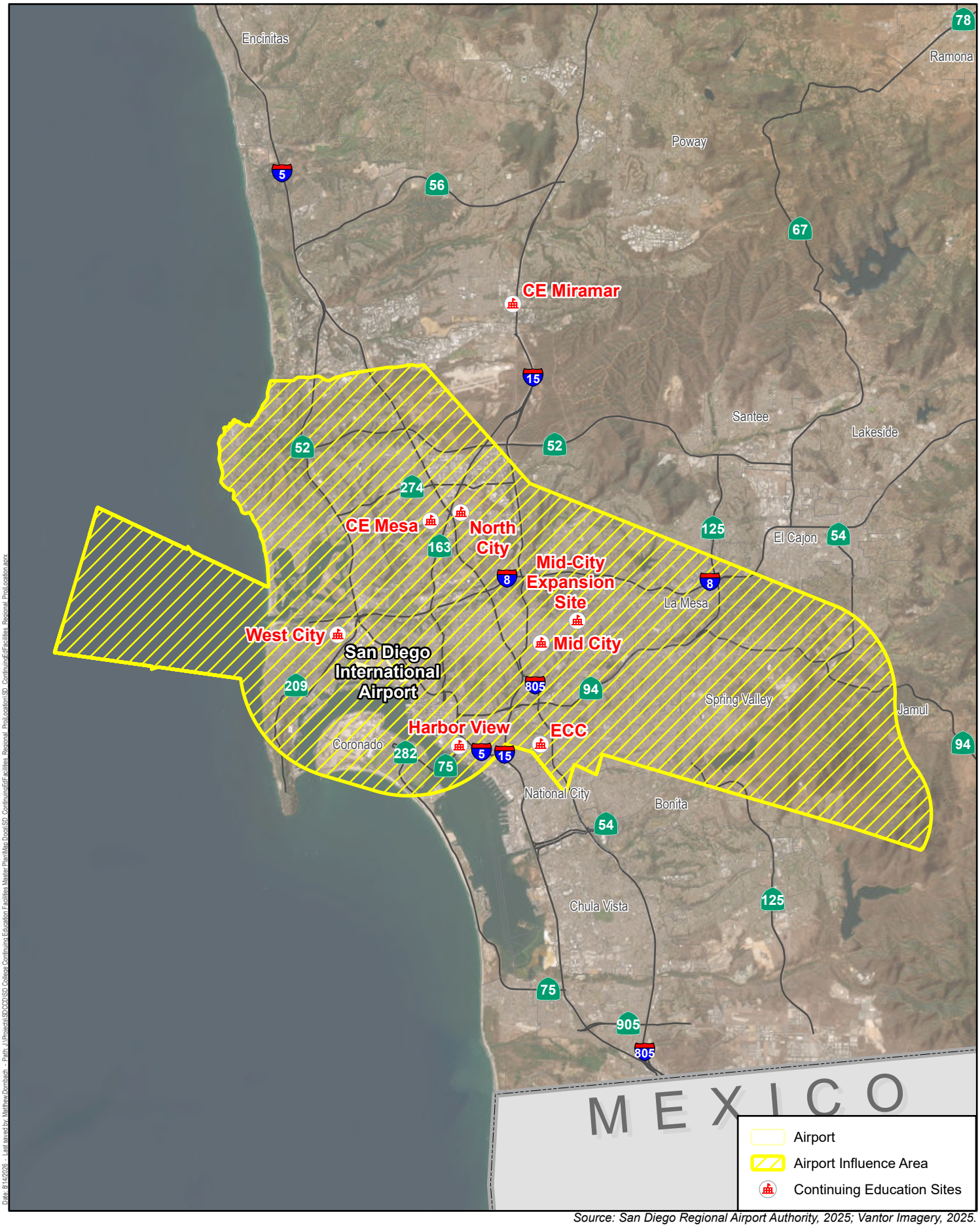

Source: San Diego Regional Airport Authority, 2025; Vantor Imagery, 2025.

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Figure 3.6-1a

Airport Land Use Compatibility Plan - San Diego International Airport Airport Influence Area

San Diego College of Continuing Education Facilities Master Plan

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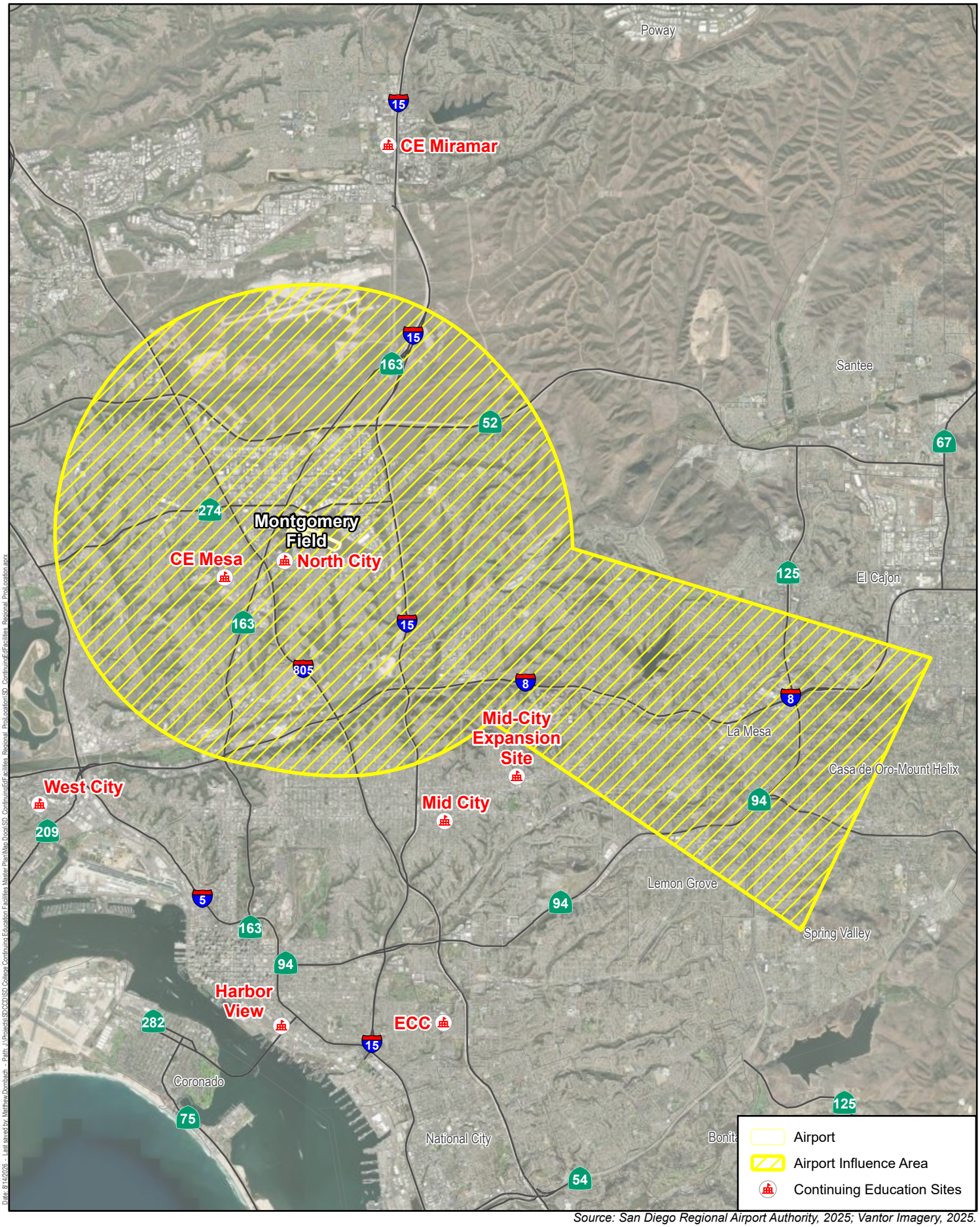

Source: San Diego Regional Airport Authority, 2025; Vantor Imagery, 2025.

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Figure 3.6-1b

Airport Land Use Compatibility Plan - Montgomery Field Airport Influence Area

San Diego College of Continuing Education Facilities Master Plan

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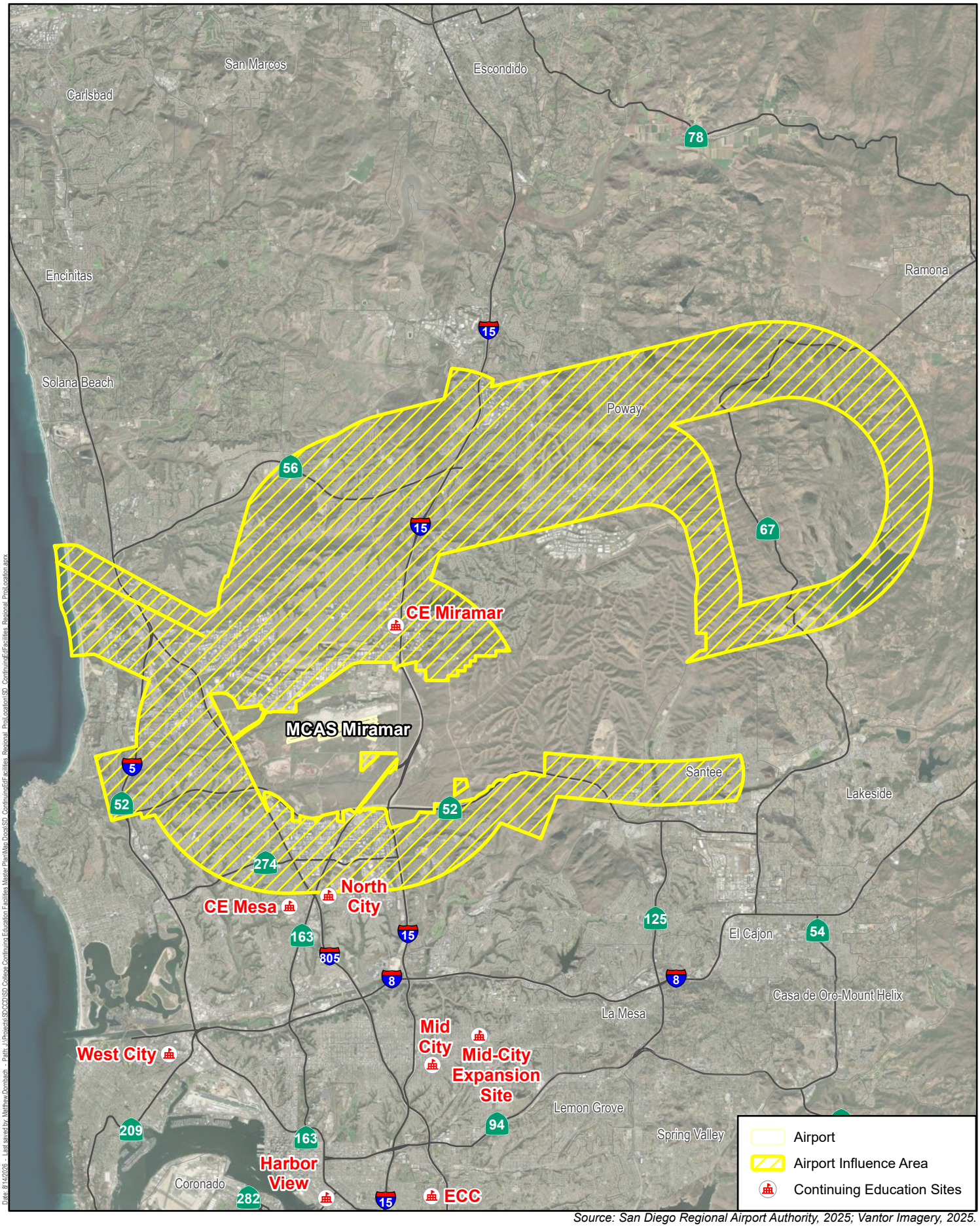

Source: San Diego Regional Airport Authority, 2025; Vantor Imagery, 2025.

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Figure 3.6-1c

Airport Land Use Compatibility Plan - MCAS Miramar Airport Influence Area

San Diego College of Continuing Education Facilities Master Plan

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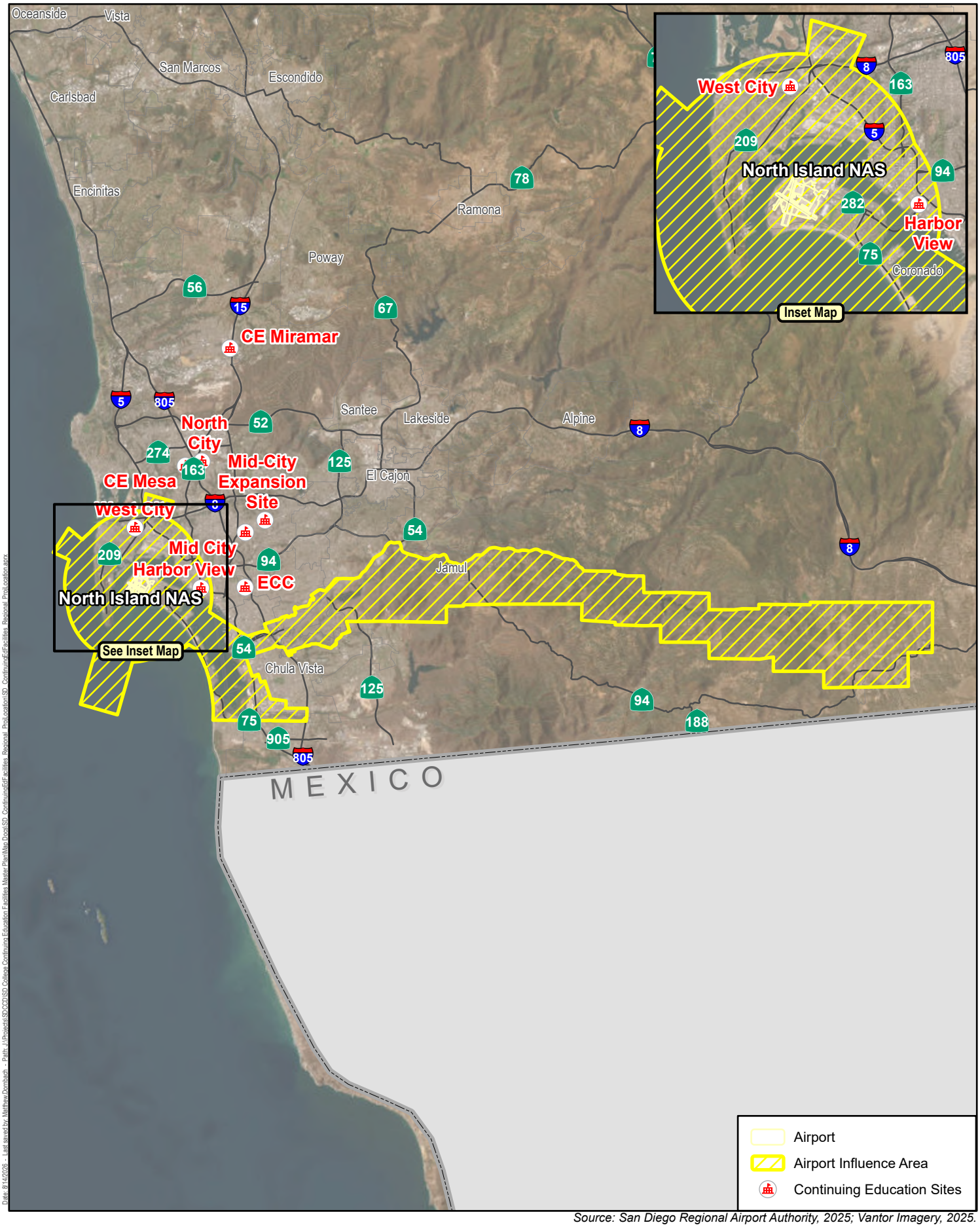

Source: San Diego Regional Airport Authority, 2025; Vantor Imagery, 2025.

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Figure 3.6-1d

Airport Land Use Compatibility Plan - North Island NAS Airport Influence Area

San Diego College of Continuing Education Facilities Master Plan

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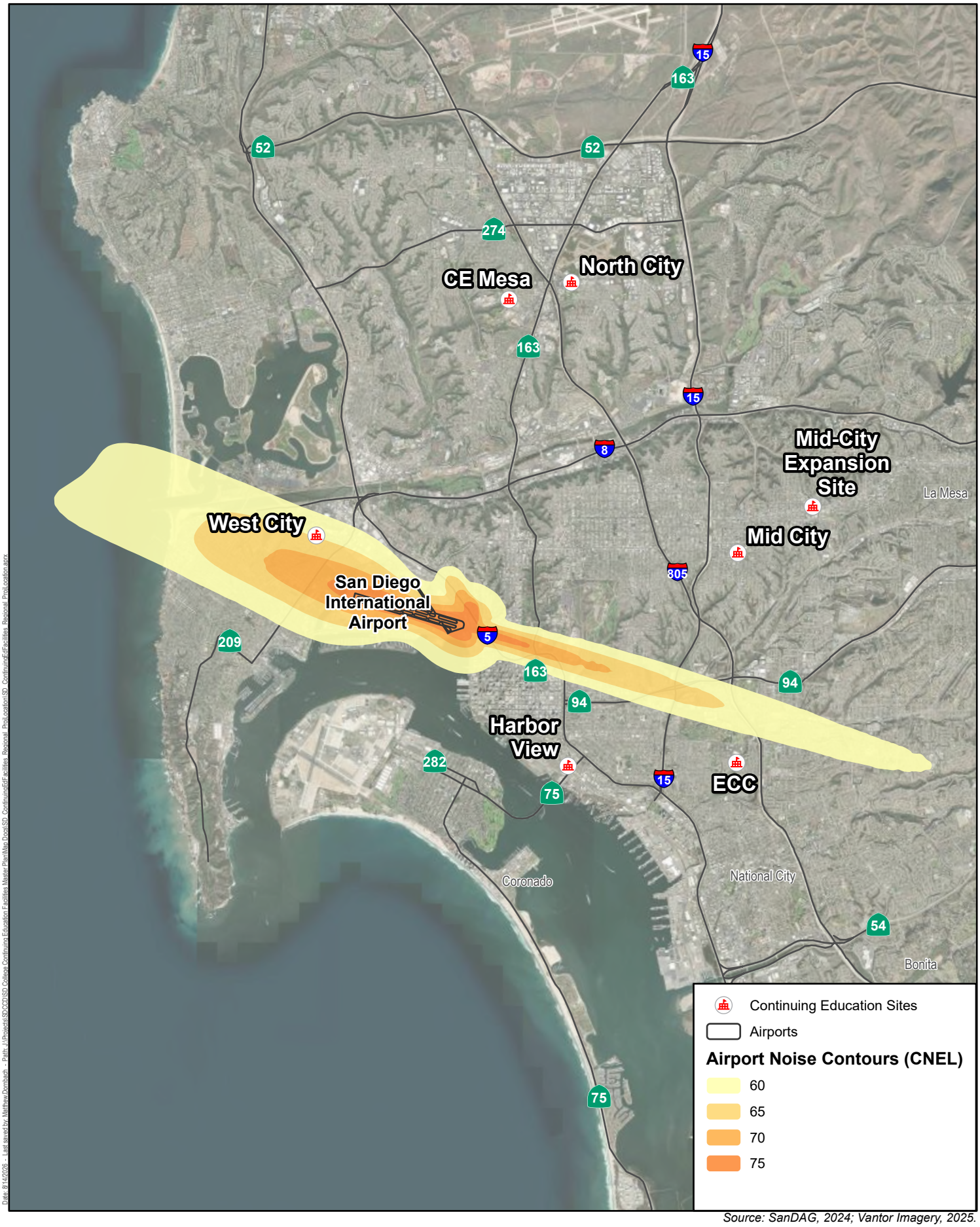

Source: SanDAG, 2024; Vantor Imagery, 2025.

Harris & Associates

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Figure 3.6-2a

Airport Noise Contours - San Diego International Airport

San Diego College of Continuing Education Facilities Master Plan

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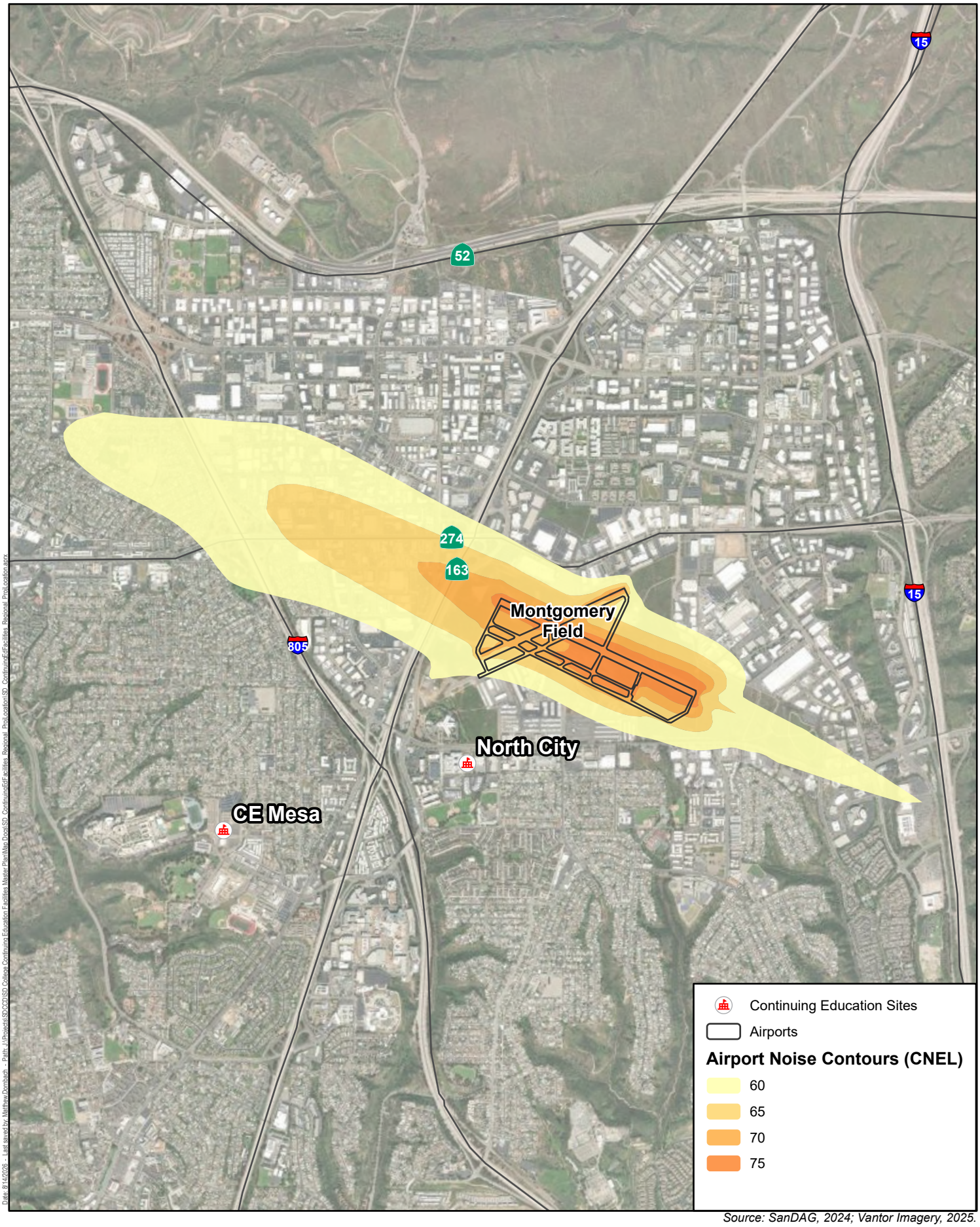

Source: SanDAG, 2024; Vantor Imagery, 2025.

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Figure 3.6-2b

Airport Noise Contours - Montgomery Field

San Diego College of Continuing Education Facilities Master Plan

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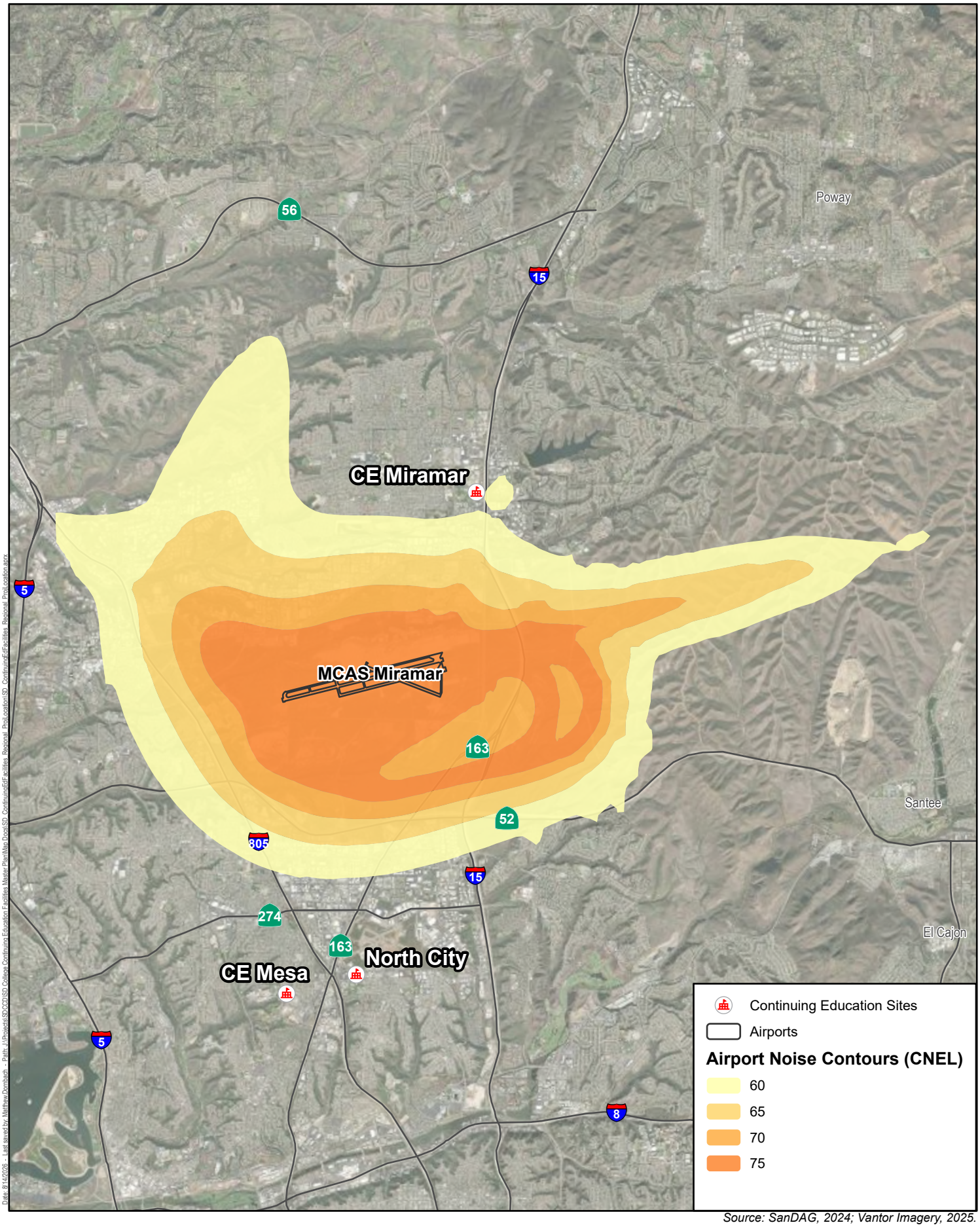

Source: SanDAG, 2024; Vantor Imagery, 2025.

Harris & Associates

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Figure 3.6-2c

Airport Noise Contours - MCAS Miramar

San Diego College of Continuing Education Facilities Master Plan

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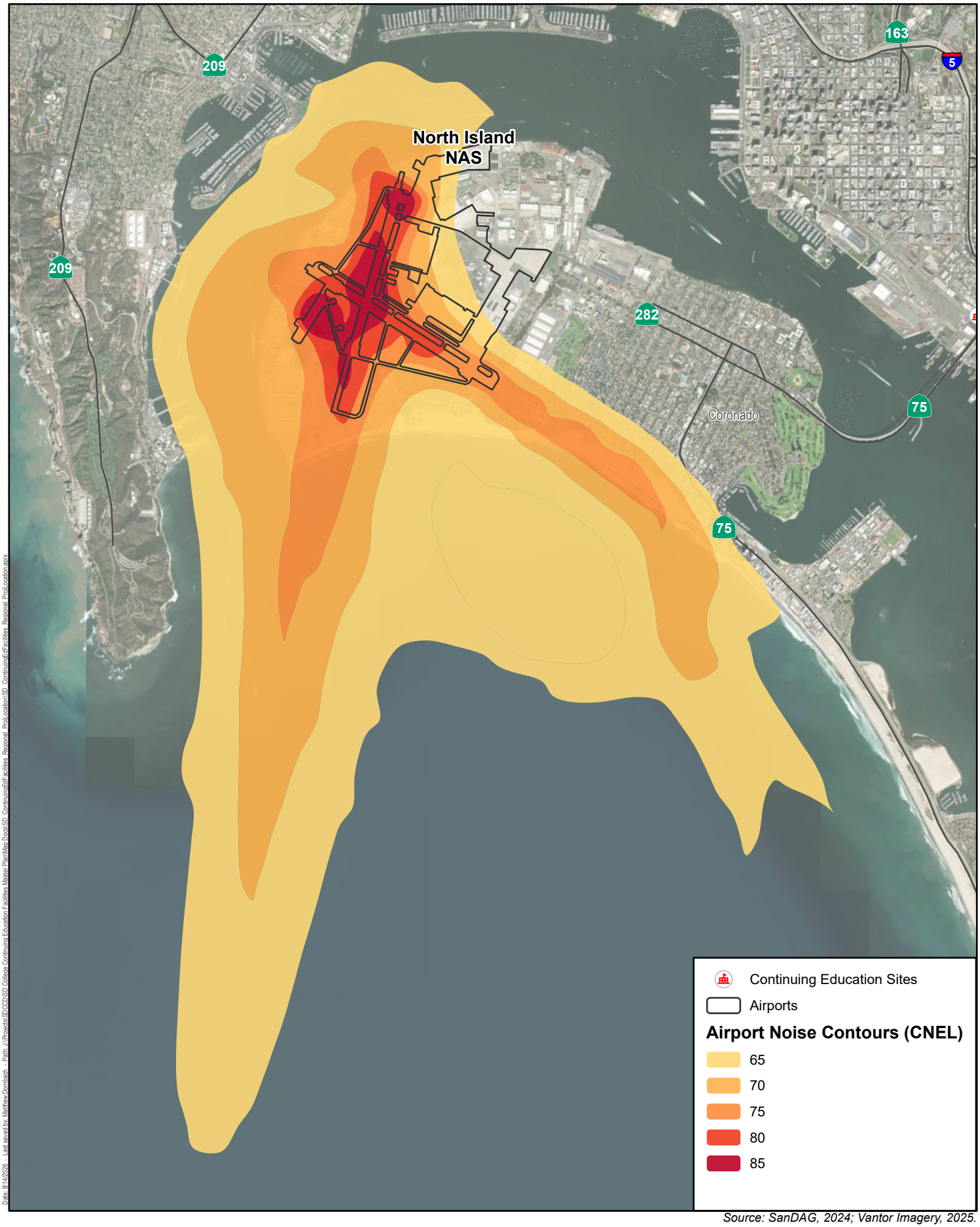

Source: SanDAG, 2024; Vantor Imagery, 2025.

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Figure 3.6-2d
Airport Noise Contours - North Island NAS
San Diego College of Continuing Education Facilities Master Plan

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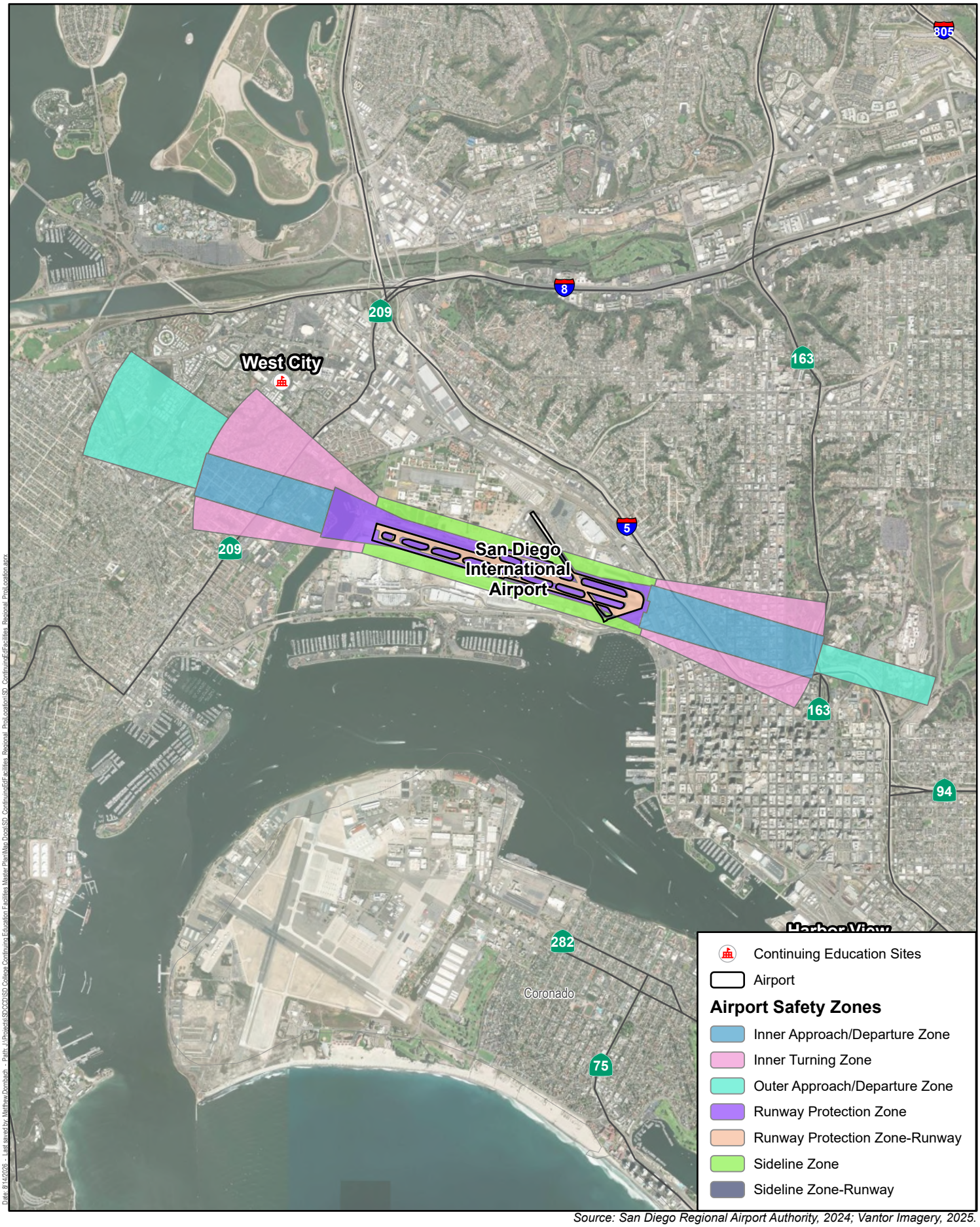

Source: San Diego Regional Airport Authority, 2024; Vantor Imagery, 2025.

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Figure 3.6-3a

Airport Safety Zones- San Diego International Airport

San Diego College of Continuing Education Facilities Master Plan

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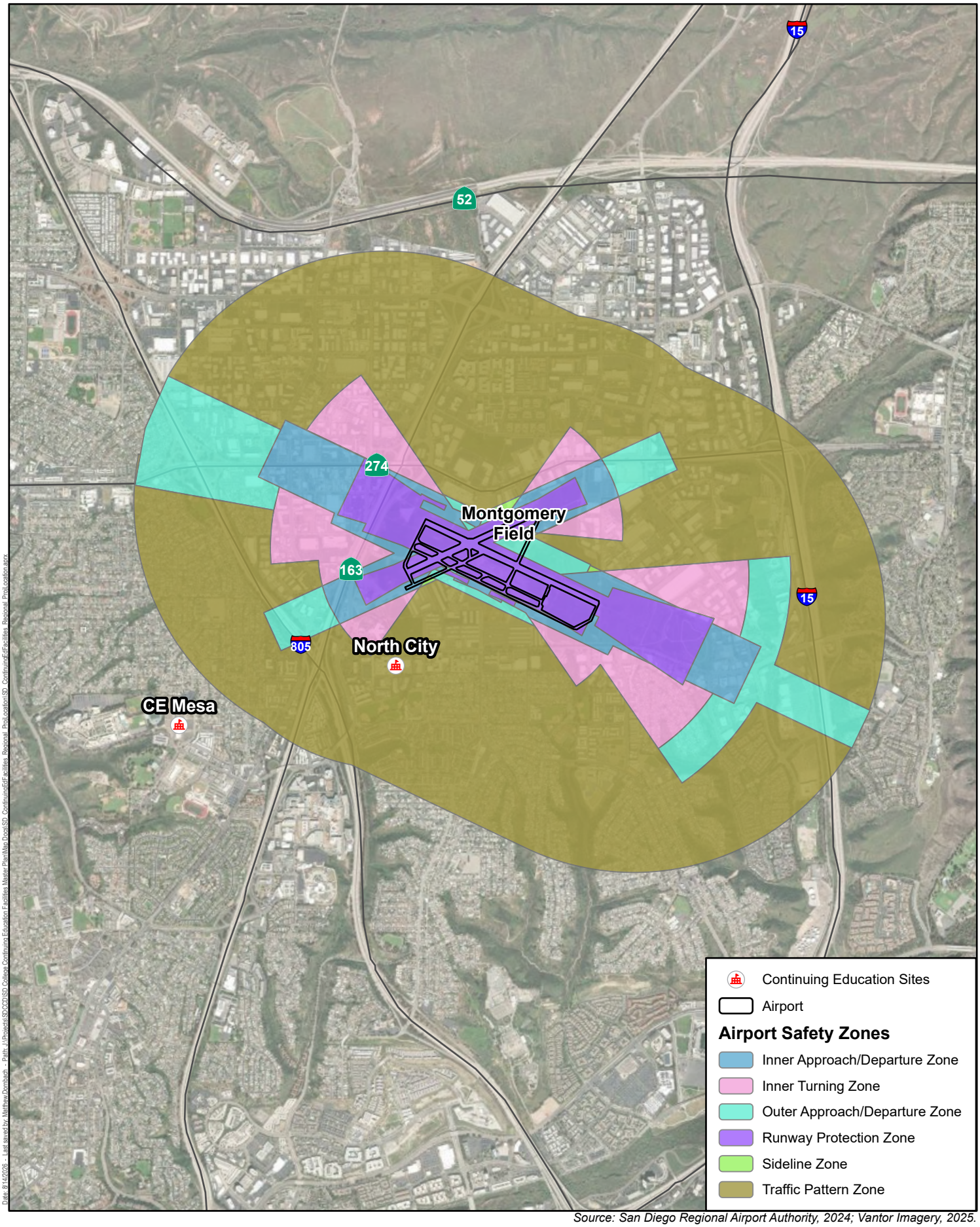

Source: San Diego Regional Airport Authority, 2024; Vantor Imagery, 2025.

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Figure 3.6-3b

Airport Safety Zones- Montgomery Field

San Diego College of Continuing Education Facilities Master Plan

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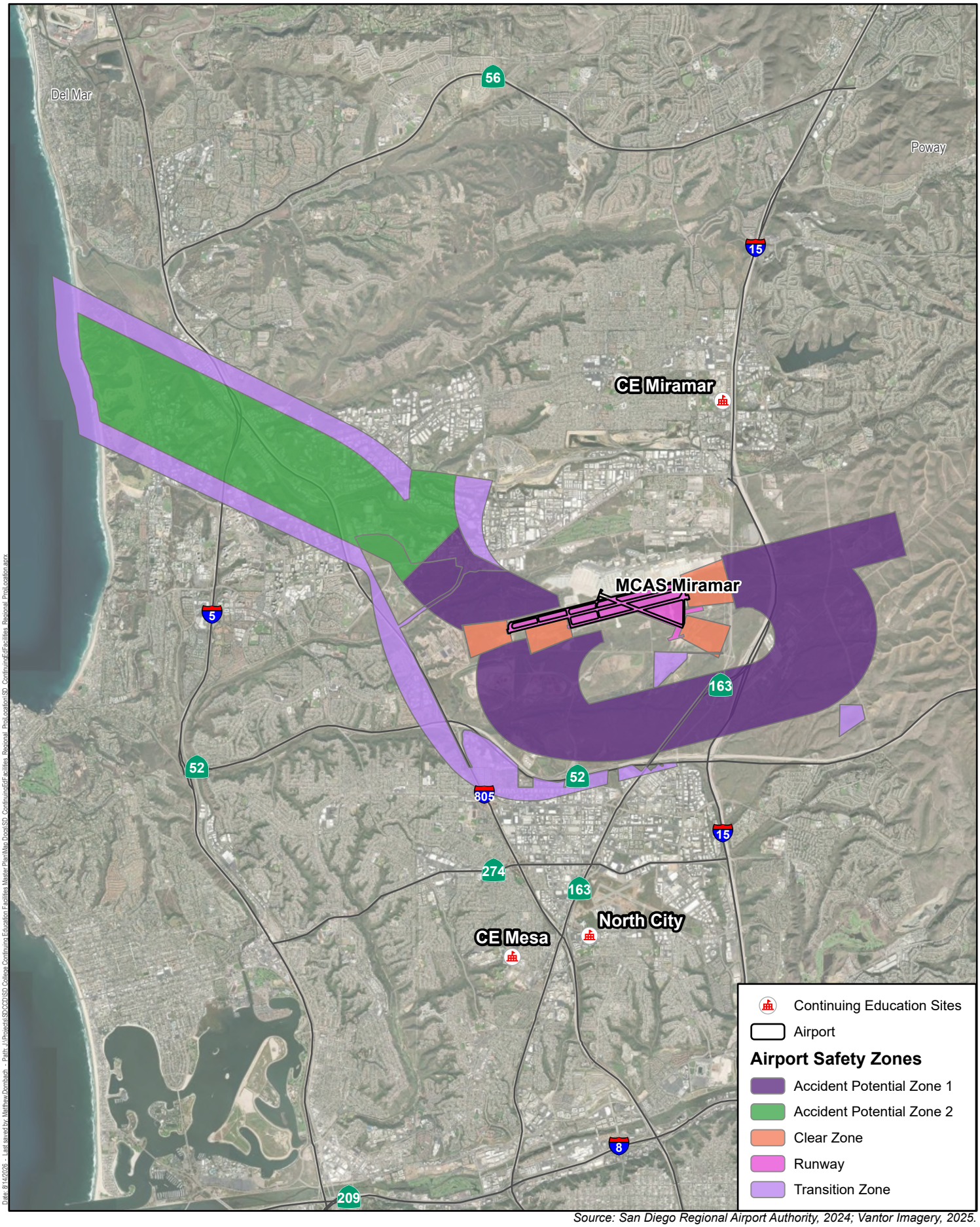

Source: San Diego Regional Airport Authority, 2024; Vantor Imagery, 2025.

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Figure 3.6-3c

Airport Safety Zones- MCAS Miramar

San Diego College of Continuing Education Facilities Master Plan

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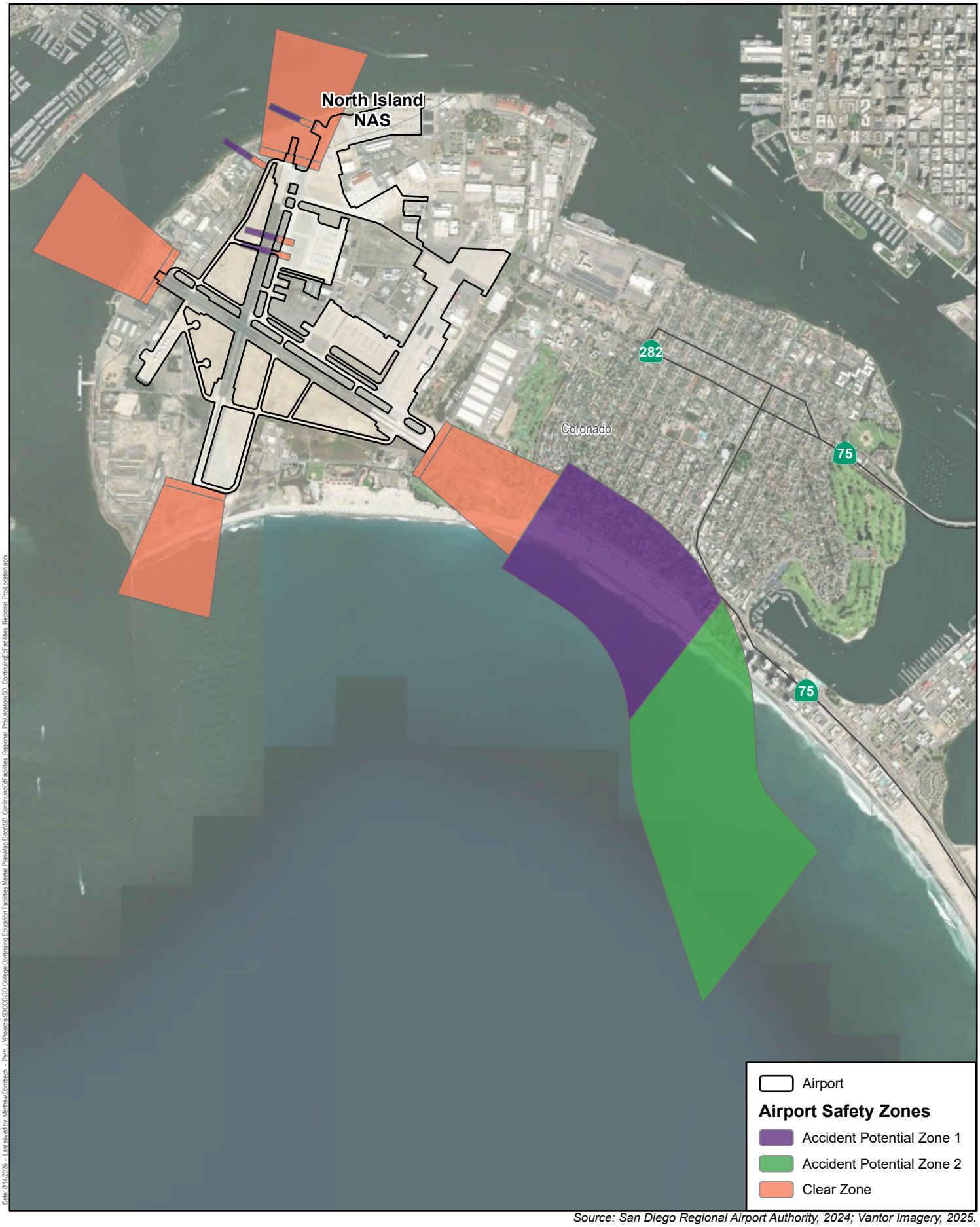

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Source: San Diego Regional Airport Authority, 2024; Vantor Imagery, 2025.

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Figure 3.6-3d

Airport Safety Zones- North Island NAS

San Diego College of Continuing Education Facilities Master Plan

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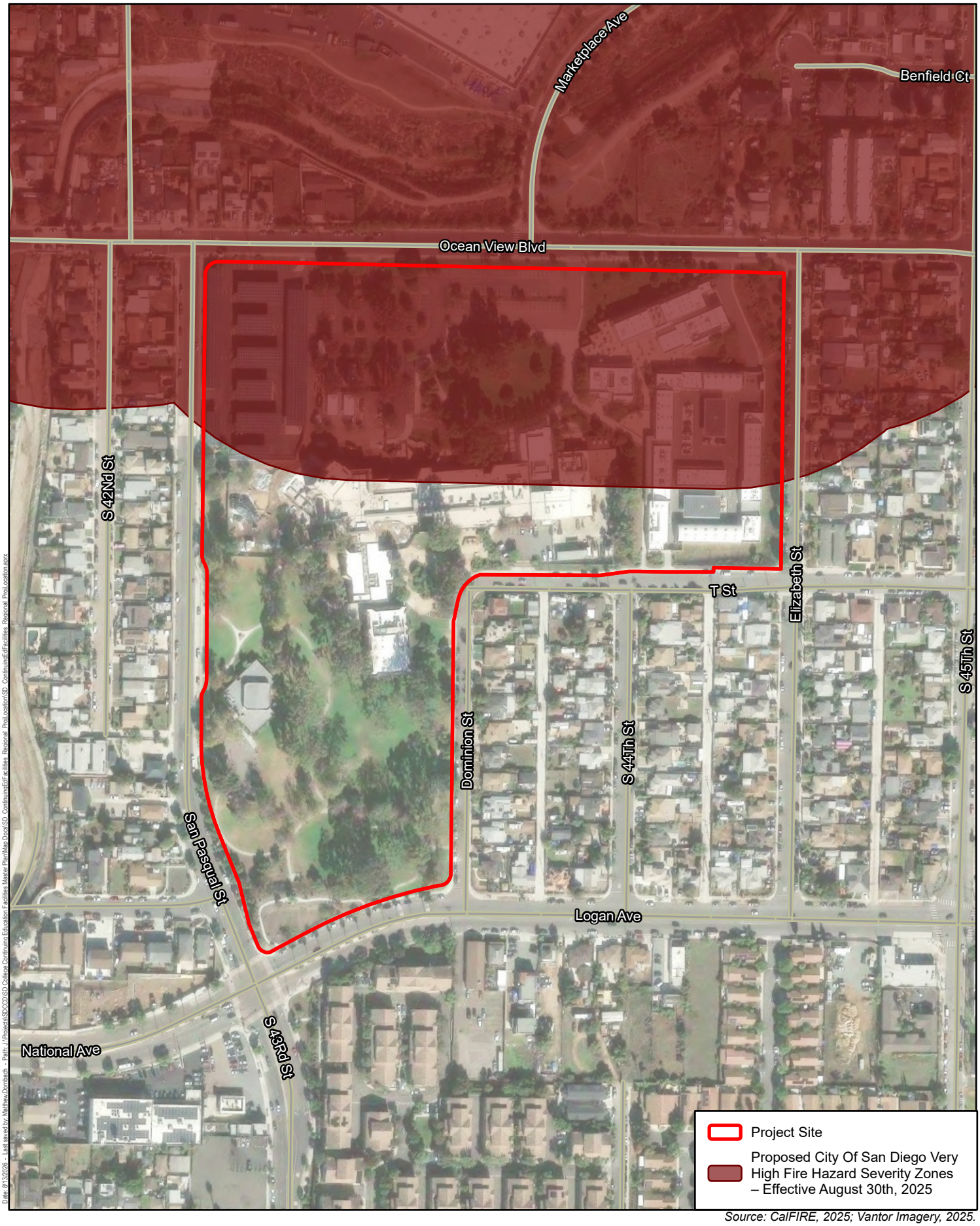

Source: CalFIRE, 2025; Vantor Imagery, 2025.

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Figure 3.6-4a

Wildfire Hazard Zones - ECC

San Diego College of Continuing Education Facilities Master Plan

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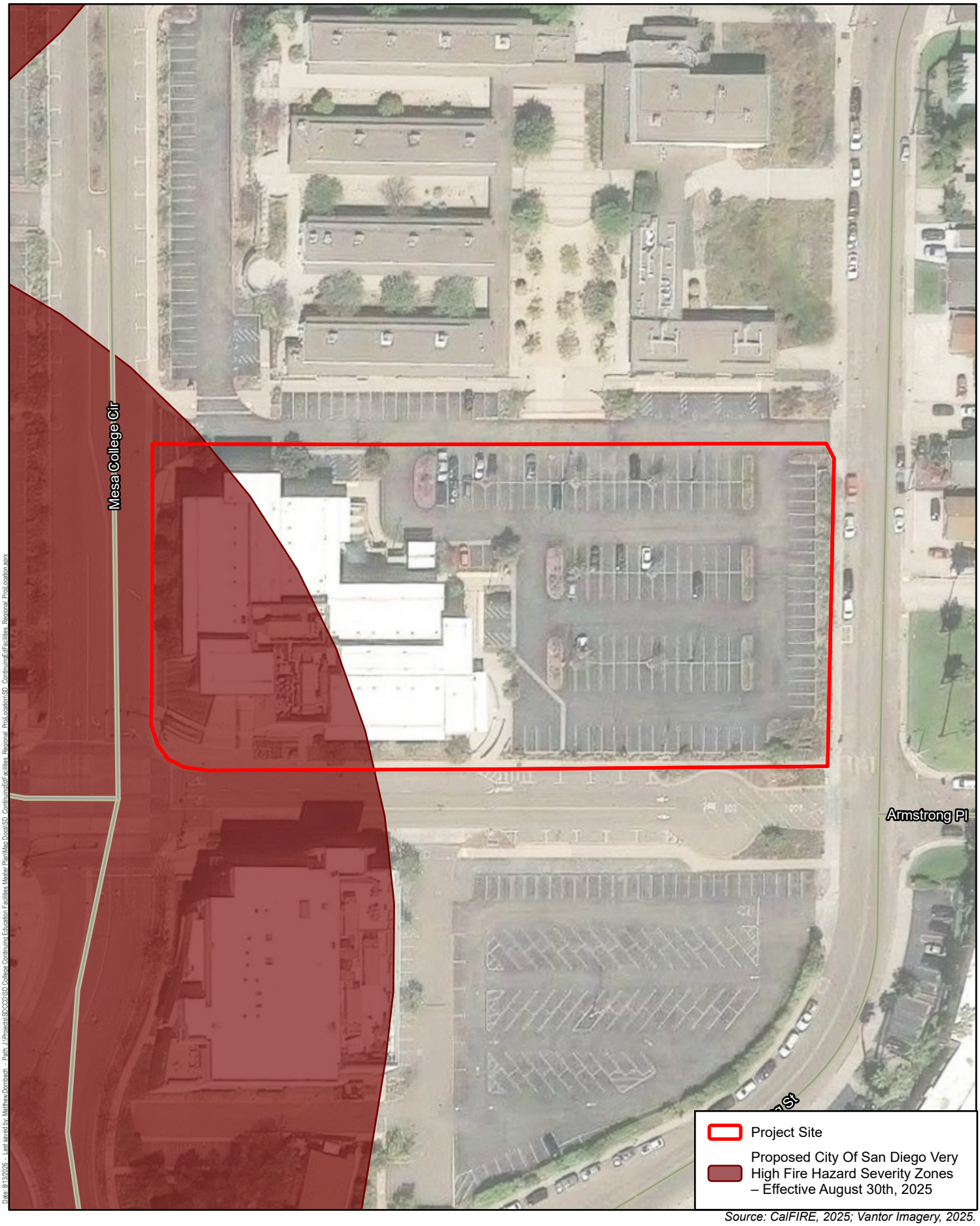

Source: CalFIRE, 2025; Vantor Imagery, 2025.

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Figure 3.6-4b

Wildfire Hazard Zones - CE Mesa

San Diego College of Continuing Education Facilities Master Plan

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Source: CalFIRE, 2025; Vantor Imagery, 2025.

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Figure 3.6-4c

Wildfire Hazard Zones - CE Miramar

San Diego College of Continuing Education Facilities Master Plan

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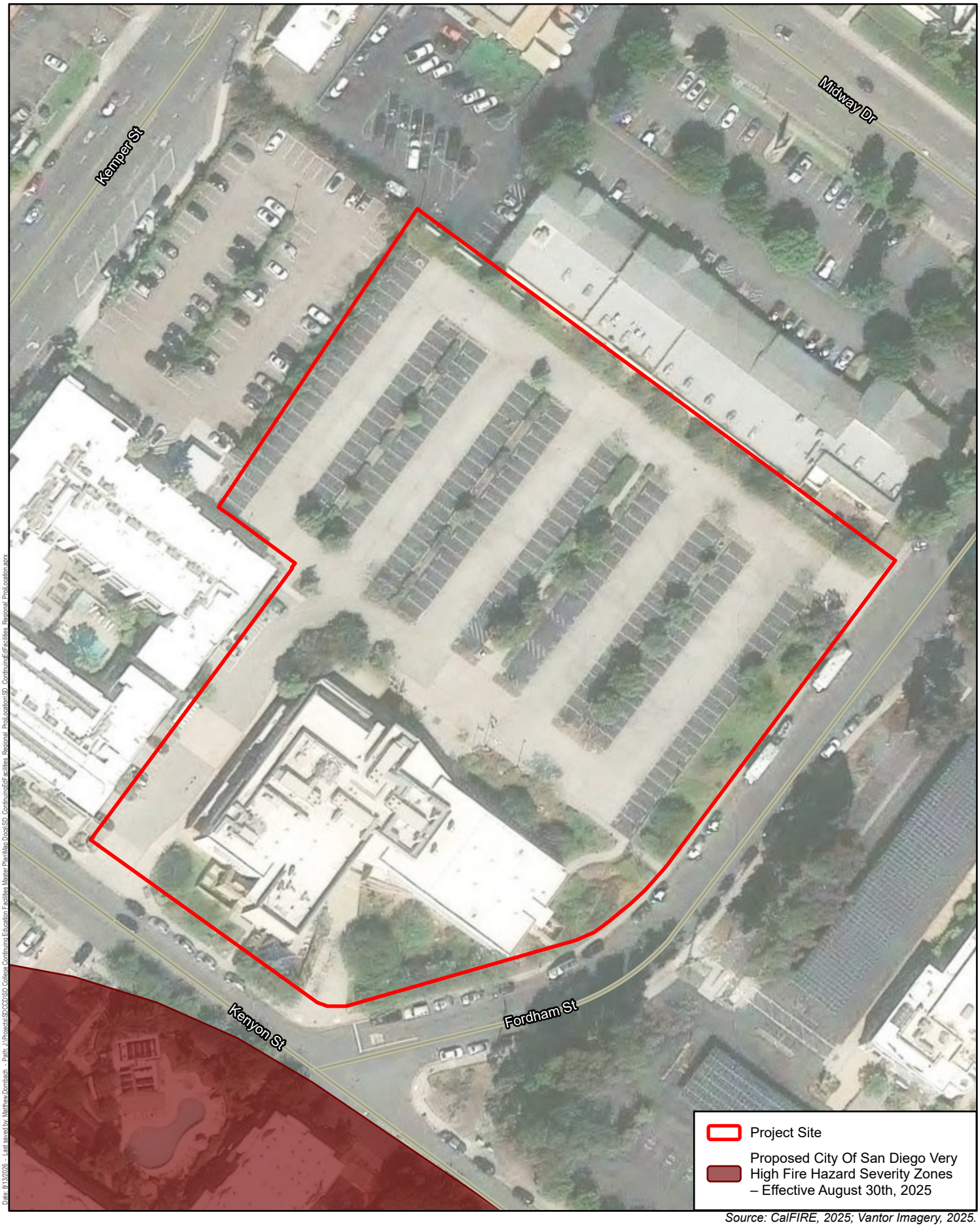

Source: CalFIRE, 2025; Vantor Imagery, 2025.

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Figure 3.6-4d

Wildfire Hazard Zones - West City

San Diego College of Continuing Education Facilities Master Plan

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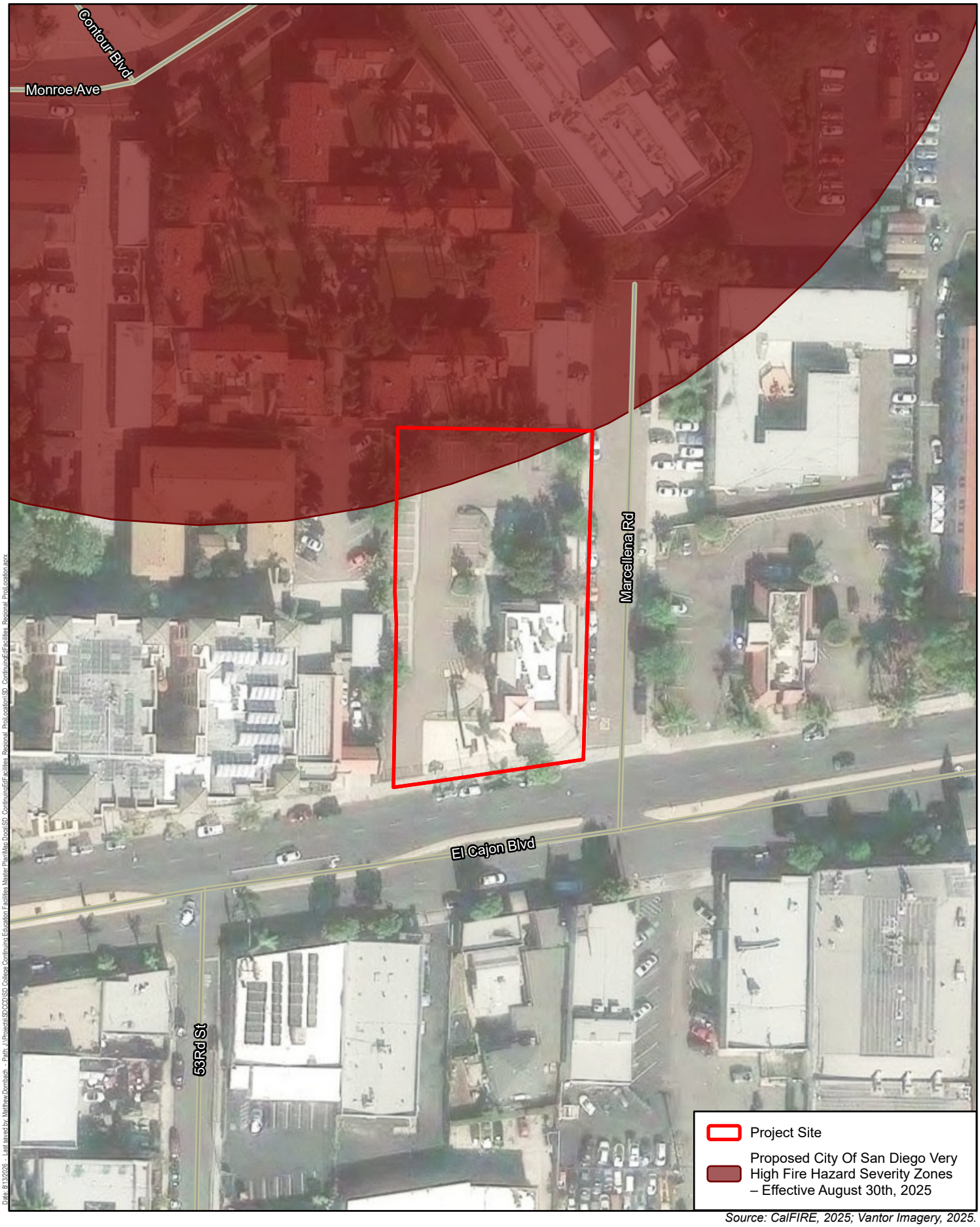

Source: CalFIRE, 2025; Vantor Imagery, 2025.

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Figure 3.6-4e

Wildfire Hazard Zones - Mid-City Expansion Site

San Diego College of Continuing Education Facilities Master Plan

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3.7 Noise

This section evaluates the potential for impacts on noise resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project).

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing FMP on the ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.7.1 Environmental Setting

The following sections describe the environmental setting for the project as it relates to noise.

3.7.1.1 Fundamentals of Environmental Noise

Quantification of Noise

The California Department of Transportation (Caltrans) defines noise as sound that is loud, unpleasant, unexpected, or undesired. Further, for noise analysis, noise only exists if a source, path, and receiver are present. Sound pressure waves must be produced by a source and transmitted through a medium, such as air. The sound must be perceived by, registered by, or affect a receptor, such as an ear or noise monitoring device (Caltrans 2013).

Sound pressure levels are quantified using a logarithmic ratio of actual sound pressures to a reference pressure squared, called bels. A bel is typically divided into tenths, or decibels (dB). Sound pressure alone is not a reliable indicator of loudness because frequency (or pitch) also

affects how receptors respond to the sound. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with a frequency-dependent A-weighting scale that is stated in units of decibels (dBA) (Caltrans 2013). Typical A-weighted noise levels are listed in Table 3.7-1, Typical A-Weighted Noise Levels**.**

Table 3.7-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet flyover at 1,000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	**— 70 —**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**— 60 —**	
		Large business office
Quiet urban daytime	**— 50 —**	Dishwasher next room
Quiet urban nighttime	**— 40 —**	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	**— 0 —**	Lowest threshold of human hearing

Source: Caltrans 2013.
Note: dBA = A-weighted decibel

A receptor's response to a given noise may vary depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. Activities most affected by noise include rest, relaxation, recreation, study, and communications, such as quiet conversation or telephone calls. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects from various noise levels. For example, some measures consider the 24-hour noise environment of a location by using a weighted average that penalizes noise levels during normal relaxation and sleep hours. Other measures consider an average noise level over a period of time, taking into account

both ambient noise and a steady-state noise sources (Caltrans 2013). The indices for measuring community noise levels that are used in this report are defined below:

> **Leq,** the equivalent energy level, provides an average acoustic or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. The sound level may not be constant over the measured time period, but the average decibel sound level, given as dBA Leq, contains an equal amount of energy as the fluctuating sound level.
>
> **CNEL**, the community noise equivalent level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to all sound occurring between 10:00 p.m. and 7:00 a.m.
>
> **Ldn,** the day-night noise level, is a 24-hour Leq, except that the nighttime hours (10:00 p.m. to 7:00 a.m.) are assessed a 10 dBA penalty. This penalty attempts to account for the fact that nighttime noise levels are potentially more disturbing than equal daytime noise levels.

The decibel level of a sound decreases (or attenuates) as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level normally decreases by approximately 6 dBA for each doubling of distance from the source. Sound that originates from a linear (or "line") source, such as vehicular traffic, attenuates by approximately 3 dBA per doubling of distance. Other contributing factors that affect sound reception include ground absorption, topography that provides a natural barrier, meteorological conditions, or the presence of human-made obstacles, such as buildings and sound barriers (Caltrans 2013).

Noise Effects

Reaction to a given sound varies depending on acoustic characteristics of the source and the environment of the receptor. The A-scale deemphasizes low-frequency sounds because humans are more sensitive to high-frequency sounds that are more likely to cause hearing damage. People tend to compare an intruding noise to existing background noise levels. If a new noise is considerably louder or noticeable above existing levels, it is generally considered objectionable. The activity that the receptor is engaged in also affects response. For example, the same noise source, such as constant freeway traffic, may be more objectionable to people sleeping than to workers in a factory. A 3 dBA change is the smallest increment that is perceptible by most receivers, and a 5 dBA change in community noise level is clearly noticeable. Generally, 1 to 2 dBA changes are not detectable, except under controlled laboratory conditions. A sound that is 10 dBA greater than the reference sound is typically perceived as twice as loud (Caltrans 2013).

3.7.1.2 Fundamentals of Environmental Vibration

Vibration is defined as dynamic excitation of an elastic system, such as the ground or a structure, that results in oscillatory movement of the system (Caltrans 2020). Typical human-made causes of earthborne vibration include trains and construction activities such as blasting, pile driving, and operation of heavy earthmoving equipment. The resulting waves transmitted through solid material are referred to as structureborne or groundborne vibration. Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. The vibration levels inside a building depend on the vibration energy that reaches the foundation and the characteristics of the structure that affect propagation of the vibration through it. A heavier building will typically experience lower vibration levels. The most common impact associated with vibration is annoyance resulting from the effects of vibration, such as building movement, rattling of windows, shaking of items on shelves or walls, and rumbling sounds. In more extreme cases, building damage may occur. Because the effects of vibration elicit a greater response than the vibration itself, vibration is typically only perceptible to people inside buildings (FTA 2018).

Vibration levels are typically expressed in terms of the peak particle velocity (PPV) and root mean square (RMS) amplitude, both in inches per second (in/sec). PPV is most appropriate for evaluating building damage potential. Caltrans estimates that continuous vibration levels of less than 0.08 PPV and single-event vibration levels of less than 0.12 PPV do not result in damage to even the most fragile historical buildings (Caltrans 2020). The Federal Transit Administration (FTA) has identified a maximum PPV of 0.2 in/sec for fragile buildings and 0.12 in/sec for extremely fragile historical buildings (FTA 2018).

PPV does not account for human response to vibration. The RMS amplitude is used to represent average vibration amplitude, which accounts for the time it takes for the human body to respond to vibration signals. The RMS amplitude is also given in decibel notation, referenced as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration relative to human response. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Like airborne noise, groundborne noise is measured in dBA. The sound level accompanying vibration is generally 25 to 40 dBA lower than the vibration velocity level in VdB. Due to its low-frequency components, groundborne noise sounds louder than broadband noise with the same noise level. Typical vibration levels from various sources are shown in Table 3.7-2, Typical Levels of Groundborne Vibration. As shown in this table, the background vibration velocity level in residential areas is usually around 50 VdB, which is below the 65 VdB threshold of human perception (FTA 2018). The same human reaction corresponds to a given vibration velocity level and its resulting noise level; therefore, for simplicity, this analysis refers only to a source's VdB to describe potential human response to groundborne vibration and noise.

Table 3.7-2. Typical Levels of Groundborne Vibration

Vibration Level VdB[1]	in/sec RMS	Typical Sources (50 feet from source)	Human/Structural Response
100	0.01	Blasting from construction projects	Threshold, minor cosmetic damage to fragile buildings
90–100	0.003–0.01	Bulldozers and other heavy tracked construction equipment	Difficulty with tasks such as reading
80–90	0.001–0.003	Commuter rail and rapid transit, upper range	Residential annoyance, infrequent events (e.g., commuter rail)
70–80	0.0003–0.001	Typical commuter rail, bus or truck over bump, typical rapid transit	Residential annoyance, frequent events (e.g., rapid transit)
60–70	0.0001–0.0003	Bus or truck, typical	Limit for vibration-sensitive equipment, approximate threshold for human perception
50	0.00003	Typical background vibration	Not detectable

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root mean square; VdB = vibration decibel

[1] RMS vibration velocity level in VdB relative to 10–6 in/sec.

The general human response to different groundborne vibration velocity levels is described in Table 3.7-3, Human Response to Different Levels of Groundborne Vibration.

Table 3.7-3. Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Noise Level		Human Reaction
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many people. Mid-frequency sound may disturb sleep.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is annoying. Mid-frequency noise disturbs sleep and is considered annoying in more quiet areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise disturbs sleep and mid-frequency noise can be annoying to daytime NSLUs, such as schools.

Source: FTA 2018.

Note: dBA = A-weighted decibel; NSLU = noise-sensitive land use; VdB = vibration decibel

3.7.1.3 Existing Noise Environment

The continuing education campuses and MCC Expansion site are in existing urban neighborhoods surrounded by residential, commercial, and educational land uses. Noise sources from these uses include nuisance noise from human activity and equipment noise such as heating, ventilation, and air conditioning (HVAC) systems. Vehicle noise is the dominant noise source in the FMP area. Existing vehicle noise levels within the vicinity of the MCC Expansion site are calculated based on traffic data from LLG (Appendix H) and traffic counts conducted by the City of San Diego (City of San Diego 2023). Calculated noise levels are provided in Table 3.7-4, Existing Vehicle

Noise Levels. As described below in Section 3.7.2, Regulatory Setting, noise levels up to 70 dBA are considered compatible with educational facilities and multi-family residences if buildings are designed to sufficiently reduce interior noise levels to a quiet environment. Noise levels up to 60 dBA are compatible with education and residential development. The calculated noise levels in Table 3.7-4 indicate that the MCC Expansion site area is heavily traveled.

Major roadways surrounding the existing campuses include Ocean View Boulevard near ECC (5,880 average daily traffic [ADT]); Mesa College Drive near CE MES (19,440 ADT); Black Mountain Road near CE MIR (22,515 ADT); Kemper Street near the WCC campus (10,895 ADT); Fairmount Avenue near MCC (20,186 ADT); Aero Drive near NCC (22,370 ADT); and Harbor Drive near the CHA (12,170 ADT) (City of San Diego 2023). Traffic volumes at most existing campuses are similar to the MCC Expansion area and experience similar noise levels. The ECC and CHA area are surrounded by lower volume surface streets, but are in proximity to freeways that are major noise contributors (Interstate 805 and Interstate 5, respectively).

Table 3.7-4. Existing Vehicle Noise Levels

Roadway	Segment	ADT	dBA CNEL at 50 feet
El Cajon Boulevard	Winona Avenue to 52nd Street	24,975	69.6
	52nd Street to Marcellena Road	23,580	69.7
	Marcellena Road to 54th Street	24,164	70.5
Collwood Boulevard	Monroe Avenue to 54th Street	22,666	70.9
	54th Street to El Cajon Boulevard	22,055	71.1

Source: Appendix F.
Notes: ADT = average daily traffic; dBA = A-weighted decibel; CNEL = community noise equivalent level

3.7.1.4 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. As described in Section 2.2.2, Surrounding Land Uses, all SDCCE FMP project sites are adjacent to some residential use. The ECC, CE MES, and CE MIR project sites are also located adjacent to K-12 schools, and the existing MCC campus is across Fairmount Avenue from the City Heights/Weingart Branch Library.

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations, are considered vibration sensitive (FTA 2018). The degree of sensitivity depends on the specific equipment that would be affected by the groundborne vibration. Excessive levels of groundborne vibration of either a regular or an intermittent nature can result in annoyance to residential uses. Land uses within the vicinity of campus that are subject to annoyance from vibration include the

residences described as NSLUs above. In addition, the WCC campus is adjacent to a hospital, and the NCC and CHA campuses are near existing industrial development that may include vibration-sensitive equipment.

3.7.2 Regulatory Setting

This section describes the federal, state, regional, San Diego Community College District (District), and local regulatory framework adopted to address noise.

3.7.2.1 Federal

Federal Aviation Administration Standards (Code of Federal Regulations, Title 14, Part 150)

Enforced by the Federal Aviation Administration (FAA), Code of Federal Regulations, Title 14, Part 150, prescribes the procedures, standards, and methods governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. The code also identifies those land uses that are normally compatible with various levels of exposure to noise by individuals. The FAA considers residential land uses to be compatible with exterior noise levels at or less than 65 dBA Ldn.

Federal Transit Administration Standards

Although the FTA standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018) are routinely used for projects proposed by local jurisdictions. The manual includes criteria for assessing the impacts of groundborne vibration, presented in Table 3.7-5, Federal Transit Administration Groundborne Vibration Impact Criteria.

Table 3.7-5. Federal Transit Administration Groundborne Vibration Impact Criteria

Land Use Category	Impact Levels (VdB)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: FTA 2018.

Notes: VdB = vibration decibel

Vibration levels are measured in or near the vibration-sensitive use.

[1] "Frequent Events" are defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" are defined as fewer than 30 vibration events of the same source per day.

Noise Control Act

The Noise Control Act of 1972 identifies uncontrolled noise as a danger to health and welfare, particularly for people in urban areas. Responsibility for noise control remains primarily a State of California and local issue. However, the Noise Control Act established a means for effective coordination of federal research and noise control activities (USEPA 2026). The Noise Control Act directs the U.S. Environmental Protection Agency (USEPA) to develop and publish information on noise levels to protect public health and welfare with an adequate margin of safety. In 1974, the USEPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. The document identifies an interior noise level of 45 dBA Ldn in residential areas as adequate to protect indoor activity from interference and annoyance. An exterior noise level of 55 dBA Ldn was identified as the maximum noise level to avoid interference and annoyance in residential areas and other areas in which quiet is a basis for use. A maximum 24-hour average outdoor noise level of 70 dBA Leq is recommended to prevent hearing loss (USEPA 1974).

3.7.2.2 State

California Noise Control Act (California Health and Safety Code, Sections 46000–46080)

California Health and Safety Code, Sections 46000–46080, known as the California Noise Control Act of 1973, find that excessive noise is 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. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens through 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. Section 46050.1 mandates development guidelines for the preparation and content of General Plan Noise Elements.

The State of California 2017 General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR) (as of July 1, 2024, named the Governor's Office of Land Use and Climate Innovation), provides guidance for the acceptability of specific land use types in areas of specific noise exposure. Appendix D, Noise Element Guidelines, of the OPR's General Plan Guidelines provides suggested land use compatibility guidelines that may be used by jurisdictions to develop local land use compatibility standards. The Noise Element Guidelines recognize that site-specific conditions make certain noise levels more or less acceptable than the mean response. As such, the guidelines include correction factors to adjust measured noise exposure values to more accurately assess local sentiment toward acceptable noise exposure.

California Building Standards Code

The California Building Standards Code (California Code of Regulations, Title 24) includes interior noise standards for residential and non-residential buildings. Title 24, Part 2, of the California Building Code establishes standards for interior room noise (attributable to outside noise sources) in residential buildings. Non-residential building noise exposure is regulated in California Code of Regulations, Title 24, Part 11, commonly known as CALGreen, which provides the option to follow a prescriptive approach to noise attenuation or achieve performance-based interior noise criteria. Specific sections of the California Building Standards Code that may be applicable to future campus projects are provided in detail below.

California Building Code, 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 a Sound Transmission Class (STC) of no less than 50 where tested in accordance with American Society for Testing and Materials International (ASTM International) E90, or have a Normalized Noise Isolation Class rating of no less than 45 if field tested, in accordance with ASTM E336 for airborne 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; electric 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.

California Building Code, 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 in the structure shall have an Impact Insulation Class rating of no less than 50 where tested in accordance with ASTM E492, or have a Normalized Impact Sound Rating of no 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. 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.

California Building Code, 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 the day-night sound level or CNEL, consistent with the noise element of the local General Plan.

CALGreen 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 Leq. 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 Leq 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 Leq in occupied areas during the facility's hours of operation.

The rule applies primarily to buildings 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.

3.7.2.3 Regional

Marine Corps Air Station Miramar Airport Land Use Compatibility Plan

The Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP) was adopted by the San Diego County Regional Airport Authority in October 2008, and amended December 2010 and November 2011 to promote compatibility between MCAS Miramar and the surrounding land uses to the extent that these areas are not already devoted to incompatible uses (SDCRAA 2008). The ALUCP provides for the orderly growth of the area surrounding MCAS

Miramar in a manner that is compatible and consistent with the airport's operations and safeguards the general welfare of the inhabitants within the airport's vicinity and the public in general. In addition, the ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The MCAS Miramar ALUCP contains compatibility criteria applicable to land in the Airport Influence Area (AIA). The MCAS Miramar AIA is established as the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on that land use.

The MCAS Miramar AIA is divided into two subareas, Review Area 1 and Review Area 2. Review Area 1 encompasses the noise and safety factors/layers. Review Area 1 encompasses locations exposed to noise levels of CNEL 60 dB or greater. Review Area 2 encompasses the portions of the overflight and airspace protection factors/layers not encompassed in Review Area 1. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses in Review Area 2. The Miramar College campus, including CE MIR, is in Review Area 2. The CE MIR is not within any of the noise exposure contours, as shown on Figure 3.6-2c, Airport Noise Contours – MCAS Miramar.

2025 San Diego County Regional Airport Authority San Diego International Airport Land Use Compatibility Plan

The San Diego International Airport (SDIA) ALUCP was adopted in February 2025. The ALUCP is intended to protect the continued operation of the airport while safeguarding the health, safety, and welfare of occupants of nearby properties by establishing policies and standards for compatible land uses. The ALUCP provides compatibility criteria for local agencies in the preparation and amendment of land use plans, zoning ordinances, and development approvals affecting properties in the AIA. The SDIA AIA encompasses areas where airport-related noise, safety, airspace protection, and overflight factors may affect land use compatibility. The ECC, WCC, and MCC Expansion site are in designated AIAs of the SDIA (SDCRAA 2025). Specifically, the ECC, WCC, and MCC Expansion project sites are in the Airspace Protection Area in the Overflight Area; WCC is also in the noise contour area of 65 dB; and the MCC Expansion is in the Critical Surface Area. The SDIA noise contours are provided on Figure 3.6-2a, Airport Noise Contours – San Diego International Airport.

Montgomery-Gibbs Executive Airport Land Use Compatibility Plan

The Montgomery-Gibbs Executive Airport ALUCP was adopted in January 2010, and updated in December 2010. The Montgomery-Gibbs Executive Airport ALUCP serves as a tool for reviewing plans and proposals for compatibility with airport operations in the AIA. As with the ALUCPs for SDIA and MCAS Miramar, the ALUCP for Montgomery-Gibbs Executive Airport includes policies that address land use compatibilities, including noise concerns. The CE Mesa project site

is in the AIA 2 of the Montgomery-Gibbs Executive Airport, and NCC is in the AIA 0, Airport Safety Zone 6, Critical Surface Area (SDCRAA 2010). Neither campus is in a noise contour area, as shown on Figure 3.6-2b, Airport Noise Contours – Montgomery Field.

3.7.2.4 District

District Design Guidelines and Standards Manual

The Design Guidelines and Standards Manual requirements related to noise and vibration are outlined below.

Sustainability Goals

Indoor/Outdoor Environmental Quality Goal 2: Improve indoor air quality and acoustics.

Key Performance Indicator: Maintain indoor noise levels below 35 dB in classrooms and below 40 dB in shared spaces.

Sustainability Levels

The Sustainability Levels framework does not include required measures related to noise; however, it does include certain noise-related incentives within its point system. Relative to noise, a project is awarded three points if it complies with American National Standards Institute S12.60-2010 acoustical performance standards, thereby ensuring noise reduction, optimal speech intelligibility, and sound insulation in classrooms, offices, and shared spaces.

Design Guides and 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 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.

General Specifications

General specifications and product and material data are provided in Section 2.2, General Specifications, 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 program needs. The following general specifications relate to noise or vibration.

Building Demolition (Section 2.2.1, Volume I, Division 02, Existing Conditions)

4. Environmental Compliance: Ensure compliance with local, state, and federal environmental regulations regarding dust control, noise, and vibration.

Selective Demolition (Section 2.2.1, Volume I, Division 02, Existing Conditions)

3. Dust and Noise Mitigation: Implement measures such as dust barriers, negative air pressure systems, and noise-dampening method.

Gypsum Board – Design Requirements (Section 2.2.1, Volume I, Division 09, Finishes)

1. Acoustical Performance & Sound Transmission
   a. Sound Transmission Classification must be evaluated for each space to enhance speech privacy and noise control.
2. Requirements (refer to Table 3.7-6, Gypsum Board Design Requirements)

Table 3.7-6. 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.
Note: 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.

3.7.2.5 Local (Non-Regulatory)

While City of San Diego (City) regulations related to noise are not applicable to District development, local regulations provide relevant noise and vibration guidance used in this analysis where the District does not have established standards. These City regulations related to noise are summarized below.

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 3.7-7, City of San Diego Land Use Noise Compatibility Guidelines (City of San Diego 2024).

Table 3.7-7. 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

Table 3.7-7. City of San Diego Land Use Noise Compatibility Guidelines

Land Use Category				Exterior Noise Exposure (CNEL)				
				<60	60–65	65–70	70–75	75+
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 of San Diego 2024.
Note: CNEL = Community Noise Equivalent Level

City of San Diego Municipal Code

Section 59.5.0401, Sound Level Limits

San Diego Municipal Code (SDMC), Section 59.5.0401, Sound Level Limits, 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 3.7-8, City of San Diego Exterior Noise Limits:

> 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, 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 3.7-8. City of San Diego Exterior Noise Limits

Land Use Zone	Time of Day	1-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: SDMC Section 59.5.0401.
Notes: dBA = A-weighted decibel

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 are governed by Section 59.5.0404, described below.

Section 59.5.0404, Construction Noise

SDMC Section 59.5.0404, as follows, establishes sound level limits for construction noise in the City. Generally, the City 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.

> 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.

Additionally, except emergency work, it is unlawful for any person, including the City, 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.

3.7.3 Method of Analysis

The following impact analysis focuses on potential noise-related impacts of the FMP implementation. The evaluation considers project plans, current conditions on the FMP project sites, and applicable regulations and guidelines. With the exception of the MCC Expansion project, details related to construction effort for the FMP project sites improvements are currently unknown. However, as a new campus requiring demolition and earthwork, the MCC Expansion represents a worst-case construction scenario for determining potential programmatic FMP impacts. The Federal Highway Administration Noise Prediction Model was used to estimate traffic noise levels with and without MCC Expansion implementation (Appendix F, Noise Data). Traffic volumes and roadway characteristics with buildout of the MCC Expansion used in the Federal Highway Administration Noise Prediction Model were obtained from Linscott, Law, and Greenspan (Appendix H).

3.7.4 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the project would have a significant impact on noise if it would result in:

- **Threshold 1:** Generation of 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.
- **Threshold 2:** Generation of excessive groundborne vibration or groundborne noise levels.
- **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 airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

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. 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 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 within City limits and subject to City noise standards.

3.7.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to noise that could result from implementation of the project.

3.7.5.1 Threshold 1: Exceedance of Noise Standards

Threshold 1: 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?

Impact Analysis

Program Level

Construction

Construction noise associated with future FMP projects would be temporary and would vary depending on the nature of the activities being performed. As outlined in Chapter 2, Project Description, the HVC and NCC improvements do not include major exterior buildings improvements and no demolition or earthwork would be required. Minimal use of heavy construction equipment and heavy-duty trucks would occur at these existing campuses. Improvements at the existing MCC project site would also require only minimal construction for interior and wayfinding improvements. As such, FMP improvements at these campuses would not generate excessive noise during construction, and impacts would be less than significant.

Construction at the remaining four existing campuses (ECC, CE MES, CE MIR, WCC) would require use of heavy construction equipment for demolition, earthwork, and new building construction. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities and construction vehicle traffic on area roadways. Typical heavy-duty construction equipment would be used, and no excessively noisy activities such as pile driving or blasting would be required. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. 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.

A recent project at the District's Mesa College campus in the region requiring similar construction (HELIX 2026) calculated average construction equipment noise levels for each required phase of construction. The analysis for Mesa College calculated screening distances for construction activities based on the default off-road equipment list in the California Emissions Estimator Model, which was also assumed for the FMP Project in Section 3.1, Air Quality. Industry-standard reference noise levels were obtained from the FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018). Based on FTA-recommended methodology, noise level exposure is based on concurrent operation of the two noisiest pieces of equipment for each phase of construction. Noise levels are calculated at 40 feet, which was the closest receptor distance to the Mesa Campus, and at the receptor distance at which the operation of the combined construction equipment would be reduced to 75 dBA Leq (12-hour). The calculated distance to 75 dBA Leq provides a screening level distance for impacts from FMP projects, which would involve the same construction activities and anticipated construction fleet. A standard 8-hour workday was assumed. Calculated noise levels for each phase are shown in Table 3.7-9, Construction Equipment Average Noise Levels.

Table 3.7-9. Construction Equipment Average Noise Levels

Construction Phase	Noisiest Off-Road Equipment	dBA Leq (12-hour) at 40 Feet	Distance to 75 dBA Leq (12-hour) (feet)
Demolition	Dozer, Saw	85.7	137
Site Preparation	Dozer, Backhoe	86.4	148
Grading	Grader, Dozer	88.2	183
Building Construction	Generator Set, Crane	85.7	138
Underground Utilities	Dozer, Excavator	86.4	148
Paving	Paver, Roller	88.2	183
Architectural Coating	Air Compressors (2)	80.2	73

Source: HELIX 2026.

Notes: dBA = A-weighted decibel; Leq = time-averaged noise level

As the distance between future project locations and sensitive receptors would vary widely depending on the campus location and improvement type, additional calculations were completed to identify the distance at which construction activity would need to occur for noise levels at NSLUs to be kept at or below 75 dBA Leq (12-hour). As shown in Table 3.7-9, the distance to the 75 dBA Leq (12-hour) 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 Leq (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 Leq (12-hour) is assumed to be exceeded are shown in Table 3.7-9. Residences are within 185 feet of the potential construction areas for ECC, CE MES, CE MIR, and WCC. Existing classrooms at the Mesa College and Miramar College campuses are also within 185 feet of the potential construction area for CE MES and CE MIR. Therefore, impacts would be potentially significant and mitigation would be required.

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. The noise analysis for the Mesa College project calculated that the two loudest pieces of equipment required for campus construction would be a paver and a roller, which would generate a combined noise level of 70.1 dBA Leq (12-hour) at a distance of 320 feet, below the 75 dBA Leq (12-hour) limit (HELIX 2026). As described above, the default construction fleet assumed for the Mesa College campus is the same as assumed for the FMP projects. Nighttime construction noise would be a nuisance to NSLUs where people normally sleep. Nighttime construction is not currently anticipated for any FMP project, because construction would be limited to existing campus footprints. However, construction details for these projects are currently unknown. If nighttime construction is ultimately required, residences are within the 320 feet screening distance for the ECC, CE MES, CE MIR, and WCC projects. Therefore, nighttime impacts would be potentially significant and mitigation would be required.

Operation

Potential operational sources of noise from implementation of the FMP are discussed below.

Heating, Ventilation, and Air Conditioning Equipment

The exact locations of future HVAC systems and other mechanical equipment required for new buildings constructed under the FMP are not known at this time; however, systems would be typical of an urban environment and similar to existing systems on existing campuses. No change to HVAC system or location is anticipated from improvements to the HVC, NCC, and existing MCC. New buildings would replace older existing campus buildings, or building expansions would be constructed at ECC, CE MES, CE MIR, and WCC. Therefore. The proposed improvements would not result in an increase in the number of HVAC systems on the existing campuses. However, the location of new HVAC systems is unknown.

Consistent with assumptions for the Mesa College campus (HELIX 2026), buildings would require a commercial HVAC unit with the potential to generate a sound pressure level of 78.5 dBA at one meter. The analysis assumed installation of a 20-ton rooftop, commercial HVAC unit manufactured by Carrier (HELIX 2026). Specifications for any HVAC systems that would be installed as part of FMP projects are currently unknown, but are expected to be similar to the Mesa College campus unit. HVAC noise from individual units would attenuate to below the City's nighttime single-family residential property line limit of 40 dBA at approximately 280 feet; below the City's nighttime multi-family residential property line limit of 45 dBA at approximately 160 feet; and below the 65 dBA Leq limit applicable to non-residential campus buildings at approximately 16 feet.

HVAC systems currently operate on campus facilities to be replaced or renovated, and future operation would be similar to existing conditions within the campus. However, because future location of individual units is unknown, individual systems would have the potential to exceed the City's nighttime thresholds at residences adjacent to the ECC, CE MES, CE MIR, and WCC project sites. Shielding and building design would reduce indoor and exterior noise exposure to equipment operation, but the level of shielding required cannot be determined at this time due to lack of project design. Therefore, impacts related to HVAC systems to off-site receptors would be potentially significant. The proposed buildings are separated from existing buildings by walkways and landscaping and would not result in new HVAC systems within 16 feet of other campus buildings, including existing classrooms at the Mesa College and Miramar College campuses. On-campus impacts would be less than significant.

Parking

The FMP improvements would include reconfigurations to existing parking lots, and the CE MES and WCC improvements would include new parking structures. Noise sources from parking lots and structures include car alarms, door slams, radios, and tire squeals. These sources typically range from approximately 51 to 66 dBA at a distance of 10 feet (City of Santee 2020) and are generally short-term and intermittent. Parking areas have the potential to generate noise levels that exceed 65 dBA depending on the location of the source; however, noise sources from the parking areas would be different from each other in kind, duration, and location. Therefore, the overall effects would be separate and, in most cases, would not affect noise-sensitive receptors at the same time. Therefore, noise generated from parking areas would not exceed SDMC hourly noise level limits and would have less than significant impact. Additionally, the new parking structures are intended to replace parking that would be lost during other improvements. The FMP project sites are currently sources of parking lot noise, and reconfigurations and replacement parking would result in similar nuisance noise to existing conditions. This impact would be less than significant.

Vehicle Traffic Noise

According to Caltrans (2013), the doubling of traffic volume on a roadway yields and increase in ambient noise levels of 3 dBA CNEL. As described above, traffic volumes surrounding existing SDCCE project sites range from 5,880 ADT on Ocean View Boulevard near ECC to 22,515 ADT of Black Mountain Road near CE MIR (City of San Diego 2023). As a new campus site, the MCC Expansion site is anticipated to experience the greatest net increase in traffic at 400 new average daily trips (Appendix H). FMP improvements to the existing campuses would not generate more than 400 ADT within the vicinity of any campus. Therefore, a doubling of traffic would not occur on roadway as a result of FMP improvements. Traffic noise levels would increase by less than 3 dBA CNEL; therefore, the FMP would not generate vehicular traffic that results in a substantial permanent increase in ambient noise levels within the vicinity of any existing campus.

Project Level

Construction of the MCC Expansion would require the same construction practices as the long-term projects described above. Therefore, the same screening distances would apply to this project. Existing residences are adjacent to the MCC Expansion site. Therefore, NSLU are located within the 185-foot screening distance and specific screening distances for each phase as shown in Table 3.7-9. Impacts on off-site NSLUs during construction would be potentially significant.

Permanent sources of noise associated with the new MCC Expansion campus would include HVAC systems for new structures and new vehicle trips to the campus. The location of future HVAC systems is currently unknown; however, existing residences are adjacent to the campus site boundary. These receptors would potentially be within the 280-foot screening distance for an HVAC noise conflict. Impacts would be potentially significant.

The potential for implementation of the MCC Expansion to permanently increase ambient noise levels as a result of increased traffic was assessed using standard noise modeling equations adapted from the Federal Highway Administration Noise Prediction Model. Model output is provided in Appendix F. The modeling calculations take into account the posted vehicle speed, median width, average daily trip volume, and estimated vehicle mix. Traffic volumes and roadway characteristics were obtained from Linscott, Law, and Greenspan (Appendix H). Noise levels were calculated at 50 feet from the centerline of each roadway segment. Generally, noise from heavily traveled roadways decreases by approximately 3 dBA for every doubling of distance. The actual sound level at any receptor location depends on factors such as source-to-receptor distance and the presence of intervening structures, barriers, vegetation, and topography; therefore, the calculated result represents the worst-case scenario.

Table 3.7-10, Existing Plus MCC Expansion Traffic Noise Levels, compares noise levels with and without MCC Expansion in the traffic analysis study area to represent the potential changes in traffic noise conditions.

Table 3.7-10. Existing Plus MCC Expansion Traffic Noise Levels

Roadway	Segment	Existing (dBA Ldn)	Existing Plus MCC Expansion (dBA Ldn)	Increase in Noise Level from Existing	Significant Impact?
El Cajon Boulevard	Winona Avenue to 52nd Street	69.6	69.6	0	No
	52nd Street to Marcellena Road	69.7	69.7	0	No
	Marcellena Road to 54th Street	70.5	70.6	+0.1	No
Collwood Boulevard	Monroe Avenue to 54th Street	70.9	70.9	0	No
	54th Street to El Cajon Boulevard	71.1	71.1	0	No

Source: Appendix F.

Notes: dBA = A-weighted decibel; Ldn = day-night noise level

As shown in Table 3.7-10, future traffic noise levels under the MCC Expansion project buildout would not result in a direct noise impact on any study area segments. 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 1 dBA CNEL; therefore, the MCC Expansion project would not generate vehicular traffic that results in a substantial permanent increase in ambient noise levels within the vicinity of the MCC Expansion project.

Level of Significance Before Mitigation

Implementation of the FMP at ECC, CE MES, CE MIR, WCC, and the MCC Expansion site would result in potentially significant construction noise impacts and operational impacts from HVAC equipment prior to mitigation. Mitigation Measures MM-NOI-1 and MM-NOI-2 would reduce these impacts to a less than significant level. Implementation of the FMP at the programmatic and project level would result in less than significant impacts related to ambient vehicle noise without mitigation.

Mitigation Measures

Program Level and Project Level

MM-NOI-1: Construction Noise Screening. If project construction activities resulting from implementation of Facilities Master Plan projects at Education Cultural Complex, Continuing Education Mesa, Continuing Education Miramar, West City Campus, or the Mid-City Campus Expansion project site 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

This measure would also apply to any nighttime (7:00 p.m. to 7:00 a.m.) construction that would occur within 320 feet of a sensitive receptor. The following measures shall be implemented to minimize temporary noise caused by construction activities to below the applicable California Environmental Quality Act significance thresholds at NSLUs:

a. Require the construction contractor to develop a work plan to limit use of heavy construction equipment so as not to exceed a 12-hour average sound level of 75 dBA Leq at NSLUs between 7:00 a.m. and 7:00 p.m. Monday through Saturday. Prior to construction activities occurring outside the hours of 7:00 a.m. to 7:00 p.m.

Monday through Saturday, the extended work hours shall be approved by the San Diego Community College District construction manager for the project, and implementation of the work plan would also be required.

The following noise control measures shall be implemented as part of the work plan, as applicable.

- 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.
- 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 on 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.
- Position (to the extent practical) construction laydown and vehicle staging areas as far from NSLUs as feasible.
- Inform, whenever possible and preferably with at least a 2-week advanced notice, all neighboring NSLUs located within a 185-foot radius of the project site that a construction project is planned to begin. The notification shall describe the anticipated location of construction activities and the general construction schedule.

b. 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 periods identified by the District as sensitive to construction noise, such as examinations, assessments, or other significant instruction activities. Adjust hours or days of the construction activity to occur before or after these most noise-sensitive periods of the campus academic year.

NOI-2: **Stationary Noise Source Assessment.** If new or modified stationary noise sources are proposed at Education Cultural Complex, Continuing Education Mesa, Continuing Education Miramar, West City Campus, or the Mid-City Campus Expansion project sites, 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 HVAC/mechanical equipment to be 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 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 of San Diego's Municipal Code or the interior noise limits for on-campus buildings of 50 dBA Leq in non-residential spaces and 45 dBA Leq 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 noise-sensitive land use (NSLU), project-specific recommendations for attenuation shall be provided in 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 San Diego Municipal Code. If feasible attenuation techniques considered in the noise assessment cannot achieve the limit applied to 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 San Diego Community College District's 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 in the project's construction specifications where applicable.

Level of Significance After Mitigation

Implementation of Mitigation Measures MM-NOI-1 and MM-NOI-2 would reduce Project impacts related to the generation of substantial temporary and permanent increases in ambient noise levels to a level that is less than significant.

3.7.5.2 Threshold 2: Excessive Groundborne Vibration or Noise

Threshold 2: Would the Project generate excessive groundborne vibration or groundborne noise levels?

Impact Analysis

Program Level and Project Level

Construction

Construction activities would have the potential to generate levels of groundborne vibration that could adversely affect nearby sensitive land uses, buildings that are structurally sensitive to groundborne vibration, and facilities where equipment or activities may be sensitive to vibratory influences. As outlined under Section 3.7.6.1, the HVC and NCC improvements do not include major exterior buildings improvements and no demolition or earthwork would be required. Minimal use of heavy construction equipment and heavy-duty trucks would occur at these existing campuses. Improvements at the existing MCC campus would also require only minimal construction for interior and wayfinding improvements. As such, FMP improvements at these campuses would not generate excessive vibration during construction, and impacts would be less than significant.

Construction at the remaining four campuses (ECC, CE MES, CE MIR, WCC) and the MCC Expansion site would require use of heavy construction equipment for demolition, earthwork, and new building construction that would have the potential to generate vibration and nearby receptors. Land uses within the vicinity of these campuses that are subject to annoyance from vibration include residences. The WCC is also located adjacent to an existing hospital, and CE Mesa and CE MIR are within the existing Mesa College and Miramar College campuses, respectively. The level of vibration experienced by these land uses would depend on the vibration generated by the construction equipment or process. No pile driving is anticipated for any FMP project construction. 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 3.7-11, 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.

Table 3.7-11. 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
Vibration Criterion A (VC-A) (medium- to high-power optical microscopes, microbalances, optical balances, and similar specialized equipment)	66	215

Source: FTA 2018 (threshold); Helix 2026 (distances).

The construction activity to building or receptor distance would need to be greater than the screening distances shown in Table 3.7-11 in order for vibration exposure to be less than the thresholds identified for each receptor type. Construction at the ECC, WCC, and MCC Expansion project sites could occur within 75 feet for existing residences, and construction at the WCC project site could occur within 215 of the existing hospital. As such, construction at the ECC, WCC, and MCC Expansion project sites have the potential to result in the generation of excessive groundborne vibration to residences and the hospital. Impacts would be potentially significant and mitigation would be required. CE MES and CE MIR are separated from the nearest residential structures by more than 75 feet, and existing classrooms at Mesa College and Miramar College by more than 60 feet, due to roadways, landscaping, and driveway areas and would not result in a significant vibration impact.

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 FMP program-related vehicle trips also would not generate excessive vibration as vibration from vehicular traffic is generally not perceptible outside paved roadways that are properly maintained (Caltrans 2020). The projects proposed in the FMP would not result in the permanent generation of excessive vibration levels. Impacts would be less than significant.

Significance of Impact

Implementation of the ECC and WCC under the programmatic level and the MCC Expansion at the project level could result in a potentially significant impact related to construction vibration prior to mitigation. Mitigation Measure MM-NOI-3 would reduce this impact to less than significant.

Mitigation Measures

Program Level and Project Level

MM-NOI-3: Construction Vibration Screening. Prior to the commencement of construction at the Education Cultural Complex, West City Campus, and Mid-City Campus Expansion project sites that involves the use of heavy earthmoving equipment within the following screening distances, the San Diego Community College 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 historical 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 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 detailed 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 is used within the applicable equipment screening distance and use of static mode in 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 occurs 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.

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.

Level of Significance After Mitigation

Implementation of Mitigation Measure MM-NOI-3 would reduce program- and project-level vibration impacts during construction to a level that is less than significant.

3.7.5.3 Threshold 3: Aircraft Noise

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 airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

Impact Analysis

Program Level and Project Level

The closest airports to FMP campuses are MCAS Miramar, Montgomery-Gibbs Executive Airport, and SDIA. MCAS Miramar is approximately 2 miles from CE MIR. The campus is not within any of the noise exposure contours. Montogomery-Gibbs Executive Airport is approximately 1 mile from CE MES and 0.2 mile from NCC. Neither campus is within a noise contour area. The SDIA is approximately 5 miles from ECC, 1 mile from WCC, 2.5 miles from HVC, and six miles from the MCC Expansion project sites. The ECC and MCC Expansion are in designated AIAs, but are not within any noise contour. Refer to Figures 3.6-2a through 3.6-2c, Airport Noise Contours, for airport SDIA, Montgomery-Gibbs Executive Airport, and MCAS Miramar's airport noise contours. The WCC is within the 65 dBA CNEL contour for SDIA. However, airport noise levels up to 70 dBA CNEL are conditionally compatible with adult educational facilities provided that interior noise levels are reduced to below 45 dBA CNEL. The new building expansion at WCC would use modern building practices, which is generally assumed in noise compatibility standards to reduce exterior noise levels of 65 dBA CNEL to 45 dBA CNEL without special consideration. Therefore, airport noise levels at the WCC with FMP implementation would be compatible with educational use. Implementation of the FMP would not expose people residing or working in the FMP area to excessive noise levels associated with operation of aircraft. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP under the programmatic level and project level would result in a less than significant impact related to aircraft noise.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.7.6 Cumulative Impacts

The following sections address various potential cumulative impacts relating to noise that could result from implementation of the project.

3.7.6.1 Exceedance of Noise Standards

The geographic context for the analysis of cumulative impacts related to noise is generally site specific, as noise attenuates quickly with distance and only has the potential to combine with other sources in the immediate vicinity. Cumulative projects within the vicinity of an individual campus could involve construction activities or new permanent sources of noise, which would have the potential to combine with FMP-related noise sources and result in a substantial increase in ambient noise levels within the vicinity. For example, the CE MIR project site is adjacent to the Miramar College campus, which is anticipated to require heavy construction for future improvement projects under the Miramar College Master Plan. The timing of CE MIR projects is unknown, but may overlap with Miramar College improvements under its Master Plan. As described in Section 3.7.7.1, noise associated with construction activity at ECC, CE MES, CE MIR, WCC, and the MCC Expansion site has the potential to exceed the 75 dBA Leq (12-hour) construction noise limit established in the SDMC. As a result, Mitigation Measure MM-NOI-1 is proposed for projects within the screening distances identified in Table 3.7-9. Cumulative project would be required to implement similar measures for SDMC compliance, including obtaining a permit from the City if work outside the typically allowed hours of construction. Nonetheless, if construction of an FMP project would occur concurrently with construction noise from one or multiple cumulative projects in proximity to the active FMP construction area, construction noise could combine to result in excessive noise at certain receptors, and the cumulative impact would be potentially significant. With implementation of Mitigation Measure MM-NOI-1 for SDCCE FMP projects with the potential to impact sensitive receptors, the Project would reduce its contribution to cumulative construction noise to below a cumulatively considerable level

All FMP campuses are in developed neighborhoods that are currently subject to stationary noise, including from HVAC equipment. New stationary sources of noise associated with the residential and commercial land uses that surround the campuses are not anticipated to substantially increase noise levels compared to existing noise levels because, similar to FMP campus development, equipment would likely replace existing units. Surrounding cumulative projects would be subject to the SDMC property line limits that are established to provide an appropriate noise environment based

on the applicable land uses. In addition, Mitigation Measure MM-NOI-2 requires FMP projects installing new permanent noise sources within identified distances of off-site residences to attenuate noise to the limits established in the SDMC at off-campus properties. As campus projects and future cumulative development projects would be required to adhere to these noise limits for stationary sources, the cumulative impact from these sources is considered less than significant.

As shown in Table 3.7-10, traffic noise levels with implementation of the MCC Expansion would not increase by more than 0.1 dBA CNEL from existing conditions. The remaining FMP projects would generate fewer new area vehicle trips and would also result in a minimal contribution to vehicle traffic noise. Cumulative regional growth may result in an increase in ambient vehicle noise in the FMP project sites, but the Project's contribution would be less than cumulatively considerable.

3.7.6.2 Excessive Groundborne Vibration or Noise

The geographic context for cumulative impacts related to vibration would be limited to the vibration screening distance surrounding each FMP project site. As described above under Threshold 2, vibration from typical construction would be reduced to below a significant level for residences beyond 75 feet from construction, and 215 feet for vibration-sensitive receptors. Due to the limited impact screening area for vibration impacts, it is unlikely that simultaneous construction would occur within the screening distance for any individual receptor. Individual FMP projects would also implement Mitigation Measure MM-NOI-3. As such, it is not anticipated that a cumulative project together with any FMP improvement could combine to result in a significant vibration impact. In addition, there are no substantial sources of operational vibration anticipated to be generated by the Project. Therefore, the FMP, in combination with other cumulative projects, would not result in a cumulative impact related to groundborne vibration.

3.7.6.3 Aircraft Noise

Airport-related noise is generally site-specific and limited to the noise contour area for an individual airport. However, impacts would generally not be cumulative because the placement of a structure in the noise contours of a public airport or in proximity to a private airstrip would not affect the exposure of residents or workers associated with another cumulative project to excessive noise levels. Additionally, development and construction proposed under the cumulative projects would be subject to regulations that require compliance with applicable ALUCP noise compatibility standards. The FMP projects are outside the noise contours for any airport, with the exception of the WCC, which is within the 65 dB noise contour area. However, noise levels at the WCC would remain compatible with educational use, and would not contribute cumulatively to expose people residing or working in the WCC project site to excessive noise levels. Therefore, the FMP, in combination with other cumulative projects, would not result in a cumulative impact related to public use airports.

3.8 Transportation

This section evaluates the potential for impacts on transportation resulting from implementation of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project).

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, this Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing FMP on ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.8.1 Environmental Setting

The following sections describe the environmental setting for the FMP project sites as it relates to circulation system.

3.8.1.1 Roadway Network

Educational Cultural Complex

Vehicular access to the ECC project site is primarily provided from Ocean View Boulevard and San Pasqual Street, with maintenance access from T Street.

Ocean View Boulevard is an east–west roadway classified as a two-lane collector by the Southeastern San Diego Community Plan along the segment serving the ECC project site (City of San Diego 2015). No bicycle facilities are provided on this roadway near the campus. Sidewalks are provided on both sides of the roadway. The posted speed limit is 30 miles per hour (mph) (ArcGIS 2026).

San Pasqual Street is a north–south roadway classified as a two-lane collector between Ocean View Boulevard and Logan Avenue. South of Logan Avenue, San Pasqual Street is classified as a two-lane collector with a center left-turn lane and as a four-lane collector by the Southeast Community Plan. The posted speed limit is 20 mph.

Continuing Education Mesa

The existing roadways described below are those that accommodate the majority of campus-related vehicle trips. Their existing and planned configurations are described below.

Mesa College Drive is an east–west facility and is classified in the Clairemont Community Plan as a four-lane major arterial. It is currently constructed as a four-lane divided roadway. There are no bicycle facilities on this roadway near campus. Sidewalks are provided on both sides of the roadway. Curbside parking is not permitted. The posted speed limit is 30 mph.

Mesa College Circle is an east–west facility and is unclassified in the Clairemont Community Plan because it is a private campus roadway. It is currently constructed as a two-lane divided roadway. There are no bicycle facilities and sidewalks are provided intermittently on both sides of the roadway. Curbside parking is generally permitted. The posted speed limit is 15 mph.

Continuing Education Miramar

The following is a description of the existing roadway network surrounding the campus, which accommodates the majority of campus-related vehicle trips.

Mira Mesa Boulevard is an east–west facility and is classified in the Mira Mesa Community Plan and Local Coastal Program as an eight-lane prime arterial east of Black Mountain Road and as a six-lane prime arterial west of Black Mountain Road (City of San Diego 2022a). It is currently constructed as a six-to-eight-lane divided roadway. There are Class II bike lanes provided west of Black Mountain Road and Class III bike routes with "sharrows" east of Black Mountain Road. "Corridor sidewalks" are provided on both sides of the roadway. Curbside parking is generally prohibited. The posted speed limit is 35–40 miles per hour (mph).

Black Mountain Road is a north–south facility classified in the Mira Mesa Community Plan and Local Coastal Program as a four-lane major arterial (City of San Diego 2022a). It is currently constructed as a four-lane divided roadway. Bicycle facilities provided include Class II bike lanes north of Gold Coast Drive and Class III bike routes to the south. "Connector sidewalks" are provided on both sides of the roadway. While on-street parking is generally prohibited along the corridor, it is permitted south of Gold Coast Drive. The posted speed limit is 45 mph.

Westview Parkway is a north–south facility classified in the Mira Mesa Community Plan and Local Coastal Program as a four-lane collector (without a two-way left-turn lane [TWLTL]) (City of San Diego 2022a). It is currently constructed as a four-lane roadway with a TWLTL between Hillery

Drive and approximately 500 feet north of Hillery Drive, and transitions into a four-lane divided roadway north of that point. "District sidewalks" are provided on both sides of the roadway. Class II bike lanes are provided between Mira Mesa Boulevard and Hillery Drive. On-street parking is prohibited throughout this segment, and the posted speed limit is 40 mph.

Hillery Drive is an east–west facility classified in the Mira Mesa Community Plan and Local Coastal Program as a four-lane collector (without TWLTL) between Westview Parkway and Black Mountain Road and as a two-lane collector (without TWLTL) west of Black Mountain Road (City of San Diego 2022a). Currently, the segment east of Black Mountain Road is constructed as a four-lane roadway with a TWLTL, featuring Class II bike lanes and "connector sidewalks" that extend to North Campus Drive. Just east of the Miramar College Transit Station driveway, the roadway transitions to two lanes (one lane in each direction) until North Campus Drive. Additionally, the roadway becomes an overpass providing direct access to the I-15 Express Lanes. Conversely, west of Black Mountain Road, the facility is a two-lane undivided roadway with standard sidewalks and permitted on-street parking. The posted speed limit is 35 mph.

Gold Coast Drive is an east–west facility classified in the Mira Mesa Community Plan and Local Coastal Program as a two-lane collector (without TWLTL) and is currently constructed as a two-lane undivided roadway (City of San Diego 2022a). The corridor features Class III bike routes with "sharrows" provided in both directions. Pedestrian infrastructure consists of "neighborhood sidewalks" west of Black Mountain Road and standard sidewalks to the east. On-street parking is permitted throughout the segment, and the posted speed limit is 30 mph.

West City Campus

The WCC project site is within the Midway-Pacific Highway Community Plan area. Primary vehicular access to the WCC project site is provided from Kenyon Street, with secondary access from Fordham Street. Neither street is specifically classified in the existing or planned street classification figures of the Midway-Pacific Highway Community Plan (City of San Diego 2018). The nearest classified roadways serving the WCC project site are Kemper Street and Midway Drive.

Kemper Street is approximately 240 feet from the WCC project site and is classified as a north–south, four-lane collector between Sports Arena Boulevard and Large Circle in the Midway-Pacific Highway Community Plan. Kemper Street includes a Class III bike route, with sidewalks provided on both sides of the roadway. The posted speed limit near the WCC project site is 35 mph.

Midway Drive is approximately 220 feet from the WCC project site and is an east–west roadway classified as a four-lane collector with a center left-turn lane by the Midway-Pacific Highway Community Plan. Sidewalks are provided on both sides of the roadway. The posted speed limit near the WCC project site is 25 mph.

Mid-City Campus Expansion

The following is a description of the existing roadway network on the MCC Expansion project site.

El Cajon Boulevard is an east–west facility and is classified as a major road in the Mid-City Community Plan. It is currently constructed as a four-lane divided roadway that transitions into an undivided roadway with two-way left-turn lanes. There are no bicycle facilities available within the study area. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25–35 mph.

Marcellena Road is a north–south facility and is unclassified in the Mid-City Community Plan. It is currently constructed as a one-lane undivided roadway. There are no bicycle facilities available. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and there is no posted speed limit.

Collwood Boulevard is a north–south facility and is unclassified in the Mid-City Community Plan. It is currently constructed as a three-lane undivided roadway. Class II bike lanes are provided north of 54th Street. Sidewalks are provided on both sides of the roadway. On-street parking is permitted on the eastern side of the segment, and the posted speed limit is 40 mph.

54th Street is a north–south facility and is classified as a four-lane major road in the Mid-City Community Plan. It is currently constructed as a two-to-four-lane undivided roadway. Class II bike lanes are provided between El Cajon Boulevard and Collwood Boulevard. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25–40 mph.

Monroe Avenue is an east–west facility and classified as a two-lane collector in the Mid-City Community Plan. It is currently constructed as a two-lane undivided roadway. Class III bike routes are provided between 47th Street and Aldine Drive. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

52nd Street is a north–south facility and is unclassified in the Mid-City Community Plan. It is currently constructed as a two-lane undivided roadway. There are no bicycle facilities available. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

Winona Avenue is a north–south facility and is unclassified in the Mid-City Community Plan. It is currently constructed as a two-lane undivided roadway. There are no bicycle facilities available. Neighborhood sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

3.8.1.2 Pedestrian and Bicycle Network

Existing bicycle facilities in the City of San Diego are identified as Class I, Class II, Class III, or Class IV. These classifications of bicycle facilities are described as follows (City of San Diego 2022a):

- **Class I (Bike Paths):** Include shared-use or multi-use bike paths for exclusive use by bicyclists, pedestrians, and non-motorized modes of travel. Class I bike paths are physically separated from vehicular traffic and can be constructed in roadway right-of-way (ROW) or exclusive ROW.
- **Class II (Bike Lanes):** Include one-way bike lanes defined by pavement striping and signage to allocate a portion of a roadway for bicycle travel. Striping may include a separated buffer from vehicle or parking lanes and can include green paint to identify conflict zones.
- **Class III (Bike Routes):** Include bike routes shared with motor vehicle traffic in the same lane. Signage and street markings known as "sharrows" or shared lane markings can delineate that a road is a shared-use facility.
- **Class IV (Cycle Track):** Includes a hybrid bicycle facility that combines a separated path with a conventional bike lane. Cycle tracks are bikeways in roadways' ROW but separated from vehicle lanes by physical barriers, flexible posts, on-street parking curbs, or other objects and can provide one- or two-way travel for exclusive bicycle use.

Educational Cultural Complex

An existing Class III bike route is along Ocean View Boulevard beginning at S. 40th Street, approximately 0.30 mile west of the project site, and a Class IV separated bikeway is along Imperial Avenue, approximately 0.25 mile north of the project site (SANDAG 2026). Sidewalks are provided along Ocean View Boulevard, San Pasqual Street, Logan Street, Dominion Street, T Street, and Elizabeth Street. Pedestrian access to the ECC project site is provided from T Street, Dominion Street, Logan Street, and San Pasqual Street. Ocean View Boulevard, San Pasqual Street, and Logan Avenue are identified as Connector Pedestrian Routes by the Southeast Community Plan Figure 3-1, Pedestrian Routes.

Continuing Education Mesa

The existing bicycle network within the project vicinity includes Class II bike lanes along Genesee Avenue (north of Marlesta Drive to east of State Route 163) and along Linda Vista Road (between Stalmer Street and Mesa College Drive). Bicycle facilities planned within the vicinity of campus in the Clairemont Community Plan include Class III bike routes along Marlesta Drive from Genesee Avenue to Beagle Street and along Mesa College Drive from Armstrong Street to Ashford Street. Class II bike lanes are also planned for Mesa College Drive from Ashford Street to Linda Vista Road. Linda Vista Road is planned to be improved with a Class IV cycle track from Stalmer Street to Mesa College Drive.

Continuing Education Miramar

The existing bicycle network within the project vicinity includes Class II bike lanes along Mira Mesa Boulevard west of Black Mountain Road, Black Mountain Road north of Gold Coast Drive, Westview Parkway between Mira Mesa Boulevard and Hillery Drive, and Hillery Drive to North Campus Drive. The network also includes Class III bike routes along Mira Mesa Boulevard east of Black Mountain Road, Black Mountain Road south of Gold Coast Drive, and along Gold Coast Drive.

West City Campus

The nearest existing bikeway is a Class III bike route along Kemper Street, approximately 215 feet west of the project site. Midway Urban Path is along Midway Drive.

Mid-City Campus Expansion

Existing Class II bike lanes are along Collwood Boulevard, and a Class III bike route is along 54th Street, approximately 440 feet east of the project site. Planned bicycle facilities include Class II and Class III facilities along portions of El Cajon Boulevard, Monroe Avenue, and 54th Street, as identified in the City of San Diego Bicycle Master Plan Update and Mobility Element. Sidewalks are provided along El Cajon Boulevard and Marcellena Road fronting the project site. The City of San Diego Pedestrian Master Plan identifies Connector Sidewalks along 54th Street and 52nd Street and a Corridor Sidewalk along El Cajon Boulevard. Neighborhood Sidewalks are identified along Winona Avenue and Marcellena Road.

3.8.1.3 Transit Network

Educational Cultural Complex

Bus service is provided by the Metropolitan Transit System (MTS). Four MTS bus routes serve the ECC project site, Routes 3, 4, 12, and 955, which are summarized below:

- **Route 3** stops near the project site are along Ocean View Boulevard, including at Ocean View Boulevard and San Pasqual Drive, Ocean View Boulevard and Marketplace Avenue, and Ocean View Boulevard and Elizabeth Street. The route runs between the Euclid Avenue Transit Center and UCSD Medical/Hillcrest via Euclid Avenue, Logan Avenue, Ocean View Boulevard, Market Street, and 4th/5th Avenue. Weekday service operates from 4:39 a.m. to 11:18 p.m. with 15-minute headways.
- **Route 4** stops near the project site are along Imperial Avenue, with the closest stop at Imperial Avenue and Greenwood Cemetery. The route runs between Lomita Village and the 12th/Imperial Transit Center via Imperial Avenue, Jamacha Road, and Meadowbrook Drive. Weekday service operates from 4:43 a.m. to 10:14 p.m. with 30-minute headways.

- **Route 12** stops near the project site are along National Avenue, including at National Avenue and San Pasqual Street and Logan Avenue and Dominion Street. The route runs between the 12th/Imperial Transit Center and Skyline Hills via National Avenue, Logan Avenue, and Skyline Drive. Weekday service operates from 5:43 a.m. to 11:43 p.m. with 15-minute headways.
- **Route 955** stops near the project site are along National Avenue, with the closest stop at Logan Avenue and Dominion Street. The route runs between the 8th Street Imperial Transit Center and the SDSU Transit Center via 43rd Street, Logan Avenue, 47th Street, 54th Street, and Montezuma Road. Weekday service operates from 4:43 a.m. to 10:26 p.m. with 15-minute headways.

Continuing Education Mesa

The CE MES project site is one-half mile of MTS Route 44 as described below:

- **Route 44** runs between Kearny Mesa Transit Center and Old Town Transit Center. The route runs along Linda Vista Road, Mesa College Drive, Convoy Street, Clairemont Mesa Boulevard, and Complex Drive. There is a total of 31 stops along this route. Weekday service begins at 5:19 a.m. with 15-minute headways and ends at 11:34 p.m. Saturday service begins at 6:25 a.m. with 30-minute headways and ends at 11:34 p.m. Sunday service begins at 6:25 a.m. with 30 minute headways and ends at 9:49 p.m.

Continuing Education Miramar

The CE MIR project site is one-half mile of MTS Routes 20, 31, 110, 235, 237, 921, and 964, as well as the Miramar College Transit Station:

- **Route 20** runs between Downtown San Diego and the Rancho Bernardo Transit Station via Interstate15, Hillery Drive, and Westview Parkway, with 39 stops. Weekday service operates from 5:53 a.m. to 8:54 p.m. with 30-minute headways; Saturday service operates from 7:09 a.m. to 7:39 p.m. with 30-minute headways; Sunday service operates from 7:39 a.m. to 7:39 p.m. with 60-minute headways.
- **Route 31** runs between the UTC Transit Center and the Miramar College Transit Station via Black Mountain Road, Miramar Road, La Jolla Village Drive, and Genesee Avenue, with 28 stops. Weekday service operates from 6:02 a.m. to 6:33 p.m. with 30-minute headways. This route does not operate on weekends.
- **Route 110** runs between Mira Mesa and Downtown San Diego via Mira Mesa Boulevard, Black Mountain Road, Interstate15, and Broadway, with 19 stops. Weekday morning service operates from 6:02 a.m. to 7:04 a.m. with 20-minute headways; weekday afternoon service operates from 4:01 p.m. to 5:21 p.m. with 30-minute headways. This route does not operate on weekends.

- **Route 235** runs between the Escondido Transit Center and Downtown San Diego via Tulip Street, Quince Street, Washington Avenue, Interstate15, and Broadway, with 10 stops. Weekday service operates from 5:00 a.m. to 10:35 p.m. with 15-minute headways; weekend service operates from 5:01 a.m. to 10:05 p.m. with 30-minute headways.
- **Route 237** runs between Mira Mesa and UC San Diego via Hillery Drive, Mira Mesa Boulevard, Interstate805, La Jolla Village Drive, and Gilman Drive, with 12 stops. Weekday service operates from 5:52 a.m. to 7:17 p.m. with 15-minute headways. This route does not operate on weekends.
- **Route 921** runs between the UTC Transit Center and the Miramar College Transit Station via Black Mountain Road, Mira Mesa Boulevard, Pacific Heights Boulevard, Barnes Canyon Road, La Jolla Village Drive, and Genesee Avenue, with 31 stops. Weekday service operates from 6:17 a.m. to 7:07 p.m. with 30-minute headways; weekend service operates from 7:19 a.m. to 7:22 p.m. with 60-minute headways.
- **Route 964** runs between Alliant International University and Camino Ruiz and Capricorn Way via Avenue of Nations, Willow Creek Road, Scripps Ranch Boulevard, Mira Mesa Boulevard, Hillery Drive, Black Mountain Road, Gold Coast Drive, and Camino Ruiz, with 29 stops. Weekday service operates from 6:04 a.m. to 6:53 p.m. with 30-minute headways. This route does not operate on weekends.

West City Campus

The WCC project site is within one-half mile of MTS Routes 9, 28, and 35, as described below:

- **Route 9** stops near the project site are along Sports Arena Boulevard, with the closest stop at Sports Arena Boulevard and Midway Drive. The route runs between the Old Town Transit Center and Pacific Beach via Ingraham Street, West Mission Bay Boulevard, Sports Arena Boulevard, and Rosecrans Street. Weekday service operates from 6:13 a.m. to 8:49 p.m. with 30-minute headways.
- **Route 28** stops near the project site are along Rosecrans Street, with the closest stop at Rosecrans Street and Midway Drive. The route runs between the Old Town Transit Center and Shelter Island via Rosecrans Street. Weekday service operates from 5:41 a.m. to 10:41 p.m. with 30-minute headways.
- **Route 35** stops near the project site are along Midway Drive, with the closest stop at Midway Drive and Fordham Street. The route runs between the Old Town Transit Center and Ocean Beach via Cable Street, West Point Loma Boulevard, Midway Drive, and Rosecrans Street. Weekday service operates from 5:41 a.m. to 11:11 p.m. with 15-to-20-minute headways.

Mid-City Campus Expansion

The MCC Expansion project site is within one-half mile of several MTS bus routes, including Arterial Rapid Route 215 on El Cajon Boulevard, Local Bus 955 on 54th Street and Collwood Boulevard, and Local Bus 1 on El Cajon Boulevard, as described below:

- **Route 1** runs between the Fashion Valley Transit Center and La Mesa via Fashion Valley Road, University Avenue, El Cajon Boulevard, and La Mesa Boulevard, with 53 stops. Weekday service operates from 5:05 a.m. to 11:20 p.m. with 30-minute headways; Saturday service operates from 5:20 a.m. to 11:20 p.m. with 30-minute headways; Sunday service operates from 6:18 a.m. to 8:09 p.m. with 30-minute headways.
- **Route 215** runs between the SDSU Transit Center and Downtown San Diego via College Avenue, El Cajon Boulevard, Park Boulevard, and Broadway, with 12 stops. Weekday service operates from 4:33 a.m. to 12:45 a.m. with 15-minute headways; weekend service operates from 4:48 a.m. to 12:20 a.m. with 15-minute headways.
- **Route 955** runs between the 8th Street Transit Center and the SDSU Transit Center via 8th Street, 43rd Street, Logan Avenue, 47th Street, Market Street, Euclid Avenue, 54th Street, Collwood Boulevard, and Montezuma Road, with 46 stops. Weekday service operates from 4:43 a.m. to 10:26 p.m. with 20-minute headways; Saturday service operates from 5:39 a.m. to 9:56 p.m. with 30-minute headways; Sunday service operates from 6:39 a.m. to 8:55 p.m. with 30-minute headways.

3.8.2 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address transportation.

3.8.2.1 Federal

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability in employment, state and local government, public accommodations, commercial facilities, transportation, and telecommunications. To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such impairment. The ADA does not specifically name all of the impairments that are covered. Numerous standards and guidance documents have been developed to facilitate the proper implementation of the ADA. The Department of Justice ADA Title III Regulation 28 Code of Federal Regulations, Part 36, prohibits discrimination on the basis of disability by public accommodations and requires places of public

accommodation and commercial facilities to be designed, constructed, and altered in compliance with the accessibility standards established by this part. The regulation includes Standards for Accessible Design in Appendix A of Code of Federal Regulations, Title 28, Part 36, which establishes minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

3.8.2.2 State

Assembly Bill 1358: Complete Streets Act

The Complete Streets Act of 2007 ensures that transportation plans of California communities meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, older adults, and people with disabilities. Assembly Bill 1358 requires the legislative body of a city or county, upon revision of the Circulation Element of their General Plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, older adults, and users of public transportation. The bill also directs the Governor's Office of Planning and Research (now called the Governor's Office of Land Use and Climate Innovation [LCI]) to amend guidelines for the development of General Plan Circulation Elements so that the construction and operation of local transportation facilities safely and conveniently accommodates everyone, regardless of their mode of travel.

Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which created a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). SB 743 required the LCI to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. Aside from changes to transportation analyses, SB 743 also included several important changes to CEQA that apply to transit-oriented developments, including aesthetics and parking.

On December 2018, the California Natural Resources Agency certified and adopted the update to the CEQA Guidelines, implementing SB 743 (Section 15064.3). Under the LCI's revisions to the CEQA Guidelines, vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant transportation impact. Under the VMT standard, projects within 0.25 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should generally be presumed to cause a less than significant transportation impact. Furthermore, under the CEQA Guidelines revisions, for projects other than roadway capacity projects, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, should not be considered a significant effect on the environment. The revisions to the CEQA Guidelines allow a lead agency to elect to evaluate

transportation impacts under the revised CEQA Guidelines at any time and made the revised CEQA Guidelines applicable statewide beginning July 1, 2020.

2019 California State University Transportation Impact Study Manual

The 2019 California State University (CSU) Transportation Impact Study (TIS) Manual was adopted in March 2019 to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by the CSU, consistent with the CEQA Guidelines update adopting VMT as the proper metric for assessing impacts associated with vehicular travel. The 2019 CSU TIS Manual provides guidance to be used for projects ranging from campus master plan updates to individual campus projects and for public-private development (Fehr & Peers 2019). Because neither the LCI Technical Advisory nor the City of San Diego (City) provides detailed procedures for analyzing VMT for colleges or universities, the 2019 CSU TIS Manual is used as a technical framework for the VMT Analysis prepared for the project.

3.8.2.3 District

2025 Design Guidelines & Standards Manual

The San Diego Community College District (District) Design Guidelines & Standards Manual includes Section 2.1.11, which addresses accessibility planning requirements applicable to campus development. These guidelines require site-specific ADA plans that identify accessible routes, parking areas, curb ramps, building entrances, and other key features that support pedestrian circulation and access throughout campus facilities. These standards provide a framework for maintaining and improving accessibility as part of future development (District 2025).

3.8.2.4 Local (Non-Regulatory)

While the District is not subject to local zoning or land use planning regulations, the campus is adjacent to the public street network under the jurisdiction of the City. Therefore, some City transportation plans and policies provide relevant context for evaluating potential transportation impacts, particularly with respect to circulation, multimodal mobility, and coordination with existing and planned transportation improvements.

2024 City of San Diego General Plan (Blueprint SD)

The City's General Plan (2024 General Plan or Blueprint SD) establishes policies to develop a balanced, multimodal transportation system that supports walking, bicycling, transit, and vehicular travel. The Mobility Element emphasizes complete streets principles, prioritizes transit and active transportation infrastructure, and seeks to reduce dependence on single-occupancy vehicles. The 2024 General Plan promotes the integration of land use and transportation planning to improve accessibility and mobility throughout the City, including in the Clairemont Mesa area (City of San Diego 2024).

2022 City of San Diego Mira Mesa Community Plan and Local Coastal Program

Mobility Element

The Mira Mesa Community Plan and Local Coastal Program guides land use and circulation in the Mira Mesa community. The Mobility Element provides the vision, goals, and policies to improve multimodal mobility across Mira Mesa. The plan envisions expanding personal mobility options for Mira Mesa residents, employees, and visitors alike and promoting a safe and sustainable transportation system that meets the needs of people of all ages and abilities. The plan identifies multimodal connections that promote sustainable travel via walking, rolling, biking, and riding transit. Incorporating infrastructure like well-connected, separated bicycle facilities, landscape buffered sidewalks and ancillary pathways, as well as transit priority lanes and enhancements to first/last mile connections to transit are all part of the overall strategy to make Mira Mesa cleaner, safer, and healthier (City of San Diego 2022a).

2022 City of San Diego Transportation Study Manual

The City's 2022 Transportation Study Manual provides guidance for evaluating transportation impacts for projects within the City's jurisdiction in accordance with SB 743. The 2022 Transportation Study Manual establishes VMT as the primary performance metric for assessing transportation impacts under CEQA and outlines screening criteria, thresholds of significance, and methodologies for the VMT Analysis. However, as noted previously, detailed procedures for analysis of community college land uses are not provided. The 2022 Transportation Study Manual also provides the criteria for preparation of a Local Mobility Analysis to evaluate site access, circulation effects outside the scope of CEQA, and potential effects on the surrounding multimodal transportation network, including pedestrian, bicycle, and transit facilities (City of San Diego 2022b).

3.8.3 Method of Analysis

The analysis in this section is based on review of available plans and technical information, including the Transportation Screening Memos for ECC, CE MES, CE MIR, and WCC in Appendices G1 through G4, the VMT Screening Memo for the MCC Expansion project in Appendix G5, and the Focused Local Mobility Analysis in Appendix H for the MCC Expansion project.

3.8.4 Thresholds of Significance

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

- **Threshold 1:** Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- **Threshold 2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- **Threshold 3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- **Threshold 4:** Result in inadequate emergency access.

3.8.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to transportation that could result from implementation of the project.

3.8.5.1 Threshold 1: Circulation System Performance

Threshold 1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis

Program Level

Under the FMP, only interior modifications and reconfigurations are proposed at MCC, NCC, and HVC. These improvements would not involve modifications to site access, public ROWs, or off-site transportation facilities. Therefore, implementation of the FMP at these sites would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system.

Educational Cultural Complex

The ECC project site is within the Southeastern San Diego Community Plan area, which is served by an established multimodal circulation network that includes roadways, pedestrian facilities, bicycle facilities, and transit services. Section 3.8.1, Environmental Setting, provides the circulation system in the ECC project site vicinity, including transit, roadway, bicycle, and pedestrian facilities.

Implementation of the ECC project would not modify existing campus access points or connections to the surrounding public street network. Although on-campus parking circulation could be reconfigured to accommodate a new parking structure and the loss of existing parking spaces associated with building expansion, these changes would occur within the existing campus and would not physically conflict with existing or planned off-site roadways, transit facilities, bicycle facilities, or pedestrian facilities. In addition, the ECC project is not intended to increase the SDCCE student or employee population. Therefore, implementation of the ECC project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, and impacts would be less than significant.

Continuing Education Mesa

The CE MES project site is within the larger Mesa College campus and shares campus access and parking facilities with Mesa College. The project site is within the Clairemont Community Plan area,

which is served by an established multimodal circulation network that includes roadways, pedestrian facilities, bicycle facilities, and transit services. Section 3.8.1 provides the circulation system in the ECC project site vicinity, including transit, roadway, bicycle, and pedestrian facilities.

Although on-campus parking circulation could be reconfigured to accommodate a new parking structure and the loss of existing parking spaces associated with building expansion, these changes would occur within the existing campus and would not physically conflict with existing or planned off-site roadways, transit facilities, bicycle facilities, or pedestrian facilities. The CE MES project is not intended to increase the continuing education student or employee population. Therefore, implementation of the CE MES project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, and impacts would be less than significant.

Continuing Education Miramar

The CE MIR project site is within the larger Miramar College campus and shares campus access and parking facilities with Miramar College. The project site is within the Mira Mesa Community Plan area, which is served by an established multimodal circulation network that includes roadways, pedestrian facilities, bicycle facilities, and transit services. Section 3.8.1 provides the circulation system within the ECC project site vicinity, including transit, roadway, bicycle, and pedestrian facilities.

Implementation of the CE MIR project would not modify existing campus access points or connections to the surrounding street network. Although building expansion could result in the loss of a limited number of existing parking spaces, these changes would occur within the existing campus and would not physically conflict with existing or planned off-site roadways, transit facilities, bicycle facilities, or pedestrian facilities. The CE MIR project is not intended to increase the continuing education student or employee population. Therefore, implementation of the CE MIR project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, and impacts would be less than significant.

West City Campus

The WCC project site is within the Midway-Pacific Highway Community Plan area, which is served by an established multimodal circulation network that includes roadways, pedestrian facilities, bicycle facilities, and transit services. The WCC project site is served by a network of streets and multimodal facilities that provide access to the campus. Section 3.8.1 provides the circulation system in the ECC project site vicinity, including transit, roadway, bicycle, and pedestrian facilities.

Implementation of the WCC project would not modify existing campus access points or connections to the surrounding street network. Although implementation of the FMP could include on-campus parking reconfiguration, loss of parking spaces, and construction of parking structures,

these improvements would occur within the existing campus and would not physically conflict with existing or planned off-site roadways, transit facilities, bicycle facilities, or pedestrian facilities. The WCC project is not intended to increase the continuing education student or employee population. Therefore, implementation of the WCC project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, and impacts would be less than significant.

Program Level

As described above, implementation of the ECC, CE MES, CE MIR, and WCC projects would occur primarily within existing developed campuses and would not modify existing campus access points or connections to the surrounding public street network. Although the FMP could include on-campus parking reconfiguration, elimination of existing parking spaces, construction of parking structures, and building expansions, these improvements would occur within existing campus boundaries and would not physically modify or conflict with existing or planned off-site roadways, transit facilities, bicycle facilities, or pedestrian facilities. In addition, the projects are not intended to increase the continuing education student or employee population.

Because the FMP is evaluated at a program level, the precise design and location of individual improvements that would be implemented under the FMP have not yet been determined. Subsequent project-level improvements could involve site-specific modifications to internal circulation, pedestrian pathways, parking, access, or other facilities that could affect or require work within the public ROW. Any subsequent improvement that would affect the public ROW would be subject to applicable City review and approval and would be required to comply with applicable City standards and requirements for roadway design, traffic control, bicycle and pedestrian facilities, accessibility, and other applicable transportation improvements. This subsequent review would allow site-specific improvements to be evaluated for consistency with existing and planned transportation facilities and applicable transportation policies.

Individual buildings and campus improvements would also be designed in accordance with applicable District Design Guidelines & Standards, including Section 2.1.11 regarding ADA access. Building entrances and other site improvements would be coordinated with existing campus pedestrian pathways and accessible routes. As applicable, subsequent project-level improvements would be designed to maintain safe and adequate access for pedestrians, bicyclists, transit users, emergency vehicles, and people with disabilities.

Accordingly, based on the program-level assumptions and the requirement for subsequent project-level review and compliance with applicable City and District standards, implementation of the FMP would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. Impacts would be less than significant.

Project Level

The MCC Expansion project site is within the Mid-City: City Heights Communities Plan area, which is served by an established multimodal circulation network that includes roadways, pedestrian facilities, bicycle facilities, and transit services. Section 3.8.1 provides the circulation system in the ECC project site vicinity, including transit, roadway, bicycle, and pedestrian facilities.

The MCC Expansion project would modify existing site access by eliminating access from El Cajon Boulevard and providing project access through Marcellena Road. Because the project would involve a change in access and improvements that could affect the public ROW, the project would be subject to applicable City review and approval, including requirements applicable to roadway access, ROW improvements, pedestrian and bicycle facilities, and traffic control.

The Mid-City: City Heights Communities Plan Transportation Element, provides the following visions and goals for the area that are applicable to the MCC Expansion project related to the area circulation system and consistency analysis is provided:

- **Traffic Circulation Vision –** A functioning multimodal transportation system that connects to the larger regional system and a sensible traffic plan that enhances neighborhood quality and cohesiveness.
  - Goal – To provide an adequate traffic circulation system that is balanced with the character and multimodal tendencies of the community.

  Consistent. As described above, the MCC Expansion project site is served by existing multimodal transportation system that connects to the lager regional system. Implementation of the MCC Expansion project would not physically obstruct operation of these existing system or construction of planned circulation system. Additionally, the Focused Local Mobility Analysis (Appendix H) prepared for the MCC Expansion project found that even with project implementation, all study intersections would operate at acceptable level not requiring new or expanded roadway improvements. Therefore, the project would not conflict with the identified roadway improvement program.

- **Parking Vision –** Adequate, appropriately located and safe parking to service Mid-City.
  - Goal – To provide parking that is adequate for its intended use, but that does not produce negative impacts on community character by providing an oversupply of parking.

  Consistent. The MCC Expansion project would provide an underground parking structure to accommodate the proposed campus programming. Based on the project design and the parking analysis, the parking would be provided within the project site

and would not result in an oversupply of surface parking that would adversely affect community character. Therefore, the project would not conflict with the applicable parking vision and goal.

- **Mass Transit Vision –** An efficient transit system that features fixed rail, electric buses and intracommunity shuttles.
  - Goals –
    - To provide accessible public transit service for all residents, employees, shoppers and visitors to Mid-City.
    - To provide a high level of public transit service along major corridors.
    - To provide direct public transit access to major regional employment centers.

  Consistent. As discussed in Section 3.8.5.2, the MCC Expansion project site is served by three MTS bus routes within one-half mile: Route 1 (Fashion Valley Transit Center to La Mesa), Route 215 (SDSU Transit Center to Downtown San Diego), and Route 955 (8th Street Transit Center to SDSU Transit Center) (refer to Figure 5-1, Existing Transit Facilities, of Appendix G5). The project would not physically interfere with operation of these existing transit routes or prevent implementation of future transit facilities. Therefore, the project would not conflict with the applicable transit vision and goals.

- **Pedestrian Circulation Vision –** Encourage and enhance pedestrian and bicycling as effective modes of personal transportation.
  - Goal – To provide adequate sidewalks and paths.

  Consistent. Existing sidewalks are provided along the project site frontages, and existing bicycle facilities are within the project vicinity. Although no bicycle facilities are immediately adjacent to the project site boundaries, nearby facilities provide connections to the surrounding bicycle network. Project improvements affecting the public ROW would be subject to applicable provisions of the San Diego Municipal Code, including Chapter 12, Article 9, Division 7, and other applicable requirements governing roadway, sidewalk, utility, and related public ROW improvements. Compliance with these requirements would ensure that project improvements are coordinated with applicable pedestrian and bicycle facilities and would not physically conflict with the City's planned circulation system.

Accordingly, the MCC Expansion project would not conflict with applicable circulation, parking, transit, pedestrian, or bicycle policies identified in the Mid-City: City Heights Communities Plan or other applicable City requirements.

Project Level

Implementation of individual FMP projects that involve work within or affect the public ROW would be subject to applicable City review and approval and would be required to comply with applicable City standards for roadway design, access, traffic control, pedestrian and bicycle facilities, and other transportation improvements. Construction staging and storage of equipment and materials are anticipated to occur within campus boundaries. If off-site construction staging or other construction activities are proposed within the public ROW, such activities would be subject to applicable City permits and approvals.

Through these project-level review and permitting processes, subsequent project designs would be evaluated for consistency with existing and planned transportation infrastructure and applicable circulation policies. In addition, subsequent improvements would be required to maintain safe and adequate access, as applicable, for pedestrians, bicyclists, transit users, emergency vehicles, and people with disabilities, including accessible routes consistent with applicable ADA requirements.

Therefore, implementation of the FMP, including the MCC Expansion project, would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.8.5.2 Threshold 2: Induction of Substantial Vehicle Miles Traveled

Threshold 2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact Analysis

As detailed in Appendices G1 through G5, the District, as the CEQA lead agency, decided to analyze potential impacts associated with VMT based on the 2019 CSU TIS Manual because it is consistent with the CEQA Guidelines and LCI's Technical Advisory and provides comprehensive and relevant guidance for higher education land use types not otherwise available in City or LCI

documents. While these guidelines were developed for projects on CSU campuses, they are considered applicable to this analysis due to the similar land use characteristics, commuter patterns, and travel behavior associated with large public higher education campuses.

Per the 2019 CSU TIS Manual, the following project types are not required to complete a full VMT assessment, and impacts under CEQA are presumed to be less than significant. That is, VMT impacts associated with projects falling in one of the following categories would have a less than significant impact on VMT:

- Local serving retail that is less than 50,000 square feet, or retail that is wholly in 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
- Projects generating less than 110 vehicle trips per day, as noted in the LCI Technical Advisory

Further, the 2019 CSU TIS Manual describes that, in addition to the project types identified previously, screening from a project-level assessment may be appropriate for other types of projects because certain characteristics (e.g., location) affect VMT such that it can be assumed that 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 0.5 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**. Low-VMT generating areas of the city, sub-region, or region can be identified by a transportation consultant by reviewing the VMT per person for the Traffic Analysis Zone for the referenced region. If the proposed land use is consistent with what is currently in the study area and the Traffic Analysis Zone is identified as generating less than the applicable regional or subregional VMT per capita 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.

Program Level and Project Level

As noted in Section 3.8.3, Method of Analysis, 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. Consistent with CEQA Guidelines, Section 15064.3, and the CSU TIS Manual, projects in a TPA are presumed to have a less than significant VMT impact and do not require quantitative project-level VMT modeling.

The CSU TIS Manual defines TPAs as those areas in 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).

As described below, the ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites are each in a TPA and are therefore appropriately screened from further project-level VMT assessment.

Educational Cultural Complex

The ECC project site is within a TPA, as it lies within one-half mile of MTS Routes 3, 4, 12, and 955, which together provide fixed-route bus service with 15-minute or better headways. Existing transit facilities adjacent to the site are shown on Figure E of Appendix G1 to this PEIR. Because the ECC project site is within a TPA as defined by the CSU TIS Manual, the ECC project is presumed to result in a less than significant VMT impact and is appropriately screened from a project-level VMT assessment.

Continuing Education Mesa

The CE MES project site is within a TPA, as it lies within one-half mile of MTS Route 44, which provides fixed-route bus service with 15-minute or better headways. Existing transit facilities adjacent to the site are shown on Figure D of Appendix G2 to this PEIR. Because the CE MES project site is within a TPA as defined by the CSU TIS Manual, the CE MES project is presumed to result in a less than significant VMT impact and is appropriately screened from a project-level VMT assessment.

Continuing Education Miramar

The CE MIR project site is within a TPA, as it lies within one-half mile of MTS Routes 20, 31, 110, 235, 237, 921, and 964, as well as the Miramar College Transit Station, which together provide fixed-route bus service with combined headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on Figure E of Appendix G3 to this PEIR. Because the CE MIR project site is within a TPA as defined by the CSU TIS Manual, the CE MIR project is presumed to result in a less than significant VMT impact and is appropriately screened from a project-level VMT assessment.

West City Campus

The WCC project site is within a TPA, as it lies within one-half mile of MTS Routes 9, 28, and 35, which together provide fixed-route bus service with combined headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on Figure E of Appendix G1 to this PEIR. Because the WCC project site is within a TPA as defined by the CSU TIS Manual, the WCC project is presumed to result in a less than significant VMT impact and is appropriately screened from a project-level VMT assessment.

Mid-City Campus Expansion

The MCC Expansion project site is within a TPA, as it lies within one-half mile of several MTS bus routes, including Arterial Rapid Route 215 on El Cajon Boulevard, Local Bus 955 on 54th Street and Collwood Boulevard, and Local Bus 1 on El Cajon Boulevard. Existing transit facilities adjacent to the site are shown on Figure 5-1 of Appendix G5 to this PEIR.

Because the MCC Expansion project site is within a TPA as defined by the CSU TIS Manual, the MCC Expansion project is presumed to result in a less than significant VMT impact and is appropriately screened from a project-level VMT assessment.

Level of Significance Before Mitigation

Implementation of the FMP, including long-term and near-term projects, would not result in a conflict or inconsistency with CEQA Guidelines, Section 15064.3(b). Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.8.5.3 Threshold 3: Hazardous Design Features

Threshold 3: Would 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)?

Impact Analysis

Program Level and Project Level

As described in Chapter 2, Project Description, implementation of the FMP would not involve off-site roadway improvements or modifications to existing public roadways. However, the FMP would result in changes to internal campus circulation associated with development of parking structures and the loss or relocation of parking spaces resulting from building expansion at ECC, CE MES, WCC, and the MCC Expansion site. These circulation changes would be designed to accommodate parking and campus access associated with existing and future college facilities and would be subject to applicable District design standards and other applicable requirements.

The future internal circulation improvements would not introduce sharp curves, substantially alter existing roadway alignments, create dangerous intersections, or introduce incompatible transportation uses. The FMP also would not introduce uses such as agricultural operations, industrial activities, or other uses that would result in conflicts with existing roadway users or require the accommodation of atypical vehicles or equipment. Although individual projects could alter the location or configuration of internal drive aisles, parking areas, pedestrian facilities, or other circulation features, such changes would be designed to maintain safe and functional circulation within the campus.

The FMP would not include modifications to off-site public roadways or intersections that would introduce new geometric hazards. While development under the FMP could result in changes in the volume and distribution of campus-related traffic, these changes would not, by themselves, constitute a substantial increase in hazards due to a geometric design feature or incompatible use. Subsequent project-specific improvements would be designed and reviewed in accordance with applicable District standards and requirements. Therefore, implementation of the FMP would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would not result in substantial increases in hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.8.5.4 Threshold 4: Inadequate Emergency Access

Threshold 4: Would the Project result in inadequate emergency access?

Impact Analysis

Program Level and Project Level

Implementation of the individual projects pursuant to the FMP at the ECC, CE MES, and WCC, project sites would occur within existing developed campuses that are already served by the existing public roadway network. Although the MCC Expansion project site is not currently developed as an SDCCE campus, it was previously developed with a commercial building and, like other campuses, is served by the existing roadway network. Project-related changes to vehicular access for ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites would generally be limited to modifications of existing campus driveways and internal circulation. These improvements would not be designed or implemented in a manner that would substantially impair emergency vehicle access. Subsequent project-level site plans would be subject to applicable fire and life-safety requirements, including requirements for emergency vehicle access, fire apparatus access roads, fire lanes, minimum access widths and vertical clearances, access to structures, and related fire protection features. Applicable District facilities would also be subject to review by the Division of the State Architect for compliance with applicable fire and life-safety requirements. The City of San Diego Fire-Rescue Department would also review applicable projects within its jurisdiction, as appropriate, to address fire apparatus access and operational considerations.

At the program level, the FMP does not propose changes to the surrounding public roadway network that would eliminate or substantially restrict existing emergency access routes. Site-specific improvements would be designed and reviewed at the project level to maintain required emergency access and comply with applicable fire and life-safety standards. Accordingly, implementation of the FMP would not result in inadequate emergency access at the project sites.

Construction activities associated with FMP implementation are anticipated to be staged within existing campus boundaries. If off-site construction staging, temporary lane closures, or other construction activities within the public ROW are proposed, such activities would be subject to applicable City permits, approvals, and traffic control requirements. Construction activities would be managed to maintain access for emergency responders, and temporary traffic control would be coordinated as required where construction activities could affect public roadways or emergency access routes. No construction activity is anticipated to substantially obstruct a roadway that provides an essential emergency response connection or otherwise result in inadequate emergency access.

Implementation of the FMP also would not be expected to generate substantial increases in traffic that would result in severe off-site queuing or gridlock that could physically obstruct emergency response routes. As discussed in Section 3.8.5.2, the FMP would not result in a substantial increase in VMT. Therefore, the FMP would not be expected to create traffic conditions that would substantially impair emergency response.

Emergency preparedness and response for District facilities are also addressed through the San Diego Community College District Emergency Action Plan Guide, incorporated into the District Emergency Plan, which establishes procedures for emergency response, evacuation, and coordination with emergency service providers. Implementation of the FMP would not alter or conflict with the implementation of these emergency response procedures. Emergency access to and evacuation from District facilities would continue to occur through the existing public roadway network under the direction of the District Police Department, the San Diego Fire-Rescue Department, or other appropriate emergency response personnel.

Therefore, based on the program-level assumptions, applicable fire and life-safety requirements, subsequent project-level review, and the anticipated construction and operational characteristics of the FMP, implementation of the FMP would not result in inadequate emergency access, and impacts would be less than significant.

Level of Significance Before Mitigation

Implementation of the FMP would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

No mitigation is required to reduce impacts. Impacts would be less than significant.

3.8.6 Cumulative Impacts

The following sections address various potential cumulative impacts relating to transportation that could result from implementation of the Project.

3.8.6.1 Circulation System Performance

The geographic context for the analysis of cumulative impacts related to circulation programs, plans, ordinances, and policies corresponds to the geographic extent of those documents, which generally encompasses the City. Cumulative development projects would be required to demonstrate compliance with applicable circulation programs, plans, ordinances, and policies for

the purpose of avoiding or mitigating environmental effects. Projects that are not consistent with these documents would require discretionary approvals, such as permits or plan amendments, and would be subject to environmental review under CEQA, through which potential conflicts and cumulative effects on the circulation network would be evaluated. Because implementation of the FMP would not conflict with circulation programs, plans, ordinances, or policies, its contribution to potential cumulative transportation impacts would not be cumulatively considerable.

3.8.6.2 Induction of Substantial Vehicle Miles Traveled

The geographic context for the analysis of cumulative impacts related to VMT is regional in nature and corresponds to the City of San Diego. The CSU TIS Manual notes that, although a project may be screened from a project-level VMT assessment, the project should nevertheless be evaluated for consistency with the applicable RTP. Evaluation of RTP consistency includes consideration of whether the land use information and assumptions used in the applicable local or regional travel demand forecasting model are consistent with the project.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) 2025 Regional Plan, adopted in December 2025. The Regional Plan uses the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. The land use assumptions for the traffic analysis zones (TAZs) containing the project sites are summarized below:

- The ECC project site is within TAZ 2713. The RTP travel demand forecasting model assumes continued use of the site with land uses consistent with the existing Institutional and Public and Semi-Public Facilities zoning through 2050.
- The CE MES project site is within TAZ 1915. The RTP travel demand forecasting model assumes continued use of the site with land uses consistent with the existing Institutional and Public and Semi-Public Facilities zoning through 2050.
- The CE MIR project site is within TAZ 2456. The RTP travel demand forecasting model assumes continued use of the site with land uses consistent with the existing Institutional and Public and Semi-Public Facilities, Park, Open Space, and Recreation zoning through 2050.
- The WCC project site is within TAZ 1202. The RTP travel demand forecasting model assumes continued use of the site with land uses consistent with the existing Institutional and Public and Semi-Public Facilities zoning through 2050.
- The MCC Expansion project site is within TAZ 2990. The RTP travel demand forecasting model assumes continued use of the site with land uses consistent with the Multiple Use General Plan land use designation identified in the Mid-City Communities Plan through 2050.

Based on these assumptions, the ECC, CE MES, CE MIR, WCC, and MCC Expansion projects are consistent with the land use types assumed in the SANDAG 2025 Regional Plan travel demand

forecasting model. The projects therefore would not introduce a land use that is inconsistent with the regional growth assumptions used to develop the current RTP. Accordingly, the projects would not substantially alter the land use assumptions underlying the RTP or result in a substantial increase in regional VMT beyond that anticipated by the RTP. The projects' contribution to cumulative VMT impacts would therefore not be cumulatively considerable.

Cumulative development projects within the City of San Diego would also be subject to applicable City requirements, including the City's Mobility Choices Ordinance (San Diego Municipal Code, Section 143.1103 et seq.). Depending on the characteristics and location of a cumulative development project, the project may be required to evaluate VMT in accordance with the City's Transportation Study Manual. Projects determined to result in a significant VMT impact would be required to implement applicable transportation demand management or active transportation measures or, where applicable, pay the City's Active Transportation In Lieu Fee. These requirements are intended to reduce VMT generated by future development and support implementation of the City's adopted transportation policies.

Notwithstanding these requirements, development throughout the region could result in increased regional VMT, particularly where growth occurs in locations that are less supportive of multimodal transportation. However, the FMP projects would be consistent with the land use assumptions incorporated into the SANDAG 2025 Regional Plan model and would not substantially increase or redistribute regional growth beyond the levels assumed in the RTP. In addition, the project sites are within TPAs and are therefore presumed to have less than significant VMT impacts under the applicable screening framework. Consequently, the FMP projects would not make a cumulatively considerable contribution to a significant cumulative impact related to VMT. Therefore, cumulative impacts related to substantial increases in VMT would be less than significant.

3.8.6.3 Hazardous Design Features

The geographic context for the analysis of impacts regarding hazardous design features is local, focused on roadways adjacent to the campus. Construction of future cumulative projects could result in the construction of hazardous design features; however, no cumulative projects are reasonably anticipated to result in permanent changes to nearby roadways or areas near the campus. In addition, implementation of the FMP, including long-term and near-term projects, would not include features that would create a hazardous condition. Cumulative projects within the City’s jurisdiction would also be reviewed for compliance with City regulations related to roadways and adjacent land uses, which is anticipated to be sufficient to avoid substantial conflicts or hazards. Therefore, cumulative impacts related to hazardous design features would be less than significant.

3.8.6.4 Inadequate Emergency Access

The geographic context for the analysis of impacts regarding emergency access is the City, reflecting the broader network of routes used by emergency responders adjacent to campus.

Construction of future cumulative development projects could result in interference with emergency access during temporary construction activities that block access routes. Once operational, such projects would also be required to provide permanent, adequate emergency access in accordance with state building codes. No cumulative projects are reasonably anticipated to result in permanent changes to the nearby highways and arterials such that existing emergency access would be eliminated. Development on campus would not physically interfere with emergency access because the FMP, would not include features that prevent continued emergency access. Therefore, cumulative impacts related to emergency access would be less than significant.

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3.9 Tribal Cultural Resources

This section evaluates the potential for impacts on Tribal Cultural Resources (TCRs) resulting from construction and operation of projects implemented under the San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project (FMP, SDCCE FMP or Project). This section relies on the information and analysis in the Cultural Resources Technical Report, prepared by Harris & Associates (2026), provided as Appendix D to this Program Environmental Impact Report (PEIR), and Assembly Bill (AB) 52 consultation that was conducted by the San Diego Community College District (District).

The FMP project sites refer to the improvement areas collectively across the following seven existing campuses, plus a new off-site campus expansion site:

- Educational Cultural Complex (ECC)
- Continuing Education Mesa (CE MES)
- Continuing Education Miramar (CE MIR)
- West City Campus (WCC)
- Mid-City Campus (MCC) and new off-site MCC Expansion site
- North City Campus (NCC)
- Harbor View Campus (HVC) (formerly César E. Chávez [CHA])

Individual improvement areas on each campus are referred to as project sites (e.g., ECC project site).

The FMP involves future decisions regarding campus architecture and physical spaces across its seven campuses—ECC, CE MES, CE MIR, WCC, MCC, NCC, and HVC—plus the MCC Expansion site. Note that of the seven campuses, HVC, MCC, and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. Therefore, the Program Environmental Impact Report (PEIR) analysis focuses on environmental impacts from implementing FMP on the ECC, CE MES, CE MIR, WCC, and MCC Expansion project sites.

3.9.1 Environmental Setting

The following sections describe the environmental setting for the project as it relates to TCRs.

3.9.1.1 Tribal Cultural Resources

The environmental setting as it relates to cultural resources is described in detail in Section 3.3, Cultural Resources, of this PEIR, including discussion of the pre-contact and ethnohistoric context that applies to TCRs and methods for identifying cultural and TCRs (Section 3.3.1.5). The presence and significance of existing TCRs on the Educational Cultural Complex (ECC), Continuing Education (CE) Mesa (MES), CE Miramar (MIR), West City Campus (WCC), Mid-City Campus (MCC) campus expansion project sites were evaluated based on a review of

institutional records and previous studies on the project site, a records search that was conducted by the South Coastal Information Center, a Sacred Lands File search, Native American outreach and consultation, and a field survey. Other Project Area campuses, the Cesar E. Chavez (CHA), North City (NCC), and MCC project sites do not involve ground disturbing activities that could potentially result in unearthing tribal cultural resources. Therefore are not discussed in detail.

Harris & Associates staff archaeologist Rocky Shane Ciarmoli conducted a field survey of the campus on May 12, 2025. The field survey was negative for the presence of archaeological resources. The campus is nearly fully developed, except the undeveloped vernal pool preserve area. Any resources that may have been present were likely destroyed before the campus was developed as a community college. To date, no TCRs that currently serve religious or other community practices have been formally identified on the project site.

3.9.1.2 Native American Outreach

On August 11, 2025, and January 20, 2026, the Native American Heritage Commission (NAHC) was contacted for a Sacred Lands File search to determine if Sacred Lands are present in the Project Area (i.e., ECC, CE MES, CE MIR, WCC, MCC, MCC Expansion, HVC, and NCC project sites).

The NAHC response was negative for resources and recommended that the list of Tribes provided be contacted for more information. As discussed in the Cultural Resources Technical Report (Appendix D), all Tribes on the list provided by the NAHC were contacted by email or regular mail for any information they may have regarding Sacred Sites that may be present on site. To date, two responses have been received:

- The Viejas Band of Kumeyaay Indians (Viejas) indicated that the project areas may contain many sacred sites to the Kumeyaay people and requested that these sacred sites be avoided with adequate buffer zones. The also requested to be contacted on any changes or inadvertent discoveries.
- The Pauma Band of Luiseno Indians (Pauma Band) requested to be immediately notified of any inadvertent discoveries or potential impacts to cultural resources, sacred sites, or ancestral remains that my occur during project activities. They also recommended that tribal monitors be present during all ground disturbing activities to limit any impact to cultural resources but defer to a tribe that resides in close proximity to the project area. They also stated that since the project areas is within Pauma Band's ancestral area, that they are informed promptly of any such findings to ensure that appropriate measures are taken in accordance with tribal protocols, cultural sensitivity, and applicable laws and regulations.

3.9.1.3 Assembly Bill 52 Consultation

Pursuant to California Public Resources Code, Section 21083.3.1, the District initiated consultation pursuant to Assembly Bill (AB) 52 for the proposed projects being conducted for all four campuses: Mesa College, City College, Miramar College, and San Diego College of Continuing Education. Letters were mailed on December 12, 2025, to the following Native American Tribes that were identified by the NAHC as part of the contact program described above:

- Barona Group of the Capitan Grande
- Campo Band of Diegueño Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Iipay Nation of Santa Ysabel
- Inaja-Cosmit Band of Indians
- Jamul Indian Village
- La Posta Band of Diegueño Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueño Mission Indians
- Pauma Band of Luiseño Indians
- San Pasqual Band of Diegueño Mission Indians
- Sycuan Band of the Kumeyaay Nation
- Viejas Band of Kumeyaay Indians

The letters described the scope, location (including aerial and topographic maps), and nature of the long-range campus planning efforts and near-term improvements for each project, and informed each Tribe of its opportunity to request government-to-government consultation.

The District is undertaking consultation under AB 52 with the three tribes who replied affirmatively to request consultation: Campo Band of Mission Indians (Campo), Jamul Indian Village (Jamul), and Viejas Band of Kumeyaay Indians (Viejas). Information resulting from these consultations has been used to help assess project impacts.

Campo Band of Mission Indians

On January 15, 2026, the Campo Cultural Resource Manager submitted a written response to the District requesting government-to-government consultation pursuant to AB 52. In the Tribe's response, Campo requested additional information related to proposed mitigation measures, the presence of adjacent sites, and the types of ground-disturbing activities associated with District projects. Campo indicated the Tribe's interest in engaging in consultation to further discuss these topics and to address potential impacts on TCRs. The District has followed up with the Tribe to conduct consultation and provided Draft Archaeological/Cultural Resources Technical Reports;

however, no further correspondence from the Tribe has been received, and no consultation meetings were scheduled.

Jamul Indian Village

On January 15, 2026, the Jamul Tribal Historic Preservation Officer and Cultural Resource Director submitted a written response to the District requesting government-to-government consultation pursuant to AB 52. In its response, Jamul expressed its request to consult on the proposed projects and identified its designated Tribal contact for further coordination. Draft Archaeological/Cultural Resources Technical Reports were provided to the Tribe for review. A virtual Tribal consultation meeting was conducted on April 29, 2026, with representatives from the District, Jamul, and HELIX, the District's consultant. The Tribe was provided a summary overview of the proposed projects, cultural resources study methodology, and anticipated schedule for public review of the environmental documents for each campus. No conflicts with the findings of the Draft Archaeological Resources Technical Reports were identified by Jamul during this meeting. The District contacted the Jamul representative on June 24, 2026, to confirm no further comments or concerns remained, and consultation was concluded on July 24, 2026, as no further response was received.

Viejas Band of Kumeyaay Indians

On December 15, 2025, Viejas responded to the AB 52 consultation request, stating that they had reviewed the proposed projects and indicated that the project sites have cultural significance or ties to Viejas. Viejas stated that cultural resources have been identified within or adjacent to the area of potential effects for projects involving ground-disturbing activities in undisturbed soils. Viejas requested that a Kumeyaay cultural monitor be present during ground-disturbing activities and that the Tribe be notified of any inadvertent discoveries, including cultural materials, cremation sites, or human remains.

For projects occurring within previously disturbed areas, Viejas noted that the project sites may contain sacred locations and requested that such areas be avoided where feasible and protected with appropriate buffer zones. Viejas further requested compliance with applicable federal and state laws related to cultural resources and TCRs, including the California Environmental Quality Act (CEQA), National Environmental Policy Act, Native American Graves Protection and Repatriation Act (NAGPRA), and California NAGPRA, and requested immediate notification of changes to the projects or inadvertent discoveries. Viejas provided contact information for coordination related to monitoring and consultation. No request for further government-to-government consultation pursuant to AB 52 was provided.

3.9.2 Regulatory Setting

A summary of federal and state regulations that pertain to TCRs is provided below. No regional, District, or local regulations regarding TCRs apply to the project.

3.9.2.1 Federal

Native American Graves Protection and Repatriation Act (U.S. Code, Title 25, Section 3001 et seq.)

NAGPRA is a federal law passed in 1990. It provides a process for museums and federal agencies to return certain Native American cultural items—human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Native American Tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and Tribal lands, and penalties for noncompliance and illegal trafficking. Project implementation would comply with NAGPRA.

Federal curation regulations are also provided in Title 36, Part 79, of the Code of Federal Regulations and apply to collections that are excavated or removed under the authority of the Antiquities Act (16 USC 431–433), the Reservoir Salvage Act (16 USC 469–469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa–mm). Such collections generally include those that are the result of a pre-contact or historical resources survey, excavation, or other study conducted in connection with a federal action, assistance, license, or permit.

3.9.2.2 State

Assembly Bill 52

AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American Tribes as part of CEQA and equates significant impacts on TCRs with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines TCRs as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

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 Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be TCRs if they meet the criteria detailed above. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a TCR when it is not already listed in the California Register of Historical Resources or a local register.

AB 52 defines a "California Native American Tribe" as a Native American Tribe in California that is on the contact list maintained by the NAHC (California Public Resources Code, Section 21073). Under AB 52, formal consultation with Tribes is required before determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when the parties agree to measures to mitigate or avoid a significant effect on TCRs or when either the Tribe or the lead agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the lead agency or agreed on with the Tribe may be included in the final environmental document and in the adopted Mitigation Monitoring and Reporting Program if the mitigation measures were determined to avoid or lessen a significant impact on a TCR.

If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

California Government Code, Sections 6254(r) and 6254.10

Sections 6254(r) and 6254.10 of the California Government Code were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the

Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

California Health and Safety Code, Section 7050.5, and California Public Resources Code, Section 5097.9

California Health and Safety Code, Section 7050.5, addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in California Public Resources Code, Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains will occur until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death and that the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in California Public Resources Code, Section 5097.98. If the County Coroner determines that the remains are not subject to their authority and if the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, they shall contact, by telephone and within 24 hours, the NAHC. Whenever the NAHC receives notification of a discovery of Native American human remains from the County Coroner, the agency shall immediately notify the most likely decadents if it believes them to be the most likely descendants (MLDs) of the deceased Native American. The MLDs may inspect the site of the discovery and make recommendations on the removal or reburial of the remains.

Native American Historic Resource Protection Act

California Public Resources Code, Section 5097 et seq., codifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal public lands. Section 5097.9 states that no public agency or private party on public property shall "interfere with the free expression or exercise of Native American Religion." The code further states that "No such agency or party [shall] cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine... except on a clear and convincing showing that the public interest and necessity so require. County and city lands are exempt from this provision, expect for parklands larger than 100 acres."

California Native American Graves Protection and Repatriation Act

In 2001, the California Legislature passed AB 978, the California NAGPRA of 2001, requiring all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items to provide a process for the identification and repatriation of these items to the appropriate Tribes. The bill also created a Repatriation Oversight Commission with oversight authority. The legislation intended to cover gaps in the federal NAGPRA specific to California. After the Repatriation Oversight Commission remained unfunded for over a decade, the NAHC was granted oversight authority. The NAHC was given more responsibilities in 2018 under AB 2836 and in 2021 under AB 275. AB 2836 requires the NAHC to provide technical assistance to the University of California in implementing policies and procedures adopted to expedite repatriation of remaining items in its possession. AB 275 requires the NAHC to maintain a list of California Native American Tribes and their state Aboriginal territories, adopt mediation procedures, and publish notices of completion of preliminary inventories and summaries on the NAHC website. Pursuant to California Health and Safety Code, Section 8013(a), the NAHC maintains a list of California Native American Tribes and their respective state Aboriginal territories for the repatriation of Native American human remains and cultural items.

California Health and Safety Code, Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code, Section 7050.5, requires that, if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County Coroner has examined the remains (California Health and Safe Code, Section 7050.5b). If the County Coroner determines or has reason to believe that the remains are those of a Native American, they must contact the NAHC within 24 hours (California Health and Safe Code, Section 7050.5c). The NAHC will notify the MLD. With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

3.9.3 Method of Analysis

The analysis in this section is based on review of historical aerial maps, previous investigations and record searches, a pedestrian survey, Native American outreach, and technical information included in the Cultural Resources Technical Report (Appendix D).

3.9.4 Thresholds of Significance

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

- **Threshold 1:** Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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 that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.9.5 Project Impacts and Mitigation

The following sections address various potential impacts relating to TCRs that could result from implementation of the project.

3.9.5.1 Threshold 1: Tribal Cultural Resources

Threshold 1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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 that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- 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 Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact Analysis

Program Level

The Cultural Resources Technical Report (CRTR) prepared for the FMP project sites indicate that extensive earthmoving and development have previously occurred throughout the sites. Accordingly, the potential for intact cultural deposits to remain within the FMP project sites is considered low. The records searches did not identify known tribal cultural resources (TCRs) within the FMP project sites. The exception is the Historical Resources Technical Report for HVC, which identified cultural resources in the broader study area; however, the FMP improvements proposed at HVC would consist solely of interior modifications and would not involve ground disturbance. As described in Section 3.9.1.2, the NAHC Sacred Lands File (SLF) search was positive for the existing SDCCE campuses and negative for the MCC Expansion project site. A positive SLF search indicates that Native American cultural resources may be present in the broader area but does not, by itself, establish the presence or location of a TCR within a particular project site.

As described in Section 3.9.1.3, the District initiated consultation pursuant to AB 52 with California Native American tribes that are traditionally and culturally affiliated with the FMP project sites. The consultation process was intended, in part, to identify TCRs and obtain information regarding the potential for tribal cultural resources to occur within the project sites. Representatives of the Campo and Jamul requested consultation and additional project information in response to the District's consultation invitations dated December 12, 2025. The District provided the requested information. No further correspondence was received from Campo as of preparation of this PEIR. The District consulted with a representative of Jamul on April 29, 2026. During the consultation, Jamul did not identify any conflicts with the findings of the CRTR prepared for the FMP project sites or any other CRTRs prepared for the City College, Mesa College, and Miramar College Master Plans. The District subsequently contacted the Jamul representative on June 24, 2026, to confirm whether any additional comments or concerns remained. Consultation with Jamul was concluded on July 24, 2026.

Viejas also responded to the District's AB 52 outreach. Viejas stated that cultural resources have been identified within or adjacent to areas of potential effect associated with projects involving ground disturbance in undisturbed soils. Viejas requested that a Kumeyaay cultural monitor be present during ground-disturbing activities and that Viejas be notified of inadvertent discoveries, including cultural materials, cremation sites, and human remains. For projects occurring in previously disturbed areas, Viejas noted that sacred locations could nevertheless be present and requested that such locations be avoided, where feasible, and protected with appropriate buffer zones.

The FMP project sites are developed and have been subject to substantial previous disturbance. Based on the CRTRs, no areas of undisturbed soils have been identified within the FMP project

sites, and no known sacred locations have been identified within the project sites. Therefore, based on the available evidence, the potential for ground-disturbing activities associated with subsequent implementation of the FMP to encounter intact TCRs is low. This conclusion is also consistent with the CRTR findings, which determined that the fully developed condition of the FMP project sites substantially reduces the potential for intact archaeological deposits to remain. Consequently, implementation of the FMP is not expected to cause a substantial adverse change in the significance of a TCR.

The SDCCE CRTR (Appendix D) also documents outreach conducted during preparation of the technical report to the Pauma Band. The Pauma Band indicated that the Project includes tribal monitoring during ground-disturbing activities. However, the Pauma Band did not respond to the District's AB 52 consultation notification dated December 12, 2025, or to the District's subsequent telephone outreach on January 13, 2026. Accordingly, the District did not enter into AB 52 consultation with the Pauma Band, and the District's AB 52 consultation obligations with respect to the Pauma Band have been completed. The Pauma Band also indicated that, if monitoring were implemented, monitoring could be provided by a Tribe located closer to the FMP project sites. The District's AB 52 consultation with Campo, Jamul, and Viejas, discussed above, did not identify a need for tribal monitoring of ground-disturbing activities within previously disturbed areas of the District campuses. Therefore, the potential for impacts to TCRs within previously developed areas is considered low, and on-site tribal monitoring would not be required.

Although the potential for encountering TCRs is low, ground-disturbing activities associated with future projects under the FMP could result in the inadvertent discovery of previously unknown human remains that could have cultural significance to local Native American tribes. Such a discovery could result in a substantial adverse change in the significance of a TCR if the resource were damaged or removed without appropriate procedures. Therefore, the potential for impacts to TCRs cannot be entirely eliminated at the program level. Implementation of Mitigation Measure MM-TCR-1 and MM-CUL-1, which establishes procedures for responding to inadvertent discoveries, including human remains, would reduce this potential impact to a less than significant level.

Project Level

The MCC Expansion Site is developed with a commercial building with paved parking lot, therefore, has low sensitivity for unrecorded archaeological resources (as discussed in Section 3.3.5.2). In addition, the NAHC SLF search for the MCC Expansion site was negative. Based on the existing developed condition of the site, the results of the records search and SLF search, and the findings of the CRTR, the potential for previously unknown TCRs to be present within areas that would be subject to ground disturbance is considered low.

The program-level analysis above, including the results of AB 52 consultation and the requirements of MM-TCR-1 and MM-CUL-1, are applicable to the MCC Expansion site. Although the potential for encountering a TCR is low, ground-disturbing activities associated with development of the MCC Expansion site could result in the inadvertent discovery of previously unknown cultural materials or human remains. Implementation of MM-TCR-1 and MM-CUL-1 would establish procedures to appropriately address such discoveries and would reduce the potential for a substantial adverse change in the significance of a TCR to a less than significant level.

Level of Significance Before Mitigation

Implementation of the FMP would be less than significant regarding a substantial change in the significance of tribal cultural resources except for the inadvertent discovery of local Native American tribes remains, which would be potentially significant.

Mitigation Measures

Refer to Mitigation Measure MM-CUL-1 in Section 3.3.

MM-TCR-1: Inadvertent Discovery of Tribal Cultural Resources. In the event that potential tribal cultural resources (TCR) are discovered during ground-disturbing activities, all construction activities shall immediately cease within a minimum 100-foot radius of the discovery. The construction contractor shall immediately notify the San Diego Community College District (District), which shall retain a qualified archaeologist to evaluate the discovery and notify the Native American tribe(s) traditionally and culturally affiliated (TCA) with the geographic area of the project.

The qualified archaeologist, in coordination with the TCA tribe(s), shall evaluate the discovery to determine whether the resource qualifies as a historical resource, unique archaeological resource, or TCR pursuant to CEQA Guidelines, Section 15064.5, and Public Resources Code, Sections 21074 and 21083.2, as applicable. The District shall make the final determination regarding the significance of the resource under CEQA, taking into consideration the recommendations of the qualified archaeologist and the TCA tribe(s), including tribal knowledge and cultural values.

If the resource is determined to be a TCR or another significant cultural resource, the District shall require implementation of appropriate treatment measures before ground-disturbing activities resume within the affected area. Treatment measures shall be developed in consultation with the TCA tribe(s) and qualified archaeologist, as appropriate, and shall prioritize preservation in place and avoidance of the resource where feasible. If avoidance is infeasible, treatment measures may include, as appropriate, project redesign, protective barriers, culturally appropriate documentation, controlled archaeological recovery, or reburial in a location protected from future

disturbance. Any recovery, relocation, reburial, or disposition of Native American cultural materials shall be conducted in consultation with the TCA tribe(s), consistent with applicable laws and landowner permissions.

Construction activities may continue in areas outside the established exclusion zone, provided such activities would not affect the discovered resource. Ground-disturbing activities within the exclusion zone shall not resume until the District has determined that the resource evaluation and required treatment measures have been completed or that adequate protective measures are in place, and has provided written authorization to resume work.

Level of Significance After Mitigation

With implementation of MM-TCR-1 and MM-CUL-1, impacts to unanticipated discovery of TCRs and local Native American tribes human remains would be less than significant. No significant and unavoidable impacts would remain.

3.9.6 Cumulative Impacts

The following section addresses potential cumulative impacts relating to TCRs that could result from implementation of the project.

3.9.6.1 Tribal Cultural Resources

The geographic context for the analysis of cumulative impacts to TCRs is the County of San Diego. Development throughout the County, including reasonably foreseeable projects that involve ground-disturbing activities, has the potential to encounter and adversely affect previously unknown TCRs, including sites, features, places, cultural landscapes, sacred places, and objects that have cultural value to California Native American tribes. The incremental loss or alteration of individual TCRs could contribute to the cumulative degradation of tribal cultural resources that reflect the history and cultural traditions of Native American peoples in the region. Although cumulative projects would be required to comply with applicable federal, state, and local requirements, including the requirements of Public Resources Code, Section 21074, and AB 52, regulatory compliance does not necessarily ensure that all TCRs would be identified or that all adverse effects to such resources would be fully avoided. Therefore, the potential cumulative loss or degradation of TCRs in the County of San Diego would be a significant cumulative impact.

As discussed in the project-level analysis, the FMP project sites have been previously developed and substantially disturbed, and the potential for intact TCRs to be present within areas subject to ground disturbance is considered low. The District's AB 52 consultation with culturally affiliated tribes did not identify a need for tribal monitoring of ground-disturbing activities within previously disturbed areas of the District campuses. Nevertheless, the potential remains for future ground-disturbing

activities under the FMP to encounter previously unknown cultural materials or human remains that could have cultural significance to local Native American tribes. Implementation of MM-TCR-1 and MM-CUL-1 would establish procedures for responding to inadvertent discoveries, and would reduce the FMP's potential contribution to the cumulative impact.

Therefore, although the cumulative impact to TCRs in the County of San Diego would be significant, the FMP's contribution would be limited by the previously disturbed condition of the project sites and implementation of MM-TCR-1 and MM-CUL-1. The FMP would not make a cumulatively considerable contribution to the significant cumulative impact.

Chapter 4 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and, therefore, would not be discussed in detail in the EIR. The San Diego Community College District (District) reviewed the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project) against the environmental issue areas in CEQA Guidelines, Appendix G. All environmental issue areas, including those found to have potentially significant impacts, are addressed in Chapter 3, Environmental Analysis, of this EIR except the following:

- Aesthetics
- Agriculture and Forestry Service
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

These environmental issue areas were determined to result in no impact or less than significant impacts without mitigation from implementation of the Project and, therefore, are addressed separately in this chapter.

4.1 Aesthetics

a. Would the Project have a substantial adverse effect on a scenic vista?

Vistas provide visual access or panoramic views of a large geographic area. The field of view from a vista location can be broad and extend into the distance. Panoramic views are generally associated with vantage points that provide views over an urban or natural landscape and offer a geographic orientation that is not commonly available. Examples include views of an urban skyline, valley, mountain range, ocean, or other large water body.

Program Level

Less than Significant Impact. The FMP project sites are within existing developed continuing education college campuses except the Mid-City Campus (MCC) Expansion site. Improvements

under the FMP would involve improvements within the existing campus boundaries, except the MCC Expansion site. These improvements would be consistent with the existing developed character of the campuses and would not substantially alter existing views available from public vantage points. In addition, no scenic vistas are designated for protection within the vicinity of the FMP project sites by the City of San Diego General Plan, and the project sites are not adjacent to or within the viewshed of a California Department of Transportation (Caltrans)-designated state scenic highway (City of San Diego 2024b; Caltrans 2026). The new buildings proposed at Educational Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), and West City Campus (WCC) are also not anticipated to exceed the heights of existing buildings on those campuses. Only interior modifications are proposed at MCC, North City Campus (NCC), and Harbor View Campus (HVC) project (formerly César E. Chávez [CHA]); therefore, no impact on scenic vistas would occur. Therefore, implementation of the FMP would not substantially obstruct, degrade, or otherwise adversely affect a scenic vista, and impacts would be less than significant.

Project Level

Less than Significant Impact. The MCC Expansion site is currently developed with a commercial building and associated parking lot. The Mid-City Communities Plan identifies several streets and other public areas that provide framed public views of panoramic aesthetic features, including open space areas and significant architecture. The Mid-City Communities Plan also identifies panoramic views from portions of the Mid-City mesa top toward the mountains to the east and the bay and coastline to the west and south. The plan identifies public viewpoints to the east along El Cajon Boulevard, east of the intersection of Collwood Boulevard/54th Street. The MCC Expansion site is west of Collwood Boulevard/54th Street and is separated from the identified public viewpoints by existing urban development. Development of the MCC Expansion site would occur within an already developed urban area and would not substantially obstruct or degrade the panoramic views identified in the Mid-City Communities Plan. Therefore, the Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

A highway is designated as a scenic highway by Caltrans based on factors including the visibility of the natural landscape, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view (Caltrans 2018). The analysis below considers whether implementation of the FMP could substantially damage scenic resources within the viewshed of a designated or eligible state scenic highway.

Program Level

Less than Significant Impact. None of the FMP project sites is within or immediately adjacent to an officially designated state scenic highway. The FMP project sites are developed campuses surrounded primarily by urban and developed land uses. The sites do not contain scenic resources such as unique or scenic trees, rock outcroppings, or other distinctive natural features that would be substantially affected by implementation of the FMP. In addition, as discussed in Section 3.3, Cultural Resources, the FMP project sites do not contain historic buildings that would constitute scenic resources for this analysis. Only interior modifications are proposed at MCC, NCC, and HVC; therefore, not further analyzed in this section.

The nearest officially designated or eligible state scenic highways identified by Caltrans are at the following approximate distances from the FMP project sites (Caltrans 2026):

- **ECC:** Interstate 5 (I-5) and State Route (SR-) 75, approximately 2.25 miles to the west;
- **CE MES:** SR-52, approximately 2.3 miles to the north; I-5, approximately 2.8 miles to the west; and Interstate 8 (I-8), approximately 2.7 miles to the south;
- **CE MIR:** SR-52, approximately 4.5 miles to the south, and I-5, approximately 6 miles to the west; and
- **WCC:** I-5, approximately 0.8 mile to the northeast.

The FMP improvements would occur within existing developed campuses and would not remove or substantially alter scenic natural or historical resources; therefore, implementation of the FMP would not substantially damage scenic resources within the viewshed of a designated or eligible state scenic highway. New campus improvements would generally replace or complement existing facilities and would not introduce development that would substantially alter scenic resources visible from a state scenic highway. Therefore, impacts would be less than significant.

Project Level

Less than Significant Impact. The MCC Expansion site is developed with an existing commercial building and associated surface parking lot with limited landscaping. The site does not contain notable scenic resources, including scenic or unique trees, rock outcroppings, or historic buildings. The nearest state scenic highway identified by Caltrans is I-8, which is an eligible scenic highway (Caltrans 2026). The MCC Expansion site is not immediately adjacent to or within a designated state scenic highway, and implementation of the MCC Expansion project would not require removal or substantial alteration of scenic resources visible from a state scenic highway. Therefore, implementation of the MCC Expansion project would not substantially damage scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

c. Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Program Level and Project Level

Less than Significant Impact. All FMP project sites are within the incorporated City of San Diego and are within urbanized areas. The FMP project sites are fully developed and are mapped as Urban and Built-Up Land (DOC 2022a). The FMP project sites are also surrounded by existing urban development. FMP improvements would generally occur within the boundaries of existing developed campuses. The exception is the MCC Expansion site, which is currently developed with an existing commercial building and associated parking and is also surrounded by urban development. Also, only interior modifications are proposed at MCC, NCC, and HVC; therefore, not further analyzed in this section. The FMP project sites are zoned as follows:

- **ECC:** RS-1-1 (Residential – Single Unit)
- **CE MES:** RM-1-1 (Residential – Multiple Unit)
- **CE MIR:** RM-2-5 (Residential – Multiple Unit)
- **WCC:** CC-3-6 (Commercial – Community)
- **MCC Expansion:** CUPD-CU-2-4 (Central Urbanized Planned District – Commercial Urban) and RM-2-5 (Residential – Multiple Unit)

All FMP project sites are in urbanized areas, and the applicable Appendix G threshold considers whether the Project would conflict with applicable zoning and other regulations governing scenic quality. The proposed improvements would consist primarily of new, expanded, or renovated educational facilities within existing developed areas and would not introduce development that would substantially alter the established urban visual character of the surrounding areas.

Additionally, California Government Code, Section 53094, provides community college districts with authority, subject to specified statutory procedures and limitations, for the governing board to render certain local zoning ordinances inapplicable to a proposed use of District property. Accordingly, to the extent the District exercises its authority under Section 53094 for a particular FMP project, the applicable City zoning regulations would not govern that project to the extent provided by the statute. Section 53094 does not, however, categorically exempt the District or all FMP projects from local regulations. The FMP would therefore be evaluated for consistency with applicable City regulations governing scenic quality to the extent those regulations apply to a particular project.

The FMP project sites do not contain designated scenic resources or other features subject to specific City regulations governing scenic quality that would be substantially affected by the proposed improvements. In addition, the FMP would not result in development that would

substantially conflict with applicable regulations governing scenic quality. Therefore, implementation of the FMP would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant.

d. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Program Level and Project Level

Less than Significant Impact. The two primary sources of light pollution are spill light and glare. Spill light occurs when artificial light extends beyond the area intended to be illuminated, while glare occurs when a bright light source or reflected light is visible against a darker background or surface.

The FMP project sites are within developed urban areas and are surrounded by a mix of residential, commercial, educational, and open space uses. Existing development at the FMP project sites generates nighttime lighting from parking areas, building interiors and exteriors, walkways, athletic fields, and other campus facilities. Surrounding land uses also generate nighttime lighting from streetlights, parking areas, buildings, and vehicles. Therefore, the project sites and surrounding areas are already characterized by existing sources of nighttime light. Note that only interior modifications are proposed at MCC, NCC, and HVC; therefore, not further analyzed in this section.

Implementation of the FMP would introduce new or modified sources of exterior and interior lighting associated with new, expanded, or renovated campus facilities. However, the proposed improvements would generally occur within existing developed campus sites and would include lighting sources similar to those already present on the campuses and in the surrounding urban areas. The MCC Expansion site is also currently developed with a commercial building and associated parking and is surrounded by urban development. Therefore, the FMP would not introduce a substantially new type or intensity of lighting into an otherwise dark environment.

The District Design Guidelines & Standards Manual includes requirements for lighting fixtures and design intended to minimize excessive glare and appropriately direct lighting. The District's Sustainability Levels framework also includes goals to maximize daylight penetration while providing appropriate interior lighting and minimizing excessive glare. In addition, the FMP projects would be subject to review by the District Architect during the design process, including review of lighting components and project materials for consistency with the District Design Guidelines & Standards Manual. These design and review requirements would help minimize excessive light spill and glare from new or modified campus facilities.

At the program level and project level for the MCC Expansion site, specific lighting plans have not yet been developed. Nevertheless, based on the developed urban setting of the FMP project sites, the existing sources of nighttime lighting, the nature of the proposed campus improvements,

and application of the District's lighting design standards and review procedures, implementation of the FMP is not anticipated to create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding area. Therefore, implementation of the FMP would result in a less than significant impact related to light and glare.

4.2 Agriculture and Forestry Resources

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Program Level and Project Level

No Impact. The Project would not convert farmland to non-agricultural uses. The Project would occur within the boundaries of the existing SDCCE campuses, and there is no agricultural or farm use on or within the vicinity of the campuses. The MCC Expansion site is also developed with existing commercial building and associated parking. All FMP project sites are fully developed and mapped as Urban and Built-Up Land (DOC 2022a). Therefore, no Project-related farmland conversion would occur. No impact would occur.

b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Program Level and Project Level

No Impact. The California Land Conservation Act of 1965 (Williamson Act) enables counties and cities to designate agricultural preserves and offer preferential taxation based on a property's agricultural use value rather than on its market value. In return for the preferential tax rate, the landowner is required to sign a contract with the county or city in which the landowner agrees not to develop the land for a minimum 10-year period. The Project would occur within the boundaries of the existing SDCCE campuses, except the MCC Expansion site, and there is no agricultural or farm use on or within the vicinity of the Project area. The MCC Expansion site is currently developed with a commercial building and associated parking. As described in Section 4.1(c), the FMP project sites are not zoned for agricultural use. The FMP project sites are also not bound by a Williamson Act contract (DOC 2022b). Only interior modifications are proposed at MCC, NCC, and HVC; therefore, not further analyzed in this section. No impact would occur.

c. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Program Level and Project Level

No Impact. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10 percent native tree

cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California Public Resources Code, Section 12220). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code, Section 4526). As discussed in Section 4.1.2(c), the FMP project sites are not zoned for forest land or timberland use. No impact would occur.

d. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Program Level and Project Level

No Impact. Development of the Project would not result in the loss or conversion of forest land. The Project would occur within the boundaries of the existing SDCCE campus boundaries, and there is no agricultural or farm use on or within the vicinity of the FMP project sites. The MCC Expansion site is also developed with existing retail building and associated parking. No forest land exists within or adjacent to project sites. No impact would occur.

e. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Program Level and Project Level

No Impact. The Project would occur within the boundaries of the existing SDCCE campus boundaries, and there is no agricultural or farm use on or within the vicinity of the campuses. The MCC Expansion site is also developed with existing retail building and associated parking. As discussed in Sections 4.2(a) through 4.2(d), there is no mapped important farmland or forest land on and near the campuses, and Project development would not indirectly cause conversion of such land to non-agricultural or non-forest use. No impact would occur.

4.3 Energy

Would the Project:

a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Program Level and Project Level

Construction

Less than Significant Impact. During construction of projects implemented under the FMP, temporary electric power would be provided by San Diego Gas & Electric (SDG&E) for

as-necessary lighting and electronic equipment (including use for computers and heating, ventilation, and air conditioning within construction trailers), and electrically powered hand tools. The electricity used for construction activities would be temporary and minimal. It also would be used on an as-needed basis and, therefore, would not be wasteful, inefficient, or unnecessary. Natural gas is not anticipated to be required during construction of projects under the FMP. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below. Any minor amount of natural gas that may be consumed as a result of project construction activities would be temporary and negligible and would not occur in a wasteful manner.

Petroleum-based fuels, including gasoline and diesel, would be the primary source of energy during construction. Fuel consumed by construction equipment would be the primary source of energy consumption during construction, while the transportation of construction materials and construction workers would also use fuel resources. Heavy-duty construction equipment associated with construction activities, as well as haul trucks involved in moving dirt around the campus construction areas, are anticipated to rely on diesel fuel. Construction workers would travel to and from the campuses throughout the duration of construction projects. It is assumed that construction workers would travel to and from the active construction area mainly in gasoline-powered vehicles. The projects implemented under the FMP would be required to comply with the California Air Resources Board's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to no more than 5 minutes. Furthermore, the construction practices used on each campus would be typical and would not require specialized construction equipment or otherwise present unusual circumstances in which substantial amounts of fuel would be required. In addition, given the high cost of fuel, contractors and the District have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of these resources during construction. Therefore, petroleum use during construction of the projects under the FMP, including both long-term and near-term projects, would be temporary and would not be wasteful or inefficient. Impacts during construction would be less than significant.

Operation

Less than Significant Impact. Once projects implemented under the FMP become operational, electricity would be used in a similar manner compared to existing conditions, which includes electricity for interior and exterior lighting, heating, ventilation, and air conditioning systems, computer and office equipment, refrigeration, electric vehicle (EV) charging stations, and additional building operations, such as security systems and elevators. The MCC Expansion site would result in a net increase in District energy consumption as a new campus site. However, the MCC Expansion would be constructed consistent with District sustainability practices, as described below.

The projects implemented under the FMP would be required to comply with all federal, state, and District policies related to energy conservation. The new buildings constructed under the FMP

would be all-electric in accordance with District sustainability policies outlined in the District Design Guidelines & Standards Manual, except natural gas required for educational programs such as culinary arts. Buildings constructed on existing campuses under the FMP would replace existing buildings that currently use natural gas, resulting in a potential decrease in campus-wide natural gas use. Campus buildings 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 Leadership in Energy and Environmental Design in New Construction and Major Renovations (LEED-NC) gold rating, and requiring that at least 5 percent of a project's total energy is generated on site from renewable sources. Administrative Procedure 6970 also 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. Buildings developed and modernized under the FMP would be more energy efficient than existing buildings to be demolished or improved.

The majority of fuel consumption during operation of the proposed projects under the FMP would be used by vehicles traveling to and from each campus for student, faculty, and staff commutes. As discussed in Section 4.8, Population and Housing, under the FMP, any campus-wide student population and employee population increase would occur as a result of an increase in students and employees from the project region, as community colleges are generally designed to target and serve local communities. Increases in enrollment would be expected to come from the existing and projected regional population and would not draw new people to the region or increase vehicle miles traveled. In addition, the District would encourage clean mobility options by continuing to provide transit passes for sale at the discounted student rate. The MCC Expansion site is on an existing bus route. Future increased fuel economy standards would also reduce fuel consumption.

In addition, petroleum would be used to power the District fleet. However, the District is currently purchasing zero-emissions vehicles for maintenance and facilities staff as the fleet requires replacement, which would reduce the amount of petroleum consumed by District vehicles over time compared to existing conditions. Implementation of the FMP would not increase the need for fleet vehicle use compared to existing conditions.

In summary, while the FMP would result in the consumption of petroleum-based fuels, electricity, and natural gas during operations, implementation of the FMP would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts during operation would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Program Level and Project Level

Less than Significant Impact. The improvements under the FMP would comply with applicable energy standards and regulations during construction and would be built and operated in accordance with applicable building regulations in effect at the time of construction. These regulations would include California Green Building Standards Code (CALGreen), which contains requirements for construction waste reduction, indoor water use reduction, material selection, natural resources conservation, and site irrigation conservation, and the California Energy Code, which includes standards for on-site photovoltaic panels and battery storage systems, electric-ready requirements, indoor air quality requirements, and requirements for EV charging.

The District has outlined various policies that implement the renewable energy and energy efficiency guidance within the California Community Colleges Board of Governors' Climate Action and Sustainability Framework. At the District level, projects implemented under the FMP involving new construction, major renovations, and modernization, are required to incorporate the principles outlined in the District Sustainability Levels. Within the categories of 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, the Sustainability Levels framework outlines specific implementation methods that would be applied to these projects as feasible. Each project implemented under the FMP would be required to achieve a certified/coastal live oak level at minimum, which demonstrates significant sustainable strategies. Specific implementation methods that would relate to energy include employing all-electric construction, using an energy modeling analysis to inform selection of project energy systems, demonstrating energy savings up to 20 percent greater than Title 24 baseline standards, and generating at least 20 percent of the Project's annual energy demand through on-site renewable energy sources such as photovoltaic systems or wind turbines.

In addition, projects implemented under the FMP would be required to comply with Administrative Procedure 6970 (Green Buildings), as discussed previously, which establishes 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 5 percent of a project's total energy is generated on site from renewable sources. In addition, projects implemented under the FMP that involve parking facilities would install EV charging stations, and new buildings would be all-electric to the extent feasible. 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 improvements, the District would continue to evaluate the feasibility of incorporating such technology on continuing education campuses as it is available and economically feasible. As such, implementation of the

FMP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.4 Geology and Soils

a. Would the Project directly or indirectly cause 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 a known fault? Refer to Division of Mines and Geology Special Publication 42.

Program Level and Project Level

Less than Significant Impact. None of the FMP project sites are located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Studies Zone), and no active fault has been mapped as traversing any of the project sites (CGS 2026). Therefore, development facilitated by the FMP would not be expected to expose people or structures to substantial adverse effects associated with surface fault rupture.

The nearest mapped active faults to the project sites are associated with the Newport-Inglewood–Rose Canyon fault zone. The Downtown Graben fault is mapped approximately 2.6 miles east of the ECC site, approximately 4.9 miles southwest of the MCC Expansion site, and approximately 190 feet west of the HVC site. Although the Downtown Graben fault is relatively close to the HVC site, the fault is not mapped as traversing the site, only interior modifications are proposed at HVC, and the HVC site is not located within a State Earthquake Fault Zone. The Mount Soledad fault is mapped approximately 2.6 miles west of the CE MES site, approximately 8.2 miles west of the CE MIR site, and approximately 3.5 miles west of the NCC site. The WCC site is located approximately one mile southwest of the Old Town Fault of the Rose Canyon Fault Zone (CGS 2026). None of these project sites is located within a State Earthquake Fault Zone.

The FMP would not result in development within a designated State Earthquake Fault Zone or otherwise facilitate development directly across a mapped active fault. At the project level, individual projects would be required to comply with applicable California Building Code requirements and other applicable geotechnical and building regulations addressing seismic hazards. Compliance with these requirements would further reduce the potential for substantial adverse effects associated with fault rupture. No FMP project site is located within a designated Earthquake Fault Zone and no mapped active fault traverses a project site, the Project would not result in a substantial increase in exposure to surface fault-rupture hazards. Therefore, impacts would be less than significant.

ii. Strong seismic ground shaking?

Program Level and Project Level

Less than Significant Impact.

As discussed in Section 4.4(a), the FMP project sites are in a seismically active region of Southern California. As with all properties in the seismically active Southern California region, the FMP project sites would be susceptible to ground shaking produced by local faults during earthquakes. To ensure the structural integrity of all buildings and structures, construction of individual projects implemented under the FMP would be required to comply with applicable seismic design and construction requirements, including the California Building Code (CBC), applicable California Geological Survey (CGS) requirements and guidance, and the District Design Guidelines & Standards Manual. The District Design Guidelines & Standards Manual requires project-specific geotechnical evaluation and seismic analysis, as applicable. Project-specific geotechnical evaluations would identify site-specific geologic and seismic conditions and provide recommendations for foundation design, structural design, seismic loading, and other measures necessary to address identified geologic and seismic hazards. Where applicable, projects would also be subject to the requirements of CBC Chapter 18A and CGS Note 48. Compliance with these requirements would require individual projects to incorporate current seismic design standards and site-specific geotechnical recommendations into project design and construction. These requirements are intended to reduce the potential for structural failure and associated risks to people and property resulting from strong seismic ground shaking.

At the program level, the FMP would not itself construct buildings or establish development in areas subject to substantially different seismic conditions than those currently present at the project sites. At the project level, subsequent projects would undergo site-specific geotechnical and structural evaluation and would be required to comply with applicable seismic design requirements in effect at the time of construction. Therefore, although the project sites would remain susceptible to strong ground shaking during a seismic event, compliance with applicable seismic regulations and implementation of project-specific geotechnical and structural design recommendations would reduce the potential for substantial adverse effects to a less-than-significant level. Impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Program Level and Project Level

Less than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. The ECC, CE MES, CE MIR, WCC, MCC, MCC Expansion, and WCC project sites are not within the potential liquefaction area, and HVC is the only campus within the potential liquefaction area (SanGIS 2026). Nevertheless, individual projects pursuant to the FMP would be required to prepare a project-specific Geotechnical Report in accordance with CBC Chapter 18A, CGS Note 48, and the District Design Guidelines & Standards Manual, which would evaluate

the level of hazard for liquefaction and seismic settlement in the specific project location and, if applicable, provide structural design techniques that are required to be incorporated into the design of the project. Construction methods to reduce hazards from liquefaction and seismic settlement may include but not be limited to in-situ ground modification, removal of settlement-sensitive layers and replacement with compacted fill, or support of structures with piles to sufficient depths to avoid damage as a result of liquefaction or seismic settlement. All future development pursuant to the FMP would be required to comply with relevant regulations and site-specific design requirements and would not cause substantial adverse effects related to ground failure or liquefaction. The Project would be designed and built in accordance with the most recent CBC design standards to ensure soil stability and proper engineering design of the facilities. Impacts would be less than significant.

iv. Landslides?

Program Level and Project Level

Less than Significant Impact. The FMP project sites are not located within identified landslide area (DOC 2026). Additionally, all FMP project sites are currently developed with buildings and based on the relatively flat topography of the site, the potential for landslide or slope instability to impact both long-term and near-term projects is considered low. The Project would be designed and built in accordance with the most recent CBC design standards to ensure soil stability and proper engineering design of the facilities. Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Program Level and Project Level

Less than Significant Impact.

Construction associated with implementation of the FMP could result in soil erosion or loss of topsoil. The project would likely require grading to construct infrastructure such as building pads, utilities, drainage, and parking infrastructure. Site preparation and construction activities would disturb soils, increasing their susceptibility to erosion by wind or water. Such erosion can undermine structures, roads, and other improvements and may contribute to sedimentation in local streams or water bodies. Erosion impacts may occur during short-term construction or long-term operation if disturbed areas are not properly stabilized or revegetated.

In compliance with the District Design Guidelines & Standards Manual, for projects disturbing less than 1 acre, a Water Pollution Control Plan must be developed to manage sediment, materials, waste, and other pollutants in stormwater. Projects disturbing 1 acre, or more, of soil are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order

WQ 2022-0057-DWQ NPDES No. CAS000002. A Stormwater Pollution Prevention Plan (SWPPP) must be developed to meet the permit requirements. The SWPPP must identify and implement BMPs for temporary erosion and sediment control, such as phased grading, limiting the extent of disturbance, establishing restricted entry zones, diverting runoff from disturbed areas, protecting sensitive resources, stabilizing outlets, and providing revegetation or mulching of exposed soils. Implementation of these BMPs would reduce erosion and sedimentation impacts to a less than significant level during construction. Further, projects implemented under the Master Plan would be required to comply with the District Design Guidelines & Standards Manual, which includes earthwork and grading design recommendations to reduce the potential for erosion.

After construction, site drainage would be designed to minimize soil erosion and the loss of topsoil at long-term and near-term project sites. After development, drainage through the project sites would be adequately controlled in accordance with the District Design Guidelines & Standards Manual, which includes the integration of low-impact development concepts into project design to reduce runoff and increase water retention to reduce the potential for erosion. In addition, landscaping would be incorporated into the final design of individual projects, which would further minimize soil erosion and topsoil loss after completion of the Project's construction phase. Therefore, through compliance with applicable NPDES General Permit and District requirements, soil erosion and topsoil loss would be less than significant.

c. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Program Level and Project Level

Less than Significant Impact. All FMP project sites are developed with buildings and there is no indication of landslide deposits or landslide susceptibility at the area in and around the FMP project sites. The Project would be required to prepare a project-specific Geotechnical Report, in accordance with the CBC Chapter 18A, CGS Note 48, and the District Design Guidelines & Standards Manual. The required project-specific Geotechnical Report would identify the potential for hazards related to unstable soil conditions on individual sites so future projects can be designed to reflect site-specific geologic and soils conditions and prevent risks due to lateral spreading, subsidence, liquefaction, or collapse. Future development pursuant to the FMP are required to comply with the relevant state regulations and building standards, including structural design requirements identified in the CBC and the District Design Guidelines & Standards Manual to ensure soil stability and proper engineering design of the proposed facilities, reducing potential impacts related to an unstable geologic unit or soil to a less than significant level. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslide, lateral spreading, subsidence, liquefaction, or collapse, and impacts would be less than significant.

d. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Program Level and Project Level

Less than Significant Impact. Individual projects under the FMP would be required to constructed in accordance with CBC Chapter 18A, CGS Note 48, and the District Design Guidelines & Standards Manual. All new District buildings are required under CBC Chapter 18A to prepare project-specific Geotechnical Report. The required project-specific Geotechnical Report would identify the presence of expansive soils and provide treatment strategies. The report would guide the design team in determining suitable excavation methods, compaction requirements, allowable bearing pressures, and subgrade preparation for both structural and non-structural areas. Recommendations in the report would be required to be incorporated into the grading plans and specifications. CBC standards require that all development adhere to strict guidelines for construction on soils that are in a high shrink-swell category as defined by the U.S. Department of Agriculture Web Soil Survey. Therefore, compliance with the CBC and District Design Guidelines & Standards Manual would ensure soil stability and proper engineering design of the proposed facilities are implemented, reducing potential impacts related to geologic units or soils to a less than significant level. Therefore, the Project would not create a substantial risk to life or property, and impacts would be less than significant.

e. Would the Project 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?

Program Level and Project Level

No Impact. The Project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the use of septic tanks or alternative wastewater disposal systems.

f. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Refer to Section 3.4, Geology and Soils (Paleontological Resources)

4.5 Hydrology and Water Quality

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Program Level and Project Level

Less than Significant Impact. A significant impact would occur if the Project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into

stormwater drainage systems. A significant impact would also occur if the Project does not comply with surface water quality regulations as governed by the State Water Resources Control Board.

New construction projects can result in two types of water quality impacts: (1) short-term impacts from discharge of soil through erosion, sediments, and other pollutants during construction, and (2) long-term impacts from impervious surfaces (buildings, roads, parking lots, and walkways) that prevent water from being absorbed into the ground, thereby increasing the pollutants in stormwater runoff. Impervious surfaces can increase the concentration of pollutants in stormwater runoff, such as oil, fertilizers, pesticides, trash, soil, and animal waste. Runoff from short-term construction and long-term operation can flow directly into lakes, local streams, channels, and storm drains and eventually be released untreated into the ocean.

The FMP project sites are fully developed; covered by impervious buildings and parking, except landscaped areas; and generate urban runoff.

Construction Phase

Less than Significant Impact. Construction activities that disturb one or more acres of land must comply with the requirements of the State Water Resources Control Board (SWRCB) construction general permit (CGP; 2009-0009-DWQ) as amended by 2010-0014-DWQ and 2012-0006-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents with the SWRCB prior to the start of construction. The Permit Registration Documents include a Notice of Intent, risk assessment, site map, SWPPP, annual fee, and a signed certification statement. Applicants must also demonstrate conformance with applicable BMPs and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list best management practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The District's required compliance with the CGP would ensure that water quality impacts during construction is less than significant.

Operation Phase

Less than Significant Impact. After completion of the Project, similar to the existing conditions, ground surfaces at the campuses would be either buildings, hardscape, parking lots, or maintained landscaping, and no large areas of exposed soil would be left to erode off any campus. Although detailed design drawings have not yet been developed, and specific site design and source control BMPs to be implemented during operational phase have not been selected at this phase of the planning process, it is anticipated that the following BMPs would be incorporated as appropriate to reduce operational water quality impacts:

- **Site Design BMPs:** These may include but not be limited to maximizing pervious areas, minimizing directly connected impervious areas, use of on-site ponding areas (i.e., at-grade detention basins), constructing hardscape with permeable materials, and implementing hydrologically functional landscape design:
  - Incorporate trees, open space, and landscaping to mitigate urban heat island impacts.
  - Include mostly native plants and drought-tolerant plants in landscaping plans.
  - Use of effective irrigation systems to minimize water usage.
- **Source Control BMPs:** Source control BMPs effectively minimize the potential for typical urban pollutants to contact stormwater, thereby limiting water quality impacts downstream:
  - Educational materials related to urban runoff provided to all employees, students, and staff.
  - Inspection and maintenance of site BMPs, including catch basins, grate inlets, etc.
  - Provide storm drain stenciling or signage on all storm drain inlets and catch basins per City or County requirements, as applicable.
  - Properly design and inspect on a regular basis all trash storage areas, loading docks, outdoor storage areas, and outdoor work areas.
- **Treatment Control BMPs:** Treatment control BMPs remove anticipated pollutants of concern from on-site runoff. They can be natural treatment systems such as vegetated swales, detention basins, and constructed wetlands or proprietary control measures. The existing campus has an existing retention basin at the northeastern corner of the project site.

Furthermore, the Project would be required to comply with San Diego Municipal Code. With the implementation of BMP features and compliance with state, county, and local regulations and code requirements, the Project would have a less than significant water quality impact during the operational phase.

b. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Program Level and Project Level

Less than Significant Impact. The FMP project sites are already developed as a college campuses, and the Project would not decrease groundwater supplies. The Project would result in a slight increase in water demand but would not involve the extraction or installation of any groundwater wells on the property. Construction and operation of the Project would not lower the groundwater table or deplete groundwater supplies. Furthermore, the college campus does not provide

intentional groundwater recharge. Therefore, the Project would not interfere with groundwater recharge. Impacts would be less than significant.

c. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Program Level and Project Level

Construction Phase

Less than Significant Impact. During construction, erosion and siltation from the disturbed areas may occur. However, as previously stated above, the Project would be required to submit Permit Registration Documents and an SWPPP to the SWRCB for approval prior to the commencement of construction activities. The SWPPP would describe the BMPs to be implemented during the Project's construction activities, including the following:

- Minimize disturbed areas of the site.
- Preserve existing vegetation to the maximum extent practicable.
- Revegetate exposed areas as quickly as possible.
- Install on-site sediment basins to prevent off-site migration of erodible materials, as needed.
- Install velocity dissipation devices at outlets of sediment basins.
- Implement dust control measures, such as silt fences and regular watering of areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures along the site, such as silt fences or gravel bag barriers.

The required compliance with the CGP and implementation of applicable BMPs per the SWPPP would ensure that construction-related erosion impacts are reduced to a less than significant level. Impacts would be less than significant.

Operation Phase

Less than Significant Impact. Upon Project completion, no areas of exposed soil would be left to erode, and the existing drainage pattern of the campuses would largely be maintained. If substantial changes to existing impervious surfaces and drainage pattern are proposed during site improvements at any phase of the FMP, a Water Quality Management Plan would be prepared and implemented per the City's Stormwater and Urban Runoff Management and Discharge Ordinance. Thus, Project development would not cause substantial erosion. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Program Level and Project Level

Less than Significant Impact. Stormwater runoff is conveyed to on-campus retention basins, planted areas, and playfields that can function as retention basins and eliminate the additional runoff created by the impervious surfaces. Stormwater that does not evaporate or percolate into the ground is conveyed to drainage channels. The drainage pattern and the flow and rate of stormwater runoff from the campuses after Project completion may increase slightly; however, because of existing drainage system and flood control measures, the Project would not result in flooding on or off campus. Impacts would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Program Level and Project Level

Less than Significant Impact. Project-related changes to the campuses would not result in a significant increase in runoff. Because of existing drainage systems and water quality measures already in place, the new buildings and other campus improvements would not increase pollutants in stormwater. Impacts would be less than significant.

iv. Impede or redirect flood flows?

Program Level and Project Level

No Impact. The FMP project sites are not within 100-year flood zones mapped by the Federal Emergency Management Agency (FEMA 2024). The Project would not impede or redirect flood flows. No impact would occur.

d. Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Program Level and Project Level

Less than Significant Impact. The FMP project sites are not within 100-year flood and would not be subject to significant flood hazard (FEMA 2024). South Las Chollas Creek runs nearby the ECC campus putting the northwestern portion of the ECC campus in a 0.2 percent annual chance flood hazard zone.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas.

According to the California Department of Conservation, the Project is outside the tsunami hazard zone and would not be affected by a tsunami (DOC 2024).

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. CE MIR is about 0.7 mile west of Miramar Reservoir. However, the Project would not release pollutants as the result of floods, tsunami, or seiche. No impact would occur.

e. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Program Level and Project Level

Less than Significant Impact. The San Diego Basin Plan is the applicable water quality control plan for the FMP project sites. The San Diego Basin Plan establishes beneficial uses, water quality objectives, and implementation measures for surface water and groundwater resources within the San Diego region. Projects implemented under the FMP would be required to comply with applicable federal, state, and local water quality requirements, including requirements established by the San Diego Regional Water Quality Control Board (RWQCB) and the SWRCB.

Construction of individual FMP projects that meet applicable thresholds would be subject to the requirements of the CGP, including preparation and implementation of an SWPPP and implementation of appropriate construction BMPs. In addition, site-specific Water Quality Management Plans, where required, would identify permanent post-construction BMPs and low-impact development measures to address stormwater runoff and protect water quality. The District Design Guidelines & Standards Manual also includes requirements for water quality protection and application of low-impact development techniques that would be incorporated into the design and implementation of applicable FMP projects.

The FMP project sites are currently developed with buildings, parking areas, hardscape, and ornamental landscaping and therefore currently generate urban runoff. At the program level, individual future projects have not yet been designed in sufficient detail to identify final drainage patterns, impervious surface areas, or specific stormwater treatment measures. However, implementation of applicable regulatory requirements and District design standards would require future projects to address construction and operational stormwater runoff and water quality consistent with applicable water quality objectives and permit requirements. Therefore, implementation of the FMP would not conflict with or obstruct implementation of the San Diego Basin Plan.

With respect to sustainable groundwater management, the FMP project sites are within developed urban areas, and the FMP would not involve groundwater extraction, groundwater recharge facilities, or other activities that would substantially affect groundwater levels or interfere with implementation of an applicable Sustainable Groundwater Management Plan. Future FMP improvements would generally occur within existing developed campus sites, and the MCC Expansion site is also currently developed with an existing commercial building and associated parking. The FMP is not anticipated to substantially alter existing drainage patterns or result in substantial changes to the amount of stormwater infiltration or groundwater recharge. Accordingly, implementation of the FMP would not conflict with or obstruct implementation of an applicable Sustainable Groundwater Management Plan.

Therefore, implementation of the FMP would not conflict with or obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan, and impacts would be less than significant.

4.6 Land Use and Planning

a. Would the Project physically divide an established community?

Program Level and Project Level

Less than Significant Impact. Implementation of the FMP would not physically divide an established community. The FMP consists of improvements to existing, developed SDCCE campuses and the MCC Expansion site, which is also currently developed. The proposed improvements would occur within the boundaries of existing campus properties and would not require construction of new roadways, rail lines, flood control channels, or other linear physical features that could bisect or impede access between established neighborhoods or community facilities.

The existing campuses would continue to function as educational facilities, and the MCC Expansion site would be redeveloped within an already urbanized area surrounded by residential uses to the north and commercial uses to the east, west, and south. Existing public streets, sidewalks, and other transportation facilities providing access and connectivity to surrounding neighborhoods would remain in place. Because implementation of the FMP would not introduce physical barriers that would separate established communities or substantially alter existing patterns of access and circulation, the Project would not physically divide an established community. Therefore, impacts would be less than significant.

b. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Program Level

Less than Significant Impact. The City of San Diego General Plan Land Use designation and zoning for the properties are the following:

- **ECC:** Institutional & Public and Semi-Public Facilities/RS-1-1
- **CE MES:** Institutional & Public and Semi-Public Facilities/RM-1-1
- **WCC:** Institutional & Public and Semi-Public Facilities; Multiple Use; and Commercial Employment, Retail, & Services/CC-3-6
- **CE MIR:** Residential; Park, Open Space, & Recreation; Residential; Institutional & Public and Semi-Public Facilities/RM-2-5
- **MCC Expansion:** Residential and Multiple Use. Zoning – CUPD-CU-2-4 and RM-2-5

The FMP project sites are already developed as community college campuses, and the Project would not change the uses on the project site. The Project is intended to update and modernize existing building space to meet the District's instructional needs. The campus improvements do not represent a change in land use and would not conflict with existing plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Impacts would be less than significant.

4.7 Mineral Resources

a. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Program Level and Project Level

Less than Significant Impact. San Diego's important mineral resources include salt, sand, and gravel, and extraction still occurs in Mission Valley and in other areas of the City such as Carroll Canyon and Mission Gorge (City of San Diego 2024a). While some of the FMP project sites are within Mineral Resource Zones (MRZs) known to contain mineral resources that may be of value to the region or the state, as established by the California Geological Survey under the Surface Mining and Reclamation Act of 1975 (SMARA), these sites are already developed and no mineral resource extraction occurs within the sites or in the surrounding areas. Therefore, Project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state.

According to the Conservation Element of the City of San Diego General Plan (2024) (City of San Diego 2024a), the Project area is mapped as follows:

- **WCC:** MRZ-1 (Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that there is little likelihood for their presence.)
- **CE MES and CE MIR:** MRZ-2 (Areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is a high likelihood for their presence.)
- **ECC, MCC, and MCC Expansion:** MRZ-3 (Areas containing mineral deposits, the significance of which cannot be evaluated from available data.)

No mineral resources would be lost as a result of the Project implementation, and impacts would not be significant.

b. Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Program Level and Project Level

No Impact. The FMP project sites are already developed with existing educational uses and commercial use, and are not locally important mineral resource recovery site delineated on the City's General Plan. No mineral resources would be lost as a result of the Project. No impact would occur.

4.8 Population and Housing

a. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Program Level and Project Level

Less than Significant Impact. The FMP would provide for improvements and modernization of existing SDCCE campuses and would not directly or indirectly induce substantial unplanned population growth. The Project does not include residential development, new commercial uses, or other land uses that would directly increase the permanent residential population. Likewise, the FMP would not require or construct new roadways, major utility extensions, or other infrastructure improvements that could facilitate additional development beyond the existing urbanized areas served by the campuses. Project improvements would connect to existing public utilities and infrastructure with available capacity.

The City of San Diego has experienced and is projected to continue experiencing population, housing, and employment growth independent of the Project. As shown in Table 4-1, City of San Diego Population Growth, the City's population increased by approximately 6.46 percent between 2010 and 2020. In addition, As shown in Table 4-2, SANDAG MTP/SCS Growth Forecasts, the San Diego Association of Governments (SANDAG) 2025 Regional Plan forecasts continued population, housing, and employment growth within the City. This anticipated growth reflects regional planning trends and is not attributable to implementation of the FMP.

Table 4-1. City of San Diego Population Growth

Year	Total Population	Change Number	Percent Increase
1990	1,110,549	—	—
2000	1,223,400	112,851	10.16%
2010	1,301,617	78,217	6.39%
2020	1,385,726	84,109	6.46%

Source: SANDAG 2026.

Table 4-2. SANDAG MTP/SCS Growth Forecasts

	Actual 2022	Projections 2035	Projections 2050	Change Number	Percent Change
Population	1,374,790	1,434,871	1,440,765	65,975	4.8%
Housing	553,921	627,668	661,533	107,612	19.4%
Employment	876,977	907,847	944,440	67,463	7.7%

Source: SANDAG 2025.

The FMP would accommodate educational programming for the SDCCE rather than create new residential or employment centers. Continuing education college primarily serves students who already reside or work within the surrounding region, and attendance at these campuses would not reasonably be expected to cause individuals to relocate their residences. Similarly, faculty and staff positions generated by the Project would be filled primarily by the existing regional labor force, which serves the San Diego metropolitan area.

Accordingly, the Project would not directly or indirectly induce substantial unplanned population growth through the creation of new housing, employment centers, or growth-inducing infrastructure. Therefore, implementation of the Project would result in a less than significant impact related to population growth.

b. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Program Level and Project Level

No Impact. No people or housing would be displaced, and no replacement housing would be required. No housing impacts would occur.

4.9 Public Services

a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Program Level and Project Level

Less than Significant Impact. Fire services for the FMP project sites are provided by the City of San Diego's Fire-Rescue Department (SDFD). SDFD are responsible for responding to emergencies that occur throughout the City, including SDCCE campuses. Nearest fire stations to the FMP project sites are as follows:

- **ECC:** SDFD Station 12 approximately 0.75 mile to the north
- **CE MES:** SDFD Station 28 approximately 0.88 mile to the northeast
- **CE MIR:** SDFD Station 44 approximately 0.35 mile to the south
- **WCC:** SDFD Station 20 approximately 0.15 mile to the north
- **MCC Expansion:** SDFD station approximately 1 mile to the east

Project operation would not involve the use, manufacture, or storage of toxic or otherwise hazardous materials; generate a significant fire hazard; impair fire department access to the campus; or result in an increase in residential population in the area.

The construction of projects under the FMP could increase demand for SDFD services due to an increase in facilities. However, implementation of projects would not require the construction of new SDFD facilities or the expansion of existing fire protection facilities. The FMP project sites are within the existing service areas of SDFD Fire Stations and, therefore, have already been accounted for in terms of SDFD service areas in the City.

The FMP would update and modernize existing space and construct new buildings to meet current and future instructional and technology needs and would not generate new or excessive fire risk. Each improvements would comply with applicable state and District building regulations in place to reduce the risk of fire. These would include the CBC and California Fire Code fire safety and building materials requirements and the District requirements related to emergency access, sprinkler and fire hydrants, building materials, and compliance with CBC fire safety requirements. The FMP would not result in the need for new or physically altered fire protection facilities; therefore, no substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities would occur. Impacts would be less than significant.

Police protection?

Program Level and Project Level

Less than Significant Impact. The San Diego Community College District Police Department (District PD) provides police protection services on the campuses. The off-site roadways and areas outside the college campus are served by the San Diego Police Department. The Project is not intended to increase student capacity or enrollment within each college campus. Additionally, the Project would occur within the existing campuses, except the MCC Expansion site, not expanding the geographic area served. Therefore, the numbers and types of calls for service would not substantially change. However, as the population at the overall District colleges increases through buildout of Miramar College, City College, and Mesa College Master Plans, the District would be responsible for ensuring the District PD is adequately staffed to ensure that the above response times are maintained.

Should the District determine that new or expanded police protection facilities are required to ensure that adequate response times are maintained on the campus, the new or expanded facility would undergo environmental review to determine if it is within the scope of the environmental analysis contained in this PEIR and, if so, applicable mitigation measures would be applied. As is the case for other future campus projects, if a future police protection-related project is determined to be outside the scope of this PEIR, then a separate environmental document would be prepared, and potentially significant environmental impacts would be mitigated to the extent feasible.

During construction, active construction areas would be fenced. Any increase in police protection demands would be temporary and would not require construction of new or expanded police facilities. It is anticipated that the District PD would continue to have a sufficient workforce to serve the Project. The Project would not create a significant increase in demand for police services. Impacts would be less than significant.

Schools?

Program Level and Project Level

No Impact. School services are related to the size of the residential population, the geographic area served, and community characteristics. The Project would not result in increased K-12 school population, therefore, would not result in demands for expansion of or new school facilities. The Project would serve the need for higher education population and would be a benefit to the students, staff, and the community. No impact would occur.

Parks?

Program Level and Project Level

Less than Significant Impact. Impacts on public parks and recreational facilities are generally caused by population or employment growth. The Project would not increase residential population or significantly increase employment. Therefore, physical impacts on parks and recreation from increased population growth would not occur. Impacts would be less than significant.

Other public facilities?

Program Level and Project Level

No Impact. The Project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or older-adult centers). Physical impacts on public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The Project would not result in population growth. Therefore, no impacts on other public facilities would occur.

4.10 Recreation

a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Program Level and Project Level

Less than Significant Impact. The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. It would not increase population in the surrounding community. Therefore, it would not cause physical deterioration of neighborhood and regional parks or other recreational facilities. The Project would not result in the need for construction of new recreational facilities. No impacts on parks would occur.

b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Program Level and Project Level

No Impact. The Project includes improvements to the existing campuses. The environmental effects of the construction and operation are considered throughout the environmental analysis in this PEIR. The Project would not require the construction or expansion of additional recreational facilities, which could have an adverse effect on the environment. No impacts on recreational facilities would occur.

4.11 Utilities and Service Systems

a. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The ECC, CE MES, CE MIR, WCC, and MCC Expansion sites are currently being served by existing facilities, and following is a discussion of the Project's potential impacts on water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities.

Program Level and Project Level

Water Facilities

Less than Significant Impact. The FMP would implement improvements at the ECC, CE MES, CE MIR, WCC, and MCC Expansion sites, all of which are within fully developed areas of the City of San Diego and are currently served by existing municipal water infrastructure operated and maintained by the City's Public Utilities Department.

Key characteristics of the City's potable water system that cover 340 square miles with a population of approximately 1.4 million residents include an extensive raw water system with nine surface water reservoirs that capture local runoff from rainfall and some can store purchased imported water, which is then sent to its three water treatment plants (WTPs) for treatment and distribution. Portable water is delivered to the City's retail customers, including the District's campuses, through an extensive distribution system with 127 pressure zones, 49 pump stations, 29 treated water storage facilities, and approximately 3,700 miles of pipeline, and 321,369 service connections (City of San Diego 2026). The system is divided into three primary service areas: the Miramar Service Area, which generally serves the northern portion of the city; the Alvarado Service Area, which serves Mission Bay, Mission Valley, and areas extending south to the City of National City; and the Otay Service Area, which serves the southernmost portion of the city adjacent to the U.S.-Mexico border. The Miramar, Alvarado, and Otay WTPs have design capacities of 215, 200, and 34.4 million gallons per day (mgd), respectively. Current operating capacities are approximately 144 mgd at Miramar, 120 mgd at Alvarado, and 34.4 mgd at Otay, leaving available treatment capacity at the Miramar and Alvarado WTPs. The City also maintains overlapping service areas to provide operational flexibility and system reliability. MIR is within the Miramar Service Area; CE MES and NCC are within the combined Alvarado/Miramar Service Area; and WCC, MCC, MCC Expansion, ECC, and HVC are within the Alvarado Service Area.

Implementation of the FMP would add building space at the campuses, which could incrementally increase water demand and require new on-campus water connections or the replacement of existing campus water lines. Any on-campus water infrastructure improvements would be designed and constructed in accordance with the District Design Guidelines & Standards Manual and would connect to the City's existing water distribution system.

If future design-level modeling based on Building Information Modeling standards or other project-level evaluation pursuant to the District Design Guidelines & Standards Manual) determines that off-site water system improvements are necessary to maintain adequate service, the District would coordinate with the City to implement the necessary improvements in accordance with applicable City requirements and design standards. Potential off-site improvements could include localized water main upgrades or other distribution system improvements. However, institutional uses generally have relatively low water demand compared to many commercial or industrial land uses, and redevelopment of existing campus buildings would incorporate modern water-efficient fixtures and systems that would reduce water consumption relative to older facilities. In addition, all projects implemented under the FMP would be required to comply with applicable water conservation requirements, including CALGreen, Title 24, and the District Design Guidelines & Standards Manual, which require water-efficient plumbing fixtures, drought-tolerant landscaping, and other water conservation measures. The District's sustainability policies also establish goals to reduce potable water use by 25 percent by 2030 and 50 percent by 2035 relative to 2025 baseline consumption.

Since the project sites are already served by existing municipal water facilities with available capacity, and because future campus development would incorporate water conservation measures that would minimize increases in water demand, implementation of the FMP is not expected to require substantial new or expanded off-site water infrastructure. Any off-site infrastructure improvements that may be required would be subject to the City's engineering, permitting, and environmental review requirements. Therefore, the Project would not require or result in the construction or relocation of water facilities that could cause significant environmental effects, and impacts would be less than significant.

Wastewater

Less than Significant Impact. The Project area is served by the City's wastewater system, consisting of two sub-systems: the Municipal Sanitary Sewer System (Muni System) and the Metropolitan Sewerage System (Metro System). The Muni is responsible for collecting and conveying wastewater from residences and businesses within the City. The Metro System provides wastewater treatment and disposal services for both the City and 15 additional agencies and districts. The City collects and treats approximately 159 mgd of wastewater that is generated within a 450-square-mile area made up of the City's boundaries, as well as the jurisdictions of the other agencies that form the Metro Wastewater Joint Powers Authority (Metro JPA) serving more than 2.2 million people. Wastewater is treated at three treatment plants, all within City limits (i.e., North City Water Reclamation Plant [NCWRP], South Bay Water Reclamation Plant [SBWRP], and Point Loma Wastewater Treatment Plant [PLWTP]), one biosolids center, seven major pump stations, 74 smaller pump stations, and approximately 3,100 miles of Municipal and Metropolitan sewer pipelines.

Wastewater generated from project sites are being collected via a network of on-campus plumbing infrastructure maintained by the District, which then connects to existing wastewater conveyance infrastructure within adjacent City streets, easements, and rights-of-way. Additional sewer connections to the campus network of wastewater pipelines and laterals could occur throughout the project site. While the need to expand or otherwise replace this existing sewer main is unlikely, if determined such expansion or replacement are needed, the District is required to coordinate with the City and meet the City's design standards and requirements. The potential environmental effects associated with the construction of future connections to sewer infrastructure are provided throughout this PEIR, and these connections would be constructed in accordance with applicable District standards. The District Design Guidelines & Standards Manual includes the Plumbing and Piping System Requirements section within Section 2.2, General Specifications, which outlines plumbing design and construction standards to ensure safe, sanitary, reliable, and maintainable wastewater conveyance systems throughout all District facilities. As outlined in this section, all plumbing design and installations on District properties would adhere to applicable codes, District specifications, and regulatory agency requirements where applicable. Refer to Section 4.11(c) for

additional details regarding capacity of wastewater treatment infrastructure. Environmental effects associated with providing wastewater convey system with adequate capacities are not anticipated to result in significant impacts beyond those considered in this PEIR for future sewer connections, and impacts would be less than significant.

Electricity

Less than Significant Impact. The project sites are within the existing electrical service area of SDG&E and are currently served by a network of overhead and underground electrical distribution facilities. Implementation of the FMP would increase electricity demand associated with new and renovated academic buildings, support facilities, site lighting, heating and cooling systems, information technology equipment, EV charging infrastructure, elevators, and other campus improvements.

New and renovated facilities would require on-site electrical distribution infrastructure, including electrical conduits, transformers, switchgear, and service connections to the existing campus electrical distribution system. Installation of these facilities would occur primarily within the project sites as part of individual campus improvement projects and would involve typical trenching and utility construction activities. The potential environmental effects associated with installation of on-site electrical infrastructure, including temporary construction-related impacts, are evaluated throughout this PEIR (e.g., Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, Transportation, and Utilities and Service Systems).

The FMP does not identify or require construction of new off-site transmission lines, substations, or other major electrical infrastructure. If localized upgrades to the existing distribution system are determined necessary during final engineering or utility review, they would be limited in extent and would occur within areas already developed for utility infrastructure or within public rights-of-way. Such improvements would be subject to applicable permitting requirements and would not be expected to result in significant environmental effects beyond those analyzed in this PEIR.

In addition, the District's sustainability program includes measures to improve building energy efficiency and expand on-site renewable energy generation, including photovoltaic solar systems and other distributed energy technologies, which would reduce demand on the regional electrical grid over time. Accordingly, implementation of the FMP would not require or result in the construction or relocation of new or expanded electrical facilities that could cause significant environmental effects. Therefore, impacts related to electrical facilities would be less than significant.

Natural Gas

Less than Significant Impact. The project sites are within existing SDG&E natural gas service areas and are served by existing natural gas distribution infrastructure where natural gas service currently exists. The District's Sustainability Goals prioritize the design and construction of all-electric facilities. Accordingly, most new buildings developed under the FMP are anticipated to be

designed without natural gas service except select instances where electricity would not serve the intended use and with prior approval by the District Architect.

In limited circumstances, natural gas is necessary to support specialized instructional programs or operational needs. Examples include pottery kilns, automotive technology instructional equipment, and other specialized equipment where the District Architect determines that natural gas service is necessary to meet programmatic or operational requirements. In these instances, natural gas service would typically be provided through connections to existing on-site or adjacent natural gas distribution facilities.

Installation of any new on-site natural gas lines, service connections, meters, or related infrastructure would occur as part of individual improvement projects and would involve conventional utility trenching and installation methods. The potential environmental effects associated with installation of on-site utility infrastructure, including temporary construction-related impacts, are evaluated throughout this PEIR (e.g., Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, Transportation, and Utilities and Service Systems). All natural gas system design and installation would comply with applicable federal, state, and local regulations, as well as the requirements of the serving utility.

The FMP does not identify or require construction of new off-site natural gas transmission pipelines or other major natural gas infrastructure. Any localized distribution improvements determined necessary during Project design or utility review would be limited in extent and would not be expected to result in significant environmental effects. Therefore, implementation of the FMP would not require or result in the construction or relocation of natural gas facilities that could cause significant environmental effects, and impacts would be less than significant.

Telecommunication Facilities

Less than Significant Impact. The project sites are served by existing telecommunications infrastructure, including underground conduit, junction boxes, fiber-optic and communication lines, and associated equipment. Implementation of the FMP would require new telecommunications connections to support new and renovated buildings, including voice and data communications, wireless connectivity, security systems, building automation systems, audiovisual systems, and other campus technology infrastructure.

Telecommunications connections for individual campus improvement projects would be made to the existing campus telecommunications network through existing underground conduit and junction box locations, with new cabling installed within new or renovated buildings as needed. Installation of on-site telecommunications infrastructure would involve conventional utility trenching and installation methods. The potential environmental effects associated with installation of on-site utility infrastructure, including temporary construction-related impacts, are

evaluated throughout this PEIR (e.g., Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, Transportation, and Utilities and Service Systems).

The District's Information Technology Services Department establishes telecommunications design standards and provides guidance to Project design teams to maintain consistent and compatible telecommunications systems across District campuses using current technologies. The FMP does not identify or require construction of new off-site telecommunications facilities or major expansions to the regional telecommunications network. Any localized upgrades to existing telecommunications infrastructure would be limited to on-site improvements or connections to existing service facilities and would not be expected to result in significant environmental effects beyond those analyzed in this PEIR.

Accordingly, implementation of the FMP would not require or result in the construction or relocation of new or expanded telecommunications facilities that could cause significant environmental effects. Therefore, impacts related to telecommunications facilities would be less than significant.

b. Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Program Level and Project Level

Less than Significant Impact. Potable water service for all project sites is provided by the City of San Diego Public Utilities Department and would continue under existing service conditions. Long-term water supply planning is documented in the City of San Diego 2025 Urban Water Management Plan (UWMP), which was adopted in April 2026 pursuant to the Urban Water Management Planning Act. The UWMP evaluates projected water demands and available water supplies through 2050 under normal, single-dry, and multiple-dry year conditions and is updated every five years.

The project sites are within existing City water service areas. CE MIR is within the Miramar Service Area; CE MES and NCC are within the combined Alvarado/Miramar Service Area; and WCC, MCC, MCC Expansion, ECC, and HVC are within the Alvarado Service Area. The 2025 UWMP concludes that the City has sufficient water supplies to meet projected demands for existing and planned development within its service area through 2050 under normal, single-dry, and multiple-dry year conditions.

The UWMP forecasts water demand by customer sector, including residential, commercial/institutional/industrial, irrigation, and other uses. Institutional uses account for approximately 2.9 mgd, or about 1.9 percent of the City's total potable water demand of 141 mgd, and are projected to increase to approximately 3.0 mgd by 2050. These projections account for anticipated population growth and planned development throughout the City's service area.

The Project would consist primarily of improvements and expansion within existing SDCCE campuses and would not introduce new land use types or expand outside existing campus boundaries. Based on the City of San Diego's 2025 Water Demand Forecast Report, the applicable water use factor for junior colleges (0.037 gallons per square foot per day) was used to conservatively estimate project water demand (City of San Diego 2026). As shown in Table 4-3, Estimated Water Usage by Campus, the Project would increase potable water demand by approximately 5,880 gallons per day (gpd), representing approximately 0.2 percent of the City's institutional water demand.

Table 4-3. Estimated Water Usage by Campus

Campus	Expanded Area (square feet)	Water Demand Factor (gal/sf/day)	Water Use (gpd)
ECC	27,000	0.037	999
CE MES	40,000		1,480
CE MIR	22,420		829.54
WCC	16,500		610.50
MCC	53,000		1,961
Total	**—**	**—**	**5,880.04**

Notes: gpd = gallons per day

This increase is minimal relative to the City's existing and projected water demand and is accommodated within the demand assumptions evaluated in the 2025 UWMP. In addition, the estimate is conservative because future campus improvements would comply with applicable state and District water conservation requirements. The District's sustainability policies include reducing potable water use by 25 percent by 2030 and 50 percent by 2035, relative to the 2025 baseline, through measures such as installing water-efficient plumbing fixtures, incorporating rainwater capture systems where feasible, and using native and drought-tolerant landscaping.

Because the Project's incremental water demand is small, occurs within the City's existing service area, and is consistent with the demand projections evaluated in the 2025 UWMP, implementation of the Project would not require new or expanded water supply entitlements or substantially increase water demand beyond that already planned for by the City. Therefore, sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple-dry years. Impacts would be less than significant.

c. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Program Level and Project Level

Less than Significant Impact. The FMP project sites are served by the City's wastewater system, consisting of two sub-systems: the Municipal Sanitary Sewer System (Muni System) and the

Metropolitan Sewerage System (Metro System). The Muni is responsible for collecting and conveying wastewater from residences and businesses within the City. The Metro System provides wastewater treatment and disposal services for both the City and 15 additional agencies and districts. The City collects and treats approximately 159 mgd of wastewater that is generated within a 450-square-mile area made up of the City's boundaries, as well as the jurisdictions of the other agencies that form the Metro Wastewater Joint Powers Authority (Metro JPA) serving more than 2.2 million people. Wastewater is treated at three treatment plants, all within City limits (i.e., NCWRP, SBWRP, and PLWTP), one biosolids center, seven major pump stations, 74 smaller pump stations, and approximately 3,100 miles of Municipal and Metropolitan sewer pipelines. The PLWTP treats wastewater for discharge to the Pacific Ocean, and the SBWRP has provisions to discharge to the ocean if needed, which is currently used on a daily basis. The majority of wastewater collected from the City is conveyed to and treated at PLWTP, where it collected 139.9 mgd (approximately 88 percent) of wastewater in 2025 out of total 159 mgd collected in the City. NCWRP collected 13.2 mgd (88.3 percent) and SBWRP collected 5.9 mgd (3.7 percent). Treatment capacities at PMWTP, NCWRP, and SBWRP are 240, 30, and 15 mgd, respectively (City of San Diego 2026). Therefore, there are 100.1 mgd, 16 mgd, and 9.1 mgd of remaining capacities at these wastewater treatment plants, respectively.

Wastewater generated from project sites are being collected via a network of on-campus plumbing infrastructure maintained by the District, which then connects to existing wastewater conveyance infrastructure within adjacent City streets, easements, and rights-of-way. As discussed in Section 4.11(b), the Project is anticipated to generate approximately 5,880.04 gpd of water. Conservatively assuming approximately 90 percent of water consumed would treated by PLWTP, approximately 5,292 gpd of wastewater would be generated by the Project, and this would represent negligible (approximately 0.0053 percent) volume against the remaining treatment capacity at PLWTP. Therefore, no new or expanded wastewater treatment facilities would be necessary to accommodate the Project, no significant environmental effects would occur.

d. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Program Level and Project Level

Less than Significant Impact. Demolition and construction would generate demolition debris and construction waste. The California Green Building Standards Code (CALGreen; 24 CCR Part 1, Section 5.408.1.1) requires that at least 65 percent of the nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. The District's Administrative Procedure 6970 Green Buildings, Procedure Guidelines 3(e), Implementation, requires each project to achieve at least 75 percent waste diversion of construction and demolition debris, which exceeds the state's CALGreen Code. The District is required to

comply with these established standards, therefore, would not generate construction waste in excess of state standards.

Of the total 1,184,030.14 tons of solid waste generated in the City in 2025, West Miramar, Otay and Sycamore Landfills accepted approximately 44, 30, and 23 percent of the solid waste (CalRecycle 2026). The remaining 4 percent were accepted by other landfills (e.g., El Sobrante Landfill, Salton City Solid Waste Site, Las Pulgas Landfill). The West Miramar Sanitary Landfill in the City has an approximate remaining capacity of 11, 080,871 cubic yards with a maximum throughput of 8,000 tons per day. The Otay Landfill in the City of Chula Vista has an approximate remaining capacity of 21,194,008 cubic yards with a maximum permitted throughput of 6,700 tons per day. The Sycamore Landfill in the City of Santee has an approximate remaining capacity of 113,972,637 cubic yards with a maximum permitted throughput of 5,000 tons per day. The El Sobrante Landfill in the City of Corona has an approximate remaining capacity of 143,977,170 cubic yards with a maximum permitted throughput of 16,054 tons per day (CalRecycle 2023). Therefore, demolition waste would not adversely impact landfill capacity.

All FMP project sites are within the City's service area for solid waste disposal. The Project would serve existing and future students, and students are already generating solid waste without the Project. The Project would not impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Program Level and Project Level

Less than Significant Impact. The campus administrators and the District currently comply with federal, state, and local statutes and regulations related to solid waste and will continue this practice. Section 5.408 of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. Furthermore, the California Community Colleges Chancellor's Office has established a comprehensive Climate Action and Sustainability Framework to guide the system's environmental initiatives, which includes the following waste reduction goals:

- **2025 Benchmark:** Benchmark and comply with state regulations
- **2030 Goal:** Reduce total material consumption by 10 percent
- **2035 Goal:** Decrease consumption of materials by 25 percent

Consistent with these reduction goals, the District's strategic plan established a goal to reduce waste going to landfill by 75 percent compared to current levels by 2030 with a focused action to support this goal, which requires contractors to submit waste tickets and documentation to verify diversion. The District's Administrative Procedure 6970 Green Buildings, Procedure Guidelines

3.e, Implementation, requires each project to achieve at least 75 percent waste diversion of construction and demolition debris. As required, the Project is required to adhere to the 75 percent diversion goal during demolition and construction. Construction of the Project would adhere to these established standards. Impact would be less than significant.

4.12 Wildfire

If in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Program Level and Project Level

Less than Significant Impact. The Project would not change the existing boundaries of the SDCCE campuses, except the MCC Expansion site, where the site is also currently fully developed with a commercial building with associated surface parking lot. According to City's Very High Fire Hazard Severity Zone Map (City of San Diego 2025), the FMP project sites are in local responsibility areas, and portions of ECC, CE MES, and MCC Expansion project sites are within a designated Very High Fire Hazard Severity Zone (CAL FIRE 2024). Refer to Figures 3.6-4a through 3.6-4e, Wildfire Hazard Zones.

However, the Project would not involve any actions changing the safety hazards involving wildland fire risks. The MCC Expansion project would not alter the existing off-site roadway network or circulation pattern in a manner that would obstruct or reduce access for emergency responders. Therefore, implementation of the FMP would not impair emergency access or evacuation routes, nor would it alter the District's existing emergency response and evacuation procedures. Compliance with applicable building and fire codes would ensure that new and renovated facilities incorporate current wildfire protection standards that are more protective than those in effect when many existing campus buildings were originally constructed. Additionally, new buildings and site improvements would be designed and constructed in accordance with the applicable CBC, California Wildland-Urban Interface Code, California Fire Code, and District design standards.

Further, buildings developed under the Project would comply with current building codes at the time of construction. The Project would be designed in accordance with and built to the San Diego Municipal Code, CBC, and fire code requirements, including provision of fire hydrants, fire hydrant markers (i.e., blue reflectors installed in the roadway), vertical clearances, turning radii, and fire ladder clearances. Therefore, the Project would not interfere with existing Emergency Response Plans or Emergency Evacuation Plans. Impacts would be less than significant.

b. Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Program Level and Project Level

Less than Significant Impact. Wildland fire is an overarching term describing any nonstructural fire that occurs in vegetation and natural fuels. Fire hazard severity zones in wildlands are determined based on the probability of burning; estimated flame sizes based on fuels, slope, and expected fire weather; and the amount of firebrands (embers) expected to land on the area.

According to City's Very High Fire Hazard Severity Zone Map (City of San Diego 2025), the FMP project sites are in local responsibility areas, and portions of ECC, CE MES, and MCC Expansion project sites are within a designated Very High Fire Hazard Severity Zone. Refer to Figures 3.6-4a through 3.6-4e. However, the FMP project sites are in developed area surrounded by developed urban uses. There are no wildlands or heavily vegetated areas on or adjacent to FMP project sites that could experience increased wildfire risks.

The FMP consists of the demolition, construction, and renovation of existing campus buildings and facilities. The MCC Expansion site is developed with a commercial building and surface parking lot. The addition of new buildings to areas already developed with urban uses would not exacerbate fire risk, as each project would be constructed in accordance with applicable regulations intended to protect occupants and buildings from fire events. At the state level, this would include compliance with the CBC, which requires the use of ignition-resistant materials, the installation of automatic fire sprinkler and alarm systems, defensible space establishment, and the inclusion of fire access roads.

At the District level, new buildings on District properties would be required to comply with the fire-related requirements in the District Design Guidelines & Standards Manual, including the development of a project-specific fire accessibility site plan and fire flow data report with approval by the Division of the State Architect, compliance with California Fire Code requirements for interior finishes, and compliance with the CBC fire access road requirements.

Implementation of long-term and near-term projects under the FMP would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

c. Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Program Level and Project Level

Less Than Significant Impact. The Project would not require the installation of roads or overhead power lines. However, the Project would replace or upgrade existing utility infrastructure on an as-needed basis, primarily with construction of new facilities. The FMP project sites are already developed and served by existing infrastructure and replacement and upgrades would not

exacerbate fire risk or result in temporary or ongoing impacts to the environment. Vegetation management within the existing campus boundary is conducted as part of the District's ongoing maintenance practices. Even though portion of the FMP project sites are designated Very High Fire Hazard Severity Zones, these areas are fully developed with urban uses and surrounded by urban development. Therefore, implementation of the Master Plan would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Impacts would be less than significant.

d. Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Program Level and Project Level

Less than Significant Impact. The FMP project sites are fully developed and they do not contain or are adjacent to any downslopes that could be subject to slope failures, mudflows, and landslides, therefore, would not result in runoff, post-fire slope instability, or significant drainage changes. Impacts would be less than significant.

Chapter 5 Other CEQA Considerations

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the Environmental Impact Report (EIR) must identify the following three components, which are addressed in this chapter:

- Significant environmental impacts that could not be avoided if the project is implemented
- Significant, irreversible environmental impacts that would be involved in the project should it be implemented
- Growth-inducing impacts of the project

5.1 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires that an EIR describe any significant impacts that could not be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project) on various aspects of the environment are discussed in detail in Chapter 3, Environmental Analysis, of this Program EIR (PEIR). Chapter 3 identifies the potential environmental impacts of the Project and recommends mitigation measures to reduce impacts where feasible. Based on the analysis presented in this PEIR, there are no significant and unavoidable environmental impact that would result from implementation of the FMP.

5.2 Significant and Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant, irreversible environmental changes that would be caused by the Project. Generally, a project would result in significant, irreversible environmental impacts if the following would occur:

- The project would involve a large commitment of nonrenewable resources.
- The primary and secondary impacts would generally commit future generations to similar uses (e.g., a highway improvement that provides access to a previously inaccessible area).
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

Because the FMP is a program-level plan that identifies potential improvements at existing SDCCE campuses, as well as one off-site expansion opportunity, the analysis below considers the types of irreversible environmental changes that could reasonably result from subsequent implementation of FMP projects. The analysis does not assume that all identified improvements would be constructed simultaneously or that all potential improvements would ultimately be implemented.

5.2.1 Irreversible Commitment of Resources

Implementation of projects identified in the FMP would involve a series of facility improvements, building expansions, and site improvements at existing SDCCE campuses, as well as development of the Mid-City Campus (MCC) Expansion site to accommodate existing and planned adult education needs. Construction of these projects would require the use of renewable and nonrenewable resources.

Renewable resources, such as lumber and other forest products, would be used during construction. Although these resources would be consumed during construction, they can be replenished over time through sustainable harvesting and replacement. Accordingly, implementation of the FMP would not result in a substantial or significant irreversible commitment of renewable resources, although construction would result in an incremental increase in demand for these resources.

Construction would also require nonrenewable resources, including concrete, asphalt, petrochemical-based construction materials, steel, copper and other metals, sand and gravel, and fossil fuels. Fossil fuels would be consumed by construction equipment and vehicles used to transport construction materials, workers, and equipment to and from individual project sites. These resources are finite, and their consumption represents an irretrievable commitment of resources. Some construction materials, including concrete, asphalt, and metals, can be recycled or reused; however, the extent to which individual materials would ultimately be recovered or recycled would depend on the characteristics of each subsequent project and applicable construction and demolition waste requirements. Projects implemented under the FMP would be subject to the San Diego Community College District (District) Design Guidelines & Standards Manual and applicable requirements for construction and demolition waste management, which would encourage or require recycling and reuse of materials where feasible.

Because the FMP would be implemented incrementally and primarily in previously developed campus areas, the associated consumption of nonrenewable construction resources would represent an incremental increase in resource use rather than a large commitment of nonrenewable resources at the program level. Nevertheless, each subsequent project would involve some irretrievable consumption of construction materials and fossil fuels.

Operation of facilities implemented under the FMP would also require ongoing consumption of energy and other nonrenewable resources. Energy would be used for building heating and cooling, lighting, operation of equipment, transportation of people and goods, and other campus activities. The generation and delivery of electricity and natural gas may also involve the consumption of nonrenewable resources, depending on the energy sources used by the utility providers. This represents a long-term commitment to energy consumption associated with continued operation of the SDCCE campuses.

However, applicable federal and state requirements are expected to progressively reduce the reliance of California's electricity system on fossil fuels. For example, Senate Bill 1020 establishes increasingly stringent renewable and zero-carbon electricity procurement requirements, culminating in a requirement that 100 percent of retail electricity sales to California end-use customers be supplied by eligible renewable energy and zero-carbon resources by December 31, 2045. As discussed in Section 4.3, Energy, of this PEIR, implementation of the FMP would not result in significant impacts related to wasteful, inefficient, or unnecessary consumption of energy or conflict with applicable energy standards.

Therefore, implementation of the FMP would result in an incremental and irretrievable commitment of construction materials, fossil fuels, and energy resources. However, because the FMP would primarily involve improvements to existing developed campuses, would be implemented incrementally, and would be subject to applicable energy-efficiency and resource-conservation requirements, the commitment of nonrenewable resources would not constitute a significant irreversible environmental impact.

5.2.2 Irreversible Environmental Changes

CEQA Guidelines, Section 15126.2(d), also requires consideration of whether a project's primary and secondary impacts would generally commit future generations to similar uses. The FMP primarily identifies improvements within the boundaries of existing SDCCE campuses. These sites are already developed and are currently committed to educational and related institutional uses. Implementation of the FMP would therefore largely maintain and modernize existing land uses rather than convert substantial areas of undeveloped land to urban development.

The MCC Expansion site represents a different circumstance because it is off-site from the existing MCC campus and would be developed as a new SDCCE campus. However, the site is already developed with a commercial building and is in an urbanized area served by existing roadways and utilities. Redevelopment of the site for SDCCE educational use would change the specific use of the property but would not extend urban development into a previously undeveloped area or require the extension of major infrastructure into an inaccessible area. Once developed as an SDCCE campus, the site would generally be committed to an institutional educational use for the foreseeable future. Nevertheless, because the site is already developed and in an established urban area, this commitment would not represent the type of substantial or regionally significant irreversible land use change contemplated by CEQA Guidelines, Section 15126.2(d).

Similarly, implementation of the FMP would not be expected to induce substantial secondary development through the extension of major roadways or utilities to previously undeveloped areas. Existing campuses are already served by established transportation and utility infrastructure, and the MCC Expansion site is also in an existing developed area. Accordingly, implementation of the FMP would not substantially facilitate development of previously inaccessible or undeveloped areas.

Overall, implementation of the FMP would primarily reinforce existing institutional land uses in developed areas, with the MCC Expansion site involving redevelopment of an already developed property. Therefore, the FMP would not result in a substantial irreversible environmental change through the commitment of land or infrastructure to a use that would preclude future generations from other reasonable uses of previously undeveloped land.

5.2.3 Potential Environmental Damage from Accidents

Implementation of projects under the FMP would involve the temporary use and handling of hazardous materials during construction. These materials could include fuels, lubricants, solvents, paints, concrete-related materials, and other construction products. Improper handling, storage, transportation, or disposal of these materials could result in spills or releases that could adversely affect construction workers, campus users, the public, or the environment.

Construction activities would be required to comply with applicable federal, state, and local requirements governing the transport, storage, handling, use, and disposal of hazardous materials and hazardous wastes. These requirements include regulations administered by agencies such as the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Division of Occupational Safety and Health, and San Diego Regional Water Quality Control Board. Compliance with these requirements would establish procedures for the safe management of hazardous materials and would reduce the likelihood and potential consequences of accidental releases during construction. Accordingly, the routine use of construction-related hazardous materials would not be expected to result in significant irreversible environmental damage.

Implementation of individual FMP projects could also involve demolition or renovation of existing buildings containing asbestos-containing materials (ACMs), lead-based paint (LBP), or other hazardous building materials. As required by the District Design Guidelines & Standards Manual, hazardous materials surveys would be conducted, as applicable, before demolition or renovation activities to identify materials requiring specialized handling. Where hazardous building materials are identified, qualified and appropriately licensed contractors would be used for abatement and removal in accordance with applicable regulatory requirements. Demolition and disposal of hazardous building materials would also be conducted in accordance with applicable requirements. These measures would reduce the potential for accidental releases of ACMs, LBP, or other hazardous building materials during construction.

The potential for environmental damage from accidents is of particular concern at the Continuing Education Miramar (CE MIR) project site because the site was developed as part of the former Linda Vista Valley Auxiliary Field and has been identified as a former military facility. As discussed in Section 3.6, Hazards and Hazardous Materials, ground-disturbing activities at this site could encounter munitions and explosives of concern (MEC), unexploded ordnance (UXO), or munition debris associated with historical U.S. Department of Defense activities. If such materials were

present, ground-disturbing activities could potentially disturb them and, in the event of an accidental detonation or release, result in substantial hazards to workers, the public, or the environment. Therefore, this potential represents a reasonably foreseeable upset or accident condition that could result in a significant impact.

Implementation of Mitigation Measure MM-HAZ-1 would require appropriate investigation, identification, and procedures for addressing potential MEC, UXO, or related hazards before and during ground-disturbing activities. With implementation of these mitigation measures, the potential for significant environmental damage associated with encountering military-related hazards at the CE MIR site would be reduced to a less than significant level.

During operation, the existing SDCCE campuses would continue to support educational programs and related activities, and implementation of the FMP would not introduce industrial, manufacturing, or other uses that would involve substantial quantities of hazardous materials or substantially increase the potential for hazardous-material-related accidents. The MCC Expansion site would be developed for a use similar to the existing SDCCE campuses and would likewise not be expected to involve substantial quantities of hazardous materials. Operational activities would remain subject to applicable federal, state, and local requirements governing the storage, handling, and disposal of hazardous materials.

Therefore, with implementation of Mitigation Measure MM-HAZ-1 for the CE MIR site and compliance with applicable hazardous-material regulations, implementation of the FMP would not result in significant irreversible environmental damage from reasonably foreseeable upset or accident conditions.

5.3 Growth-Inducing Impacts

As required by Section 15126.2(e) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Additionally, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively. Growth can be induced in several ways, such as through the elimination of obstacles to growth, the stimulation of economic activity in the region, or the establishment of policies or other precedents that directly or indirectly encourage additional growth. Under CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth would be considered a significant impact if it can be demonstrated that the potential growth, directly or indirectly, significantly affects the environment.

In general, a project could foster economic or population growth if it removes an impediment to growth, such as providing essential public services or infrastructure to an area that is not currently

served, providing new access to an undeveloped area, or changing land use regulations in a manner that facilitates additional development. Growth could also occur if economic expansion or increased employment generated by a project results in population growth or additional development in response to the project. The potential for growth inducement is therefore evaluated based on whether the project would create conditions that would facilitate or encourage development beyond growth that would otherwise be expected to occur.

The FMP would provide for improvements to existing SDCCE facilities to support the District's continuing education programs and operational needs. Except the MCC Expansion project, the FMP projects would occur in existing developed SDCCE campuses. The FMP does not include residential development, expansion into undeveloped areas, extension of major infrastructure to currently unserved areas, or land use changes that would facilitate development outside the campus sites. The potential for the FMP to induce population or economic growth is discussed below.

5.3.1 Direct Population Growth

The FMP would not directly induce substantial population growth because it does not include residential development or other land uses that would directly provide housing or otherwise be expected to attract a substantial permanent population to the region. The purpose of the FMP improvements is to address existing and anticipated program and facility needs rather than to expand to accommodate growth and increase on-site student population and staff population. The FMP does not establish a new enrollment forecast or annual growth percentage. To the extent that implementation of individual FMP projects could accommodate changes in enrollment or staffing, any such changes would be expected to primarily reflect existing and reasonably foreseeable regional demand for continuing education services. SDCCE serves adult learners through programs that are generally intended to serve the local and regional population, and many programs use hybrid or other instructional formats that do not require students or instructors to be physically present on campus for all instruction. Accordingly, implementation of the FMP is not expected to result in substantial relocation of people to the region or create a substantial new demand for housing. The FMP would serve the educational needs of this existing and projected regional population rather than induce population growth beyond the growth already anticipated in regional forecasts. Therefore, implementation of the FMP would not be expected to result in significant physical environmental effects associated with direct population growth, and impacts would be less than significant.

5.3.2 Elimination of Obstacles to Growth

Elimination of obstacles to growth refers to the extent to which a proposed project removes physical or regulatory constraints that could otherwise limit development and thereby facilitates growth that was not reasonably anticipated at the time of project approval. A physical obstacle to growth could include a lack of public service or utility infrastructure necessary to support

development. The extension of public services, such as roadways, water and wastewater infrastructure, or other utilities, into previously undeveloped or underserved areas could facilitate additional development. Similarly, removal or modification of regulatory constraints, such as land use designations, development standards, or other growth-management policies, could facilitate development that would not otherwise occur.

The FMP improvements would occur in existing developed SDCCE campuses, except the MCC Expansion project. The FMP project sites, including the MCC Expansion site, are in developed urban areas and are already served by existing utilities, transportation infrastructure, and public services. Implementation of the FMP would therefore involve connections to, replacement of, or upgrades to existing infrastructure needed to serve individual campus improvements, rather than extension of major infrastructure into previously undeveloped or unserved areas. The FMP would not establish new infrastructure corridors or utility capacity that would facilitate development of surrounding undeveloped land.

The FMP also would not establish or modify land use designations, or development standards to increase development capacity and facilitate growth outside the FMP project sites. Implementation of individual projects under the FMP would therefore not remove a physical or regulatory obstacle that would facilitate substantial growth in surrounding areas. Accordingly, the FMP would not result in significant growth-inducing impacts associated with the elimination of obstacles to growth.

5.3.3 Economic Expansion or Growth

Construction of individual projects under the FMP would generate temporary construction employment and associated expenditures. However, these effects would be temporary and would not be expected to result in substantial economic expansion or population growth in the region. Given the nature and scale of the individual FMP projects, construction labor demands are expected to be met primarily through the existing regional labor force. In addition, the District prioritizes the use of local construction workers pursuant to its Community Benefits Agreement with the San Diego Building and Construction Trades Council and participating craft unions. Therefore, substantial relocation of workers to the region as a result of FMP construction is not anticipated.

Although individual projects could result in some changes in staffing or enrollment, the FMP does not propose a major new employment center or other economic activity that would be expected to attract a substantial number of workers or residents from outside the region. Continuing education programs are generally intended to serve the existing local and regional population, and the FMP would primarily improve the facilities through which those services are provided.

The FMP is also programmatic in nature and does not establish a fixed implementation schedule or identify timelines for all future project-specific improvements, except the MCC Expansion project. Consequently, the FMP would not establish conditions that would reasonably be expected

to result in substantial, unplanned economic or population growth. Accordingly, implementation of the FMP would not be expected to result in substantial economic expansion or growth that would cause significant physical environmental effects. Impacts would be less than significant.

Chapter 6 Alternatives

6.1 Introduction

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the project objectives while avoiding or considerably reducing any of the significant impacts of the proposed project. In addition, a "No Project" Alternative must be analyzed in the document. CEQA also requires that an environmentally superior alternative be identified from among the alternatives. The environmentally superior alternative is the alternative with the fewest or least severe adverse environmental impacts. When the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines, Section 15126.6[e][2]).

The CEQA Guidelines emphasize a commonsense approach. The alternatives shall be reasonable, "foster informed decision making and public participation," and focus on alternatives that avoid or substantially lessen the significant impacts (CEQA Guidelines, Section 15126.6[a]). CEQA does not require that an EIR present the alternatives analysis in the same level of detail as the assessment of the project and does not require that every conceivable alternative to a project be considered.

To develop a reasonable range of alternatives to the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP, SDCCE FMP, or Project), the San Diego Community College District (District) considered:

- Project objectives
- Significant impacts of the Project
- Other alternatives considered

This chapter includes a description of how the Project alternatives were developed, an evaluation of the alternatives in comparison to the Project, and identification of the environmentally superior alternative.

6.2 Project Objectives

The process of identifying potential alternatives involves consideration of the objectives for the Project, which are described in Section 2.3, Project Objectives, in Chapter 2, Project Description, and restated below:

1. Develop and implement a long-term FMP that enhances campus resiliency while allowing adaptable facilities framework.
2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic

excellence, workforce development, financial health, state of the art facilities, and institutional resiliency.

3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.
4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.
5. Implement facilities improvements that respond to identified institutional needs and how the facilities improvements can close the gap.

6.3 Significant Environmental Effects of the Project

Alternatives considered under CEQA should avoid or substantially lessen one or more significant environmental impacts that would occur with implementation of the Project as proposed. As such, this alternatives analysis focuses on the issues discussed in Program Environmental Impact Report (PEIR) Sections 3.1 through 3.9 where the Project was found to have the potential to result in significant impacts on the environment related to these topics. Environmental issues where there was determined to be no impact or a less than significant impact at the program level, including those discussed in Chapter 4, Effects Found Not to Be Significant, are not carried forward into this alternatives analysis because it was determined that there is no potential for the Project to result in significant impacts on these resources. Accordingly, the alternatives would not avoid or substantially lessen environmental impacts associated with these resources, and no further analysis is warranted.

The alternatives analysis focuses on the issue areas where the analysis provided in PEIR Sections 3.1 through 3.9 concludes that there would be a less than significant impact with mitigation. In summary, the Project would result in significant but mitigated impacts for the following environmental issue areas:

- Biological Resources (Candidate, Sensitive, or Special-Status Species)
- Cultural Resources (Human Remains)
- Geology and Soils (Paleontological Resources)
- Hazards and Hazardous Materials (Accidental Releases)
- Noise (Exceedance of Noise Standards and Groundborne Vibration)
- Tribal Cultural Resources (Tribal Cultural Resources)

Mitigation measures identified in this PEIR would reduce the impacts listed above to below a level of significance. No significant and unavoidable impact was identified in this PEIR.

Impacts related to all other environmental issue areas were determined to be less than significant or not impacted with implementation of the FMP.

6.4 Alternatives Considered but Rejected

The CEQA Guidelines state that an EIR should identify alternatives that were considered by the lead agency but were rejected and should briefly state the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR is the failure to meet most of the basic project objectives or inability to avoid significant environmental effects (CEQA Guidelines, Section 15126.6[c]).

The following section describes alternatives or alternative concepts that were given consideration by the District but rejected from further analysis in the PEIR.

6.4.1 No Project Alternative – No New Development

CEQA Guidelines, Section 15126.6(e), requires that a "No Project" Alternative be evaluated along with its impacts to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The "no project" analysis considers what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. A No Project Alternative – No New Development would allow general maintenance and repairs to continue on campus but would not involve the construction of new facilities or major renovations of existing facilities that require discretionary approval or environmental review.

A No Project Alternative wherein no new development or improvements to campus facilities occur is not reasonably foreseeable based on regulatory limitations related to Measure HH. Voter approval of Measure HH in the November 5, 2024, election authorized the District to issue $3.5 billion in general obligation bonds to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across its campuses. The first sale of $850 million in bonds was completed in January 2025. Proceeds from the sale of bonds authorized under Measure HH are required to be used for the general purposes set forth in the ballot measure or bond sale unless otherwise authorized by the District Board of Trustees based on specific findings. While an alternative with no new development may avoid environmental effects associated with implementation of the FMP, it is not reasonably foreseeable based on the bond funding obligations of Measure HH. The District has already identified expansion at the West City Campus (WCC) as part of Measure HH's first phase of projects. Therefore, the No Project Alternative – No New Development was rejected from further analysis.

6.4.2 Alternative Sites Alternative

The Alternative Sites Alternative was considered but rejected from further analysis because it would not provide substantial environmental or operational advantages compared to the proposed FMP and would not be a reasonable alternative for meeting the FMP objectives. The FMP identifies improvements tailored to the existing conditions and identified facility needs of each of

the seven SDCCE campuses. Building expansions are proposed at five campuses. At four campuses—Educational Cultural Complex (ECC), Continuing Education Mesa (CE MES), Continuing Education Miramar (CE MIR), and WCC—the proposed expansions would occur within the existing SDCCE campus boundaries. The Mid-City Campus (MCC) Expansion is the only proposed expansion that would require development at an off-site location.

For ECC, CE MES, CE MIR, and WCC, an alternative that would relocate the proposed expansion to an off-site property was considered but rejected. The existing campuses have sufficient space to accommodate the proposed expansions within their existing boundaries, and development of an off-site property would require acquisition and development of an additional site that is not currently part of the SDCCE campus system. Relocating these improvements to off-site properties would also introduce additional site development activities, including construction of new access and utility connections and potentially greater grading and other site disturbance. Such an alternative would not be expected to reduce environmental impacts and could result in greater impacts than expansion within the existing, previously developed campus boundaries. In addition, acquiring and developing additional properties where the identified facility needs can reasonably be accommodated within existing campus boundaries would not represent a reasonable or efficient use of District resources and is not aligned with the Project objectives. Accordingly, the Alternative Sites Alternative for ECC, CE MES, CE MIR, and WCC was rejected from further consideration.

A separate site-selection analysis was conducted for the MCC Expansion because the existing MCC campus does not provide sufficient space to accommodate the proposed expansion. Multiple potential off-site properties within the vicinity of the existing MCC campus were considered. The site-selection process evaluated factors including proximity to the existing MCC, available site area, suitability for accommodating the proposed facilities, and property costs and availability. Five potential sites were considered during this process. The specific properties are not identified in this PEIR because they are privately owned properties that were considered during the District's site-selection process and were not selected for the Project.

The sites considered that were sufficiently close to the existing MCC campus generally did not provide adequate site area to accommodate the proposed expansion. Conversely, properties that provided sufficient or greater site area were generally located too far from the existing MCC campus to effectively serve as an expansion of the existing campus and maintain the desired proximity and operational relationship between the existing and expanded facilities. In addition, property costs in the Mid-City area were a significant consideration. Many properties of suitable size and location were being marketed at prices reflecting their potential for higher-density residential development, making acquisition for the proposed educational use financially impracticable.

Based on these considerations, the proposed MCC Expansion site was selected because it provides a suitable balance of proximity to the existing MCC campus, available site area, feasibility for

accommodating the proposed facilities, and property acquisition considerations. The alternative sites considered did not provide a comparable combination of these factors. Therefore, relocating the MCC Expansion to another off-site property would not provide a substantial environmental advantage or a reasonable means of achieving the FMP objectives. Selecting and developing an alternative site similar to the current 0.69-acre site would likely result in similar environmental impacts.

For these reasons, the Alternative Sites Alternative was considered but rejected from detailed analysis. The proposed FMP's approach of expanding four campuses within their existing boundaries and developing the MCC Expansion at the selected off-site location represents a reasonable approach for addressing the identified facility needs while maintaining the operational relationships among the SDCCE campuses and avoiding unnecessary acquisition and development of additional properties.

6.5 Analysis of Project Alternatives Selected for Evaluation

The following alternatives are analyzed in this chapter:

- **Alternative 1:** No Project – Near-Term Projects Only
- **Alternative 2:** Reduced Development/Renovation-Focused Alternative

These alternatives were determined to adequately represent the range of feasible alternatives required under CEQA for the Project. Alternative 1, No Project/Existing FMP Baseline Alternative, is included, as required by CEQA Guidelines, Section 15126.6(e), as an alternative that represents reasonably foreseeable conditions if the Project is not approved. Alternative 2, Reduced Development/Renovation-Focused Alternative, retains existing buildings and substantially reduces new construction, demolition, and expansion, emphasizing interior renovations and low-capital improvements. Detailed descriptions of the alternatives are presented below, along with an evaluation of their environmental impacts and ability to meet Project objectives, as summarized in Table 6-1 and Table 6-2.

The alternatives evaluated in this PEIR reflect a reasonable range of alternatives consistent with CEQA Guidelines, Section 15126.6. CEQA does not require an EIR to evaluate every conceivable alternative or establish a minimum number of alternatives; rather, the alternatives analysis is governed by the rule of reason and should provide sufficient variation to permit a reasoned choice among alternatives. (In re Bay-Delta etc. Assn. v. Department of Water Resources (2008) 43 Cal.4th 1143, 1163; Save Our Access San Gabriel Mountains v. Watershed Conservation Authority (2021) 76 Cal.App.5th 759, 789–790; Yerba Buena Neighborhood Consortium, LLC v. Regents of University of California (2023) 95 Cal.App.5th 779, 989–994.)

The FMP is primarily a program for improvements to existing SDCCE campuses and previously developed sites, with one off-site expansion site that is also previously developed. The FMP further provides flexibility regarding the type, extent, timing, and configuration of individual

improvements in response to evolving facility and instructional needs. Accordingly, the alternatives analysis does not need to present numerous alternative locations or hypothetical development configurations to provide meaningful variation. The alternatives evaluated in this PEIR provide a range from continuation of existing operations and reasonably foreseeable near-term improvements (No Project Alternative), to a reduced development and renovation-focused approach, to implementation of the FMP as proposed. This range provides meaningful variation in the amount and type of new construction, demolition, renovation, and site disturbance while retaining the basic objectives of the FMP.

Additionally, CEQA does not require consideration of an alternative location where such an alternative would not provide a meaningful means of achieving the project objectives or where its environmental effects cannot reasonably be ascertained (CEQA Guidelines, Section 15126.6[a], [f][3]). Therefore, based on the nature of the FMP and the range of implementation options it provides, the alternatives analyzed below constitute a reasonable range for this PEIR.

6.5.1 Alternative 1: No Project – Near-Term Projects Only

Under Alternative 1, the proposed FMP would not be approved or implemented. Consistent with CEQA Guidelines, Section 15126.6(e), Alternative 1 assumes continuation of existing SDCCE operations and implementation of those improvements that would reasonably be expected to occur independent of approval of the FMP. Based on the District's existing funding commitments and Measure HH bond authorizations, the District has identified certain near-term improvements that would proceed independent of approval of the long-term FMP. These improvements include the WCC expansion and the performance improvements and pilot projects identified in the FMP. Therefore, these improvements are included in Alternative 1 because they represent reasonably foreseeable actions that would occur even if the proposed FMP were not approved.

In contrast, the long-term expansion, renovation, demolition, and new construction projects identified in the FMP that are not supported by existing funding commitments would not be implemented under this alternative. Existing SDCCE campuses would continue to operate under existing conditions, including routine maintenance, repair, replacement, and other activities that would reasonably occur independent of the FMP. Therefore, Alternative 1 represents the reasonably foreseeable physical development scenario if the FMP is not approved, rather than an assumption that no physical improvements would occur.

6.5.1.1 Impact Analysis

Biological Resources (Candidate, Sensitive, or Special-Status Species)

As described in the project-level analysis in Section 3.2.5.1, implementation of the FMP could result in potentially significant impacts on sensitive wildlife species at ECC, nesting birds at all SDCCE FMP project sites, and roosting bats at ECC, CE MIR, and WCC. These impacts could

result from direct mortality or injury, disturbance of active nests or roosts, or removal or modification of suitable habitat during construction.

Under Alternative 1, the long-term construction activities proposed at ECC, CE MES, CE MIR, and the MCC Expansion site would not occur. Accordingly, the potential impacts associated with those activities would be avoided. Construction associated with the WCC expansion would continue to occur, and therefore, the potential for impacts on nesting birds during construction would remain at WCC. Because the level of construction and associated disturbance would be substantially reduced compared to the FMP, the potential severity of impacts on candidate, sensitive, or special-status species would be reduced. Nevertheless, potentially significant impacts on nesting birds could still occur at WCC and would continue to require applicable mitigation measures. Because substantially less ground disturbance would occur, the potential severity of impacts on biological resources would be reduced compared to the FMP.

Cultural Resources (Human Remains)

As discussed in Section 3.3.5.3, implementation of the FMP could result in potentially significant impacts related to the inadvertent discovery of human remains during ground-disturbing activities. With implementation of the applicable mitigation measure, these impacts would be reduced to a less than significant level.

Under Alternative 1, ground-disturbing activities would be substantially reduced because the long-term construction, demolition, and expansion activities at campuses other than WCC would not occur. Ground disturbance associated with the WCC expansion could still result in the inadvertent discovery of human remains. Therefore, the applicable mitigation measure would continue to apply; however, because substantially less ground disturbance would occur, the potential severity of impacts on human remains would be reduced compared to the FMP.

Geology and Soils (Paleontological Resources)

Alternative 1 would result in less ground disturbance than the FMP but could still affect paleontological resources. As described in the project-level analysis in Section 3.4.5.1, ground-disturbing activities associated with the WCC expansion could occur in the Bay Point Formation, which has the potential to contain paleontological resources. In contrast, the construction activities associated with the FMP that could potentially disturb geologic units containing paleontological resources at ECC, CE MES, and CE MIR would not occur under this alternative.

Therefore, although Mitigation Measures MM-GEO-1 through MM-GEO-4 would continue to apply to applicable WCC construction activities and would reduce potential impacts on paleontological resources to a less than significant level, the overall potential severity of impacts would be reduced compared to the FMP because of the substantially smaller area and scale of ground disturbance.

Hazards and Hazardous Materials (Accidental Releases)

As described in Section 3.6.5.2, ground-disturbing activities at the CE MIR campus could encounter potential contamination or munitions associated with munitions and explosives of concern, unexploded ordnance, or munitions debris because the campus is within the boundaries of the former Linda Vista Valley Auxiliary Field, a property identified by the U.S. Department of Defense as a formerly used defense site (FUDS). Such conditions could result in a potentially significant hazard to the public or the environment. Implementation of Mitigation Measure MM-HAZ-1 would reduce these impacts to a less than significant level. Impacts associated with development on the other campuses would be less than significant with compliance with applicable regulatory requirements, as discussed in Section 3.6.2, Regulatory Setting.

Under Alternative 1, the long-term development activities at CE MIR would not occur, and therefore, substantial new ground disturbance associated with the FMP would be avoided on that campus. The WCC site is not identified as a FUDS, and Mitigation Measure MM-HAZ-1 would not be required for the WCC expansion. Because Alternative 1 would result in substantially less ground disturbance and construction than the FMP, the potential for impacts related to hazards from contaminated sites or unexploded ordnance would be reduced compared to the FMP.

Noise (Exceedance of Noise Standards and Groundborne Vibration)

Alternative 1 would result in reduced impacts related to construction and operational noise and groundborne vibration compared to the FMP because substantially less construction and ground disturbance would occur. As described in Section 3.7.5.1, implementation of the FMP on the ECC, CE MES, CE MIR, WCC, and MCC Expansion sites would result in potentially significant construction noise impacts and potentially significant operational noise impacts associated with heating, ventilation, and air conditioning (HVAC) equipment prior to mitigation.

Under Alternative 1, the long-term construction, demolition, and expansion activities at campuses other than WCC would not occur. Therefore, construction-related noise impacts would be limited primarily to the WCC expansion. The reduced amount of construction and shorter overall construction duration would reduce the extent and duration of construction noise compared to the FMP. Operational noise impacts would also be reduced because potential exceedances associated with future HVAC equipment would be limited to WCC rather than occurring at multiple SDCCE campuses. MM-NOI-1 and MM-NOI-2, as applicable, would continue to be required to reduce potentially significant construction and operational noise impacts to a less than significant level. Overall, the severity of noise impacts under Alternative 1 would be reduced compared to the FMP.

As described in Section 3.7.5.2, implementation of the FMP could result in potentially significant construction-related groundborne vibration impacts at ECC, WCC, and the MCC Expansion site, primarily associated with the use of vibratory rollers. Operational vibration impacts would be less than significant. Under Alternative 1, the construction activities at ECC and the MCC Expansion

site would not occur, and potential construction-related vibration impacts would therefore be limited to WCC. MM-NOI-3, which requires construction vibration screening at WCC, would continue to apply and would reduce potentially significant vibration impacts to a less than significant level. Accordingly, the overall severity of groundborne vibration impacts under Alternative 1 would be reduced compared to the FMP.

Tribal Cultural Resources (Tribal Cultural Resources)

As described in Section 3.9.5.1, the FMP project sites are developed and have been subject to substantial previous disturbance. Although the potential for encountering previously unknown Tribal Cultural Resources (TCRs) is considered low, ground-disturbing activities associated with future FMP projects could result in the inadvertent discovery of previously unknown human remains or other resources that may have cultural significance to local Native American Tribes. Mitigation Measure MM-TCR-1 and MM-CUL-1 have been incorporated based on Tribal consultation to reduce potential impacts to a less than significant level.

Under Alternative 1, the long-term construction and ground-disturbing activities at ECC, CE MES, CE MIR, and the MCC Expansion site would not occur. Ground disturbance would be primarily associated with the WCC expansion and therefore would occur over a substantially smaller area than under the FMP. Consequently, the potential for inadvertent discovery of TCRs would be reduced, although the potential for such discoveries during WCC construction would remain. Mitigation Measure MM-TCR-1 and MM-CUL-1 would continue to apply to applicable ground-disturbing activities. Overall, the potential severity of impacts on TCRs would be reduced compared to the FMP.

6.5.1.2 Ability to Meet Project Objectives

Alternative 1 would make some progress toward the objectives of the FMP but would not provide the comprehensive, long-term facilities improvements contemplated by the FMP. The WCC improvements and other near-term improvements that would occur independent of the FMP would address certain identified facility needs and support selected institutional priorities identified in the FMP. However, the long-term expansion, renovation, demolition, and new construction projects proposed at the other SDCCE campuses would not occur. As a result, Alternative 1 would not provide the comprehensive campus modernization, expansion, program accommodation, and strategic facility improvements contemplated by the FMP. Therefore, the alternative would only partially achieve the Project objectives, as described below:

1. Develop and implement a long-term FMP that enhances campus resiliency while allowing adaptable facilities framework.

   Alternative 1 would not implement the comprehensive long-term FMP or establish the campus-wide facilities framework contemplated by the FMP. However, the WCC expansion and other near-term improvements at other SDCCE campuses would provide

some improvements to campus resiliency and facility adaptability at WCC. Therefore, this objective would only be partially achieved.

2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic excellence, workforce development, financial health, state of the art facilities, and institutional resiliency.

   Alternative 1 would support some of these priorities through the WCC expansion and other near-term improvements at other SDCCE campuses. However, it would not implement the broader set of facility improvements needed to comprehensively address the District Strategic Plan across SDCCE campuses. Therefore, this objective would only be partially achieved.

3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.

   Alternative 1 would provide some improvements at WCC but would not provide the broader modernization, expansion, and strategic reconfiguration of facilities identified in the FMP. Accordingly, this objective would only be partially achieved.

4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.

   Alternative 1 would provide some new or improved facilities associated with the WCC expansion and other near-term improvements at other SDCCE campuses but would not provide the full range of modern, flexible instructional, workforce training, and faculty and staff support spaces identified in the FMP. Therefore, this objective would only be partially achieved.

5. Implement facilities improvements that respond to identified institutional needs and how can the facilities improvements close the gap.

   Alternative 1 would address some near-term facility needs, particularly at WCC, but would not address the longer-term facility needs and gaps identified throughout the SDCCE system. Therefore, this objective would only be partially achieved.

6.5.2 Alternative 2: Reduced Development/Renovation-Focused Alternative

Under the Reduced Development/Renovation-Focused Alternative, the District would implement the FMP's basic objectives through a combination of existing-facility renovation, adaptive reuse, interior reconfiguration, technology improvements, and a reduced amount of new construction. Existing campus buildings would be retained to the maximum extent feasible, and major demolition and expansion would be reduced or eliminated where facility needs could reasonably be addressed through renovation, reconfiguration, or more efficient use of existing facilities.

The performance improvements and pilot projects and the WCC expansion identified under Alternative 1 would be implemented. In addition, selected renovation and expansion projects identified in the FMP would be implemented where necessary to address demonstrated facility needs. This alternative assumes that the MCC Expansion would be developed as proposed. However, the overall amount of new building area, demolition, grading, and site disturbance at other existing campuses would be less than that under the proposed FMP.

Under this alternative, priority would be given to improvements within existing building envelopes and previously developed areas. Larger expansion projects would be reduced in size, redesigned to minimize ground disturbance, or deferred where the identified program needs could reasonably be addressed through renovation, adaptive reuse, shared facilities, flexible scheduling, or technology-enabled instruction.

The alternative would continue to provide modern, flexible instructional spaces, workforce training facilities, student support services, and faculty and staff support areas but would provide less new physical capacity than the proposed FMP. As with the Project, no substantial increase in overall SDCCE student headcount would be assumed solely as a result of the facilities improvements.

6.5.2.1 Impact Analysis

Biological Resources (Candidate, Sensitive, or Special-Status Species)

As described in the project-level analysis in Section 3.2.5.1, implementation of the FMP could result in potentially significant impacts on sensitive wildlife species at ECC, nesting birds on all SDCCE FMP project sites, and roosting bats at ECC, CE MIR, and WCC. These impacts could result from direct mortality or injury, disturbance of active nests or roosts, or removal or modification of suitable habitat during construction.

Under Alternative 2, campus expansions at WCC and the MCC Expansion site would occur, and selected renovation and expansion projects at other campuses would also be implemented. Therefore, the potential for impacts on sensitive wildlife species, nesting birds, and roosting bats would remain. However, greater reliance on renovation, adaptive reuse, and improvements within existing building envelopes would reduce the amount of demolition, new construction, vegetation disturbance, and ground disturbance compared to the FMP. In particular, projects that could result in substantial disturbance at ECC, CE MIR, and other campuses would be reduced, redesigned, or deferred where feasible.

Because construction activities would still occur at multiple campuses, potentially significant impacts on special-status species would not be eliminated. Applicable mitigation measures would continue to apply to reduce these impacts to a less than significant level. Overall, the severity of potential impacts on biological resources would be reduced compared to the FMP due to the reduced scale and intensity of construction and site disturbance.

Cultural Resources (Human Remains)

As discussed in Section 3.3.5.3, implementation of the FMP could result in potentially significant impacts related to the inadvertent discovery of human remains during ground-disturbing activities. With implementation of the applicable mitigation measure, these impacts would be reduced to a less than significant level.

Under Alternative 2, campus expansions at WCC and the MCC Expansion site would occur, along with selected expansion and construction activities at other campuses. Consequently, ground-disturbing activities that could result in the inadvertent discovery of human remains would continue to occur. However, the greater emphasis on renovation, adaptive reuse, and use of existing building envelopes would reduce the overall amount and extent of new ground disturbance compared to the FMP. Therefore, the potential for impacts on human remains would remain, but the overall severity of potential impacts would be reduced compared to the FMP. Applicable mitigation would continue to apply to ground-disturbing activities.

Geology and Soils (Paleontological Resources)

Alternative 2 would result in less ground disturbance than the FMP but would continue to include construction activities that could affect paleontological resources. As described in Section 3.4.5.1, ground-disturbing activities associated with the WCC improvements could occur in the Bay Point Formation, which has the potential to contain paleontological resources. The MCC Expansion site development and selected other expansion projects could also involve ground disturbance in areas where geologic units have the potential to contain paleontological resources.

However, the reduced amount of new construction, grading, and site disturbance under Alternative 2 would reduce the extent of activities that could encounter paleontological resources compared to the FMP. Renovation and interior reconfiguration projects generally would involve substantially less ground disturbance than new construction or major expansion.

Therefore, potentially significant impacts on paleontological resources could still occur under Alternative 2, but the extent of potential impacts would be reduced compared to the FMP. Mitigation Measures MM-GEO-1 through MM-GEO-4 would continue to apply to applicable ground-disturbing activities and would reduce impacts to a less than significant level. The overall severity of potential impacts on paleontological resources would be reduced compared to the FMP due to the reduced scale and intensity of construction and site disturbance.

Hazards and Hazardous Materials (Accidental Releases)

As described in Section 3.6.5.2, ground-disturbing activities at the CE MIR campus, which is within the boundaries of the former Linda Vista Valley Auxiliary Field, a property identified by the U.S. Department of Defense as a FUDS, could encounter potential contamination or munitions

associated with munitions and explosives of concern, unexploded ordnance, or munitions debris. Such conditions could result in a potentially significant hazard to the public or the environment. Implementation of Mitigation Measure MM-HAZ-1 would reduce these impacts to a less than significant level.

Under Alternative 2, the reduced amount of new construction and ground disturbance would reduce the potential for encountering contaminated soil, unexploded ordnance, or other hazardous conditions associated with subsurface disturbance. However, to the extent that selected expansion or other ground-disturbing activities continue to occur at CE MIR or other sites with known or potentially hazardous conditions, the potential for impacts would remain. Renovation and interior reconfiguration within existing buildings would generally involve less potential for exposure to subsurface hazards than major expansion or new construction.

Therefore, the potential for significant impacts related to hazards and hazardous materials would be reduced compared to the FMP, although such impacts would not be eliminated. Mitigation Measure MM-HAZ-1 and other applicable regulatory requirements would continue to apply to applicable projects and would reduce potentially significant impacts to a less than significant level.

Noise (Exceedance of Noise Standards and Groundborne Vibration)

Alternative 2 would result in reduced impacts related to construction and operational noise and groundborne vibration compared to the FMP because the overall amount and intensity of construction would be reduced. As described in Section 3.7.5.1, implementation of the FMP at ECC, CE MES, CE MIR, WCC, and the MCC Expansion site would result in potentially significant construction noise impacts and potentially significant operational noise impacts associated with HVAC equipment prior to mitigation.

Under Alternative 2, the WCC expansion and MCC Expansion would be implemented, along with selected renovation and expansion projects at other SDCCE campuses. However, greater reliance on renovation, adaptive reuse, interior reconfiguration, and improvements within existing building envelopes would reduce the amount and duration of demolition and new construction compared to the FMP. Therefore, construction-related noise impacts would continue to occur at multiple campuses but would generally be reduced in extent and duration compared to the FMP. Operational noise impacts associated with future HVAC equipment would also continue at campuses where new or substantially renovated facilities are proposed; however, the smaller amount of new development would reduce the overall potential for operational noise impacts compared to the FMP. Mitigation Measures MM-NOI-1 and MM-NOI-2, as applicable, would continue to be required to reduce potentially significant construction and operational noise impacts to a less than significant level. Overall, the severity of noise impacts under Alternative 2 would be reduced compared to the FMP, but impacts would be greater than those under Alternative 1 because construction would continue at multiple campuses.

As described in Section 3.7.5.2, implementation of the FMP could result in potentially significant construction-related groundborne vibration impacts at ECC, WCC, and the MCC Expansion site, primarily associated with the use of vibratory rollers. Operational vibration impacts would be less than significant. Under Alternative 2, construction activities associated with the WCC expansion and MCC Expansion would continue, and selected expansion or other construction activities at other campuses could also involve equipment capable of generating groundborne vibration. However, the reduced amount of new construction and grading would reduce the extent of potential vibration-generating activities compared to the FMP. Mitigation Measure MM-NOI-3, which requires construction vibration screening at applicable project sites, would continue to be required to reduce potentially significant vibration impacts to a less than significant level. Accordingly, the overall severity of groundborne vibration impacts under Alternative 2 would be reduced compared to the Project.

Tribal Cultural Resources (Tribal Cultural Resources)

As described in Section 3.9.5.1, the FMP project sites are developed and have been subject to substantial previous disturbance. Although the potential for encountering previously unknown TCRs is considered low, ground-disturbing activities associated with future FMP projects could result in the inadvertent discovery of previously unknown resources or human remains that may have cultural significance to local Native American Tribes. Mitigation Measure MM-TCR-1 and MM-CUL-1 have been incorporated based on Tribal consultation to reduce potential impacts to a less than significant level.

Under Alternative 2, campus expansions at WCC and the MCC Expansion site, as well as selected expansion projects at other campuses, would continue to involve ground-disturbing activities. Therefore, the potential for inadvertent discovery of TCRs would remain. However, the alternative would emphasize renovation, adaptive reuse, and improvements within existing building envelopes, thereby reducing the amount and extent of new ground disturbance compared to the FMP. Consequently, the potential severity of impacts on TCRs would be reduced compared to the FMP, although impacts would not be eliminated. Mitigation Measure MM-TCR-1 and MM-CUL-1 would continue to apply to applicable ground-disturbing activities. Overall, the potential severity of impacts on TCRs would be reduced compared to the FMP.

6.5.2.2 Ability to Meet Project Objectives

Alternative 2 would achieve a greater degree of the FMP's objectives than Alternative 1 because it would implement the WCC expansion, MCC Expansion, and selected additional expansion and renovation projects while retaining and adapting existing facilities to address identified needs. By reducing the amount of new construction and placing greater emphasis on renovation, adaptive reuse, and efficient use of existing facilities, the alternative would provide many of the functional improvements contemplated by the FMP while reducing the physical extent of development.

However, Alternative 2 would not provide the full amount of new capacity, comprehensive campus improvements, and long-term physical transformation contemplated by the proposed FMP. Some facility needs would be addressed through renovation, shared facilities, flexible scheduling, and technology rather than through the new construction or expansion identified in the FMP. As a result, Alternative 2 would substantially, but not fully, achieve the Project objectives, as described below:

1. Develop and implement a long-term FMP that enhances campus resiliency while allowing adaptable facilities framework.

   Alternative 2 would substantially achieve this objective by implementing a long-term approach that combines targeted expansion with renovation, adaptive reuse, and flexible use of existing facilities. However, the reduced scope of physical improvements would provide less comprehensive campus modernization than the proposed FMP.

2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic excellence, workforce development, financial health, state of the art facilities, and institutional resiliency.

   Alternative 2 would substantially achieve this objective by prioritizing projects that address demonstrated institutional needs and by using existing facilities more efficiently. However, deferral or reduction of certain FMP projects would limit the extent to which all identified facility needs could be addressed.

3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.

   Alternative 2 would substantially achieve this objective through a combination of targeted expansion, renovation, adaptive reuse, and reconfiguration of existing facilities. However, the reduced amount of new physical capacity could limit opportunities to expand or relocate certain programs and student support spaces compared to the proposed FMP.

4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.

   Alternative 2 would substantially achieve this objective by modernizing existing facilities and providing selected new or expanded spaces. However, the alternative would provide less new instructional and support space than the proposed FMP and therefore would not fully address all identified space needs.

5. Implement facilities improvements that respond to identified institutional needs and how can the facilities improvements close the gap.

Alternative 2 would substantially achieve this objective by combining targeted expansion with renovation, adaptive reuse, and more efficient use of existing facilities. However, some identified facility gaps would remain because projects that could otherwise address those needs through new construction or major expansion would be reduced or deferred. Consequently, the alternative would not fully close all of the facility gaps identified in the FMP.

6.6 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative, which is the alternative that would result in the fewest or least severe environmental impacts among the reasonable alternatives evaluated. Table 6-1, Comparison of Potentially Significant Impacts for Alternatives to the Project, summarizes the environmental effects of the alternatives in comparison to the proposed FMP, identifying whether each alternative would result in similar, greater, or lesser impacts for the potentially significant impacts evaluated. In addition, Table 6-2, Ability of Project Alternatives to Meet the Project Objectives, summarizes the extent to which each alternative would achieve the objectives of the proposed FMP.

Based on the overall comparison of environmental impacts presented in Table 6-1, Alternative 1 is identified as the environmentally superior alternative. Both Alternative 1 and Alternative 2 would reduce the severity of the environmental impacts associated with the proposed FMP because each alternative would involve less overall development, construction, demolition, and ground disturbance than the proposed FMP. However, Alternative 1 would result in the greatest overall reduction in environmental impacts because long-term construction, demolition, and expansion activities at campuses other than WCC would not occur. Consequently, Alternative 1 would reduce the extent and severity of impacts associated with construction and ground disturbance, including impacts related to biological resources, cultural resources, paleontological resources, hazards and hazardous materials, noise, and groundborne vibration, compared to both the proposed FMP and Alternative 2.

The environmental benefits of Alternative 1 would, however, be accompanied by a reduced ability to achieve the objectives of the proposed FMP. As shown in Table 6-2, Alternative 1 would partially achieve each of the five Project objectives but would not provide the comprehensive campus modernization, expansion, facility improvements, and additional capacity contemplated by the proposed FMP. In comparison, Alternative 2 would provide a greater degree of progress toward the Project objectives while still reducing the severity of environmental impacts compared to the proposed FMP.

Although Alternative 1 is identified as the environmentally superior alternative, CEQA Guidelines, Section 15126.6(e)(2), requires that, when the No Project Alternative is determined to be environmentally superior, the EIR also identify an environmentally superior alternative among the other alternatives evaluated. Alternative 2 is the only other alternative evaluated in this PEIR that

constitutes a reasonable alternative to the proposed FMP, as discussed in Section 6.5, Analysis of Project Alternatives Selected for Evaluation. Alternative 2 would reduce the severity of all impacts evaluated for the alternatives analysis compared to the proposed FMP, although the reductions would generally be less than those under Alternative 1 because Alternative 2 would retain the expansion of WCC, development of the MCC Expansion site, and selected additional expansion and construction projects. At the same time, Alternative 2 would achieve a greater degree of the Project objectives than Alternative 1 by providing additional facility expansion, renovation, modernization, and capacity while retaining a reduced development approach.

Therefore, Alternative 2: Reduced Development/Renovation-Focused Alternative is identified as the environmentally superior alternative among the alternatives other than the No Project Alternative. Alternative 2 would provide a balance between reducing the environmental effects associated with the proposed FMP and achieving the District's facility and program objectives.

Table 6-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Project	Alternatives	
		Alternative 1: No Project – Near-Term Projects Only	Alternative 2: Reduced Development/Renovation-Focused Alternative
Section 3.2, Biological Resources			
Threshold 1: Candidate, Sensitive, or Special-Status Species	LTSM	LTSM <	LTSM <
Section 3.3, Cultural Resources			
Threshold 3: Human Remains	LTSM	LTSM <	LTSM <
Section 3.4, Geology and Soils (Paleontological Resources)			
Threshold 6: Paleontological Resources	LTSM	LTSM <	LTSM <
Section 3.6, Hazards and Hazardous Materials			
Threshold 2: Accidental Releases	LTSM	LTS <	LTSM <
Section 3.7, Noise			
Threshold 1: Exceedance of Noise Standards	LTSM	LTSM <	LTSM <
Threshold 2: Excessive Groundborne Vibration or Noise	LTSM	LTSM <	LTSM <
Section 3.9, Tribal Cultural Resources			
Threshold 1: Tribal Cultural Resources	LTSM	LTSM <	LTSM <

Notes: LTS = Less than Significant Impact; LTSM = Less than Significant Impact with Mitigation; < = Reduced impact relative to the Project

Table 6-2. Ability of Project Alternatives to Meet the Project Objectives

Project Objectives	Ability of Alternatives to Meet the Project Objectives	
	Alternative 1: No Project – Near-Term Projects Only	Alternative 2: Reduced Development/Renovation-Focused Alternative
1. Develop and implement a long-term FMP that enhances campus resiliency while allowing adaptable facilities framework.	Partially	Substantially
2. Ensure that the improvements outlined in the FMP align with and support the priorities and goals of the District Strategic Plan, including student success, academic excellence, workforce development, financial health, state of the art facilities, and institutional resiliency.	Partially	Substantially
3. Improve equitable access to educational facilities by modernizing, expanding, and strategically locating programs and student support spaces, thereby advancing diversity, equity, and inclusion.	Partially	Substantially
4. Provide modern, flexible instructional spaces, workforce training facilities, and faculty/staff support areas that enhance professional development.	Partially	Substantially
5. Implement facilities improvements that respond to identified institutional needs and how can the facilities improvements close the gap.	Partially	Substantially

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Chapter 7 List of Preparers and Agencies Consulted

This chapter lists the lead agency and consultants who prepared this Program Environmental Impact Report (PEIR) and technical reports and the agencies that provided information used in the preparation of this PEIR.

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Chapter 8 References

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None.

Chapter 1: Introduction

None.

Chapter 2: Project Description

None.

Chapter 3: Environmental Analysis

None.

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Chapter 5: Other CEQA Considerations

None.

Chapter 6: Alternatives

None.